

File No. 200558 Committee Item No. 7
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee Date July 20, 2020

Board of Supervisors Meeting Date _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
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OTHER

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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Executive Summary |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Motion No. 20708 052120 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Reso No. 20709 052120 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Reso No. 20710 052120 |
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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Reso No. 20713 052120 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Market and Octavia Community Improvements Prgm (Append C) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Market and Octavia Area Plan Hub Public Benefits Doc |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | The Hub - Public Realm Plan |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Area Plan Maps 1-12 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PLN Transmittal 052920 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Central SoMa Nexus Study 032420 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PLN Memo 062920 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | PC Motion No. 20707 FEIR Motion 052120 |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Hearing Notice 071320 |

Completed by: Erica Major Date July 16, 2020

Completed by: Erica Major Date _____

[Business and Tax Regulations, Planning Codes - Hub Housing Sustainability District]

Ordinance amending the Business and Tax Regulations and Planning Codes to create the Hub Housing Sustainability District, encompassing an area generally bounded by Haight Street from Octavia Boulevard to Gough Street, Gough Street from Haight Street to Page Street, Franklin Street from Page Street to Fell Street, Fell Street from Franklin Street to Van Ness Avenue, Van Ness Avenue from Fell Street to Hayes Street, Hayes Street from Van Ness Avenue to Larkin Street, Market Street from Ninth Street to 10th Street, midblock between 10th Street and 11th Street from Market Street to Mission Street, Mission Street from 10th Street to Washburn Street, a portion of Washburn Street, Minna Street from 10th Street to just past Lafayette Street (with certain lots excluded), midblock between Lafayette Street and 12th Street to Howard Street, Howard Street just north of 12th and 13th Streets, and 13th Street to Octavia Boulevard and Haight Street, to provide a streamlined and ministerial approval process for certain housing projects within the District meeting specific labor, on-site affordability, and other requirements; creating an expedited Board of Appeals process for appeals of projects within the District; and making approval findings under the California Environmental Quality Act, findings of public convenience, necessity, and welfare under Planning Code, Section 302, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in single-underline italics Times New Roman font.
Deletions to Codes are in ~~strikethrough italics Times New Roman font~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

1 eligibility criteria, design review standards, and entitlement and approval procedures for projects
2 seeking approval pursuant to the requirements of the Hub Housing Sustainability District.

3 (b) **Geography.** The Hub Housing Sustainability District shall include all parcels within the
4 Van Ness & Market Residential Special Use District, which is defined in Section 249.33. The entirety of
5 the Van Ness & Market Residential Special Use District is an “eligible location,” as that term is
6 defined in California Government Code Section 66200(e).

7 (c) **Relationship to Other Planning Code Provisions.** Except as otherwise provided in this
8 Section 344, all provisions of the Planning Code, including Section 249.33, that would be applicable to
9 projects approved pursuant to this Section 344 shall apply to such projects. In the event of a conflict
10 between other provisions of the Planning Code and this Section 344, this Section shall control.

11 (d) **Eligibility.** Projects seeking approval pursuant to this Section 344 shall meet all of the
12 following requirements:

13 (1) The project is located in a zoning district that principally permits residential uses.

14 (2) The project proposes no less than 100 dwelling units per acre, and no more than
15 750 dwelling units per acre.

16 (3) At least half of the project’s gross square footage is designated for residential uses.
17 All non-residential uses must be principally permitted in the underlying zoning district and any
18 applicable special use district(s), and may not include greater than 24,999 gross square feet of office
19 space that would be subject to the annual limit on office development set forth in Sections 321 et seq.

20 (4) The project does not exceed a height of 120 feet, except that any project whose
21 principal use is housing, where all such housing is restricted for a minimum of 55 years as affordable
22 for "persons and families of low or moderate income," as defined in California Health & Safety Code
23 Section 50093, shall be deemed to satisfy this subsection (c)(4) regardless of height.

1 (5) If the project sponsor seeks a density bonus pursuant to California Government
2 Code Section 65915 et seq., the project sponsor demonstrates to the satisfaction of the Planning
3 Department that the project would not result in a significant shadow impact.

4 (6) The project is not located on a lot containing a structure listed as a designated
5 landmark pursuant to Article 10 of the Planning Code or a contributory or significant structure
6 pursuant to Article 11 of the Planning Code.

7 (7) The project complies with the following affordability requirements, as applicable:

8 (A) Projects subject to Section 415 of this Code shall comply with Section 415
9 by choosing the On-Site Affordable Housing Alternative under Section 415.5(g)(1)(A), and shall
10 provide no less than 10% of dwelling units as units affordable to very low or low income households;

11 (B) Projects not subject to Section 415 shall provide no less than 10% of
12 dwelling units as units affordable to very low or low income households, by entering into a regulatory
13 agreement with the City that contains the terms specified in Section 206.6(f).

14 (8) The project does not demolish, remove, or convert to another use any existing
15 dwelling unit(s).

16 (9) The project complies with all applicable zoning and any adopted design review
17 standards. Projects seeking approval pursuant to this Section 344 may not seek any exceptions to
18 height and bulk limits pursuant to Section 309(a)(17).

19 (10) The project sponsor complies with all mitigation measures in the Hub Plan, 30 Van
20 Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District
21 Environmental Impact Report (Hub EIR) that the Planning Department determines are applicable to
22 the project.

23 (11) The project sponsor certifies that the project will comply with all applicable
24 requirements of California Government Code Section 66201(f)(4).

25 (12) The project shall comply with Government Code Section 66201(f)(5).

1 (13) A project is not deemed to be for residential use if it is infeasible for actual use as
2 a single or multifamily residence.

3 (e) **Approving Authority.** The Planning Department is the approving authority designated to
4 review permit applications for compliance with this Section 344.

5 (f) **Application.**

6 (1) Prior to submittal of an application for required approvals from the Planning
7 Department, a project sponsor seeking to apply pursuant to this Section 344 shall submit an
8 application for a preliminary project assessment (PPA), pursuant to Planning Department procedures.

9 (2) In addition to any requirements under other provisions of this Code for submittal of
10 application materials, an application under this Section 344 shall be submitted to the Department on a
11 form prescribed by the Department and shall include at minimum the following materials:

12 (A) A full plan set, including site plan, elevations, sections, and floor plans,
13 showing total number of units, and number of and location of units affordable to very low or low
14 income households;

15 (B) All documentation required by the Department in its response to the project
16 sponsor's previously-submitted PPA application;

17 (C) Documentation sufficient to support determinations that:

18 (i) the project meets all applicable zoning and any adopted design
19 review standards;

20 (ii) the project sponsor will implement any and all mitigation measures
21 in the Hub EIR that the Planning Department determines are applicable to the project, including but
22 not limited to the following:

23 a. An agreement to implement any and all mitigation measures in
24 the Hub EIR that the Planning Department determines are applicable to the project; and

25 b. Scope(s) of work for any studies required as part of any and all

1 mitigation measures in the Hub EIR that the Planning Department determines are applicable to the
2 project. An application pursuant to this Section 344 shall not be deemed complete until such studies are
3 completed to the satisfaction of the Environmental Review Officer.

4 (iii) the project sponsor will comply with subsections (d)(10) and (d)(11)
5 of this Section 344.

6 (g) **Decision and Hearing.** The Department shall exercise ministerial approval of projects that
7 meet all the requirements in this Section 344.

8 (1) **Hearing.** The Planning Department shall conduct an informational public hearing
9 for all projects that are subject to this Section 344 within 100 days of receipt of a complete application,
10 as set forth in subsection (f).

11 (2) **Decision.** Within 120 days of receipt of a complete application, as set forth in
12 subsection (f), the Planning Director or the Director's designee shall issue a written decision
13 approving, disapproving, or approving subject to conditions, the project. The applicant and the
14 Department may mutually agree to extend this 120-day period. If no written decision is issued within
15 120 days of the Department's receipt of a complete application, or within the period mutually agreed
16 upon by the Department and applicant, the project shall be deemed approved. The Planning Director
17 or the Director's designee shall include any certifications required by California Government Code
18 Section 66205(e) in a copy of the written decision.

19 (3) **Grounds for Permit Denial.** The Department may deny a Hub HSD project
20 application only for one or more of the following reasons:

21 (A) The proposed project does not fully comply with this Section 344, including
22 but not limited to meeting all adopted design review standards and demonstrating compliance with all
23 applicable mitigation measures in the Hub EIR that the Department determines are applicable to the
24 project.

1 (B) The project sponsor has not submitted all of the information or paid any
2 application fee required by this Section 344 and necessary for an adequate and timely design review or
3 assessment of potential impacts on neighboring properties.

4 (C) The Department determines, based upon substantial evidence in light of the
5 whole record of the public hearing on the project, that a physical condition on the site of development
6 that was not known and could not have been discovered with reasonable investigation at the time the
7 application was submitted would have a specific adverse impact upon the public health or safety and
8 that there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. As used
9 in this subsection (g)(3)(C), “specific adverse impact” means a significant, quantifiable, direct, and
10 unavoidable impact based on identified objective written public health or safety standards, policies, or
11 conditions, in existence at the time the application was deemed complete.

12 (4) **Appeal.** The procedures for appeal to the Board of Appeals of a decision by the
13 Department under this Section 344 shall be as set forth in Section 8 of the Business and Tax
14 Regulations Code.

15 (5) **Discretionary Review.** No requests for discretionary review shall be accepted by the
16 Planning Department for projects subject to this Section 344. As long as the Planning Commission has
17 delegated its authority to the Planning Department to review applications for projects subject to this
18 Section 344, the Planning Commission shall not hold a public hearing for discretionary review of
19 projects subject to this Section 344.

20 (6) **Progress Requirement.** Approval of a project pursuant to this Section 344 shall
21 expire if the project sponsor has not procured a building permit or site permit for construction of the
22 project within 30 months of the date of the Department's issuance of a written decision pursuant to
23 subsection (g)(2) of this Section 344. If the Planning Director finds that the project sponsor has
24 demonstrated good faith in its efforts to obtain the first site or building permit for the project, the
25 Planning Director may extend the approval for the project for a maximum of six additional months.

1 Such deadline shall additionally be extended in the event of any appeal of such approval for the
2 duration of the appeal, and in the event of litigation seeking to invalidate the approval for the duration
3 of the litigation.

4 (h) **Design Review Standards.** Projects subject to this Section 344 shall be reviewed for
5 compliance with the design standards set forth in the San Francisco Urban Design Guidelines and the
6 Market and Octavia Area Plan, which are on file with the Planning Department, as approved by the
7 California Department of Housing and Community Development.

8 (i) **District Affordability Requirement.** At the request of the California Department of Housing
9 and Community Development, the Planning Department shall demonstrate that at least 20% of the
10 residential units constructed in the Hub Housing Sustainability District during the life of the District
11 and pursuant to this Section 344 will be affordable to very low, low-, and moderate-income households
12 and subject to a recorded affordability restriction for at least 55 years.

13 (j) **Monitoring and Enforcement.** The Planning Department shall include, as conditions of
14 approval of all projects approved pursuant to this Section 344, monitoring and enforcement provisions
15 to ensure that the project meets all labor and wage requirements and complies with all identified
16 applicable mitigation measures. Projects found to be in violation of any of these conditions shall be
17 subject to the Administrative Enforcement Procedures in Section 176.1 of this Code, including
18 initiation of abatement proceedings or referral to the City Attorney or District Attorney for prosecution,
19 if not corrected within 90 days of service of any notice of violation issued under Section 176.1(c).
20 Conditions of approval shall include, but are not limited to:

21 (1) A project sponsor shall submit weekly reports to the Office of Labor Standards
22 Enforcement, certifying that a project approved pursuant to this Section 344 is complying with
23 subsections (d)(11) and (d)(12), if applicable to the project. Projects found to be in violation of
24 subsections (d)(11) and (d)(12) shall be subject to penalties pursuant to Section 1741 of the Labor
25 Code, in addition to any penalties assessed pursuant to Section 176.1 of this Code. All penalties shall

1 be paid prior to issuance of the project's First Certificate of Occupancy, as defined in Section 401 of
2 this Code.

3 (2) The Planning Department shall monitor compliance with the Hub EIR mitigation
4 measures.

5 (3) The Planning Department shall monitor and report the construction of affordable
6 housing units under the Hub Housing Sustainability District in its annual Housing Inventory, which
7 shall include the following information:

8 (A) Number of projects approved pursuant to this Section 344.

9 (B) Number of projects under construction pursuant to approvals obtained under
10 this Section 344.

11 (C) Number of projects completed pursuant to approvals obtained under this
12 Section 344.

13 (D) Number of dwelling units within projects completed pursuant to approvals
14 obtained under this Section 344.

15 (E) Number of dwelling units affordable to very low, low, moderate, and middle
16 income households within projects completed pursuant to approvals obtained
17 under this Section 344.

18 **(k) Operative and Sunset Dates.**

19 (1) This Section 344 shall become operative upon confirmation of approval by the
20 California Department of Housing and Community Development under California Government Code
21 Section 66202(c) ("Operative Date").

22 (2) This Section 344 shall expire by operation of law ten years from the Operative Date,
23 unless this Section 344 is renewed by ordinance pursuant to Government Code Section 66201(g), in
24 which case this Section 344 shall expire on the date specified in that ordinance ("Sunset Date").
25

1 (3) Upon the expiration of this Section 344, the City Attorney shall cause this Section
2 344 to be removed from the Planning Code. Pursuant to Government Code Section 66205(b), this
3 Section 344 shall govern the processing and review of any complete application submitted pursuant to
4 this Section 344 prior to the Sunset Date.

5
6 Section 4. Effective Date; Operative Date.

7 (a) This ordinance shall become effective 30 days after enactment. Enactment occurs
8 when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not
9 sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the
10 Mayor's veto of the ordinance.

11 (b) Consistent with Section 344(k)(1) of the Planning Code, this ordinance in its
12 entirety shall become operative upon confirmation of approval by the California Department of
13 Housing and Community Development under California Government Code Section 66202(c).

14
15 Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors
16 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,
17 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal
18 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment
19 additions, and Board amendment deletions in accordance with the "Note" that appears under
20 the official title of the ordinance.

21 APPROVED AS TO FORM:
22 DENNIS J. HERRERA, City Attorney

23 By: /s/ Peter R. Miljanich
24 PETER R. MILJANICH
 Deputy City Attorney

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LEGISLATIVE DIGEST

[Planning Code - Amendments to the Van Ness & Market Downtown Residential Special Use District]

Ordinance amending the Planning Code to amend the Van Ness & Market Downtown Residential Special Use District, to encourage additional housing and uses that support neighborhood residents and businesses, and to give effect to amendments to the Market and Octavia Area Plan; amending Planning Code, Sections 145.4, 151.1, 155, 207.6, 249.33, 260, 261.1, 263.19, 270, 270.2, 309, 341.5, 401, 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, and 424.5; and making environmental findings, including adopting a statement of overriding considerations, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

Existing Law

The Market & Van Ness Downtown Residential Special Use District, Section 249.33 of the Planning Code, was adopted in conjunction with the Market and Octavia Area Plan, in 2008. It is generally located in the area near the intersections of Van Ness Avenue at Market Street and South Van Ness Avenue at Mission Street, along with parcels on both sides of Market and Mission Streets between 10th and 12th Streets, and it is intended to be a transit-oriented, high-density, mixed-use neighborhood with a significant residential presence.

Amendments to Current Law

This ordinance amends the Market & Van Ness Downtown Residential Special Use District to carry out the policy changes pursued in the Hub Plan, which is an amendment to the Market and Octavia Area Plan. The ordinance amends Section 249.33 in several ways, including:

- It changes the name of the SUD by deleting the word “Downtown,” to emphasize that this area is distinct from downtown San Francisco;
- It encourages more residential development in the area, by requiring that at least three occupied square feet of residential use shall be provided for each occupied square foot of non-residential use, instead of the 2:1 ratio currently required;
- It introduces changes to retail controls, including changes to allow for smaller retail use sizes, or “micro retail,” in order to emphasize neighborhood serving character;
- It changes the maximum off-street parking permitted to .25 parking spaces per dwelling unit (i.e., one parking space for every four dwelling units), and removes the current possibility to request a conditional use permit for additional parking up to .5 spaces per dwelling unit;
- It adds Living Roofs and Living Walls energy and sustainability requirements;

- It provides an option for Development Projects in the SUD to pay their Transportation Sustainability Fee (TSF) by providing in lieu transportation improvements;
- It provides the option to pay some affordable housing fees by providing on-site affordable housing units; options for income levels of affordable units; and an option for dedication of land to satisfy Section 415 obligations.

The ordinance makes several amendments to other sections of the Planning Code, to achieve the goals of the Hub Plan. For instance:

- It amends Section 263.19, regarding height limits, to provide parcels in the SUD rezoned pursuant to the Hub shall have two sets of maximum heights for podium and tower: the first set of numbers represents the principally permitted height limits for the parcel (both for the podium and for the tower), and the second set of numbers represents the maximum height limits for podium and tower that can be granted by the Planning Commission for that parcel through an exception pursuant to the procedures and findings of Section 309.
- It also adds criteria to Section 309 for the Planning Commission to consider, when deciding whether to allow further heights at these parcels, including the extent to which the project sculpts the building massing; reduces or minimizes potential impacts on winds and shadows; provides ground floor uses that serve a range of income levels and enrich the social landscape of the area such as: Arts Activities, Child Care Facility, Community Facility, Instructional Service, Public Facility, School, Social Service, priority health service or neighborhood serving retail; and maximizes housing density within the allowed envelope.

The ordinance sets up a priority of use of fees in the Van Ness & Market Residential Special Use District Affordable Housing Fund. It requires that these fees be to increase the supply of housing affordable to qualifying households within, first, the SUD; second, within 1 mile of the boundaries of the Market and Octavia Area Plan; and third, within the City and County of San Francisco as a whole. The ordinance also provides that funds in the Van Ness & Market Residential Special Use District Infrastructure Fund can be spent within 1,250 feet of the Market and Octavia Area Plan.

Background Information

This ordinance implements Planning Code amendments to carry out the policy goals of the Hub Plan. By separate legislation, the Board is considering other actions in furtherance of the Plan, including the approval of amendments to the City's General Plan, the Zoning Map, and a Housing Sustainability District (HSD).

The Planning Commission certified and approved a final environmental impact report on the Hub Plan, two development projects in the Hub Plan area (30 Van Ness and 98 Franklin) and the Hub HSD under the California Environmental Quality Act (CEQA), adopted findings under

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the CEQA, including a Mitigation Monitoring and Reporting Plan (MMRP), and recommended the approval ordinance to the Board of Supervisors.

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SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary General Plan, Planning Code, Business and Tax Regulations Code, Map Amendment, Implementation Program Adoption HEARING DATE: MAY 14, 2020

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

Project Name: **Market and Octavia Area Plan Amendments**
Case Number: **2015-000940EGPAPCA-01PCA-02MAPCWP-02**
Staff Contact: **Lily Langlois, Principal Planner**
Lily.Langlois@sfgov.org, 575-9083
Reviewed by: **Joshua Switzky, Land Use and Community Planning Program Manager**
Joshua.switzky@sfgov.org, 415-575-6815
Recommendation: **Approval**

SUMMARY

The San Francisco Planning Department is seeking to amend the Market and Octavia Area Plan, an area plan that was adopted in 2008. The proposed amendments are the result of a multi-year public and cooperative interagency planning process that began in 2016. The overall Market and Octavia Area Plan includes the general area within a short walking distance of Market Street between the Van Ness Avenue and Church Street Muni stations and along the new Octavia Boulevard that replaced the Central Freeway. The area known as “the Hub”, which was a key sub-area of the Market and Octavia Area Plan, was envisioned as a “vibrant new mixed-use neighborhood” with several thousand new housing units and a transformation of the streets and open spaces to support the new population. Numerous policies and zoning actions in the adopted Market and Octavia Area Plan support this vision including the creation of the Van Ness & Market Downtown Residential Special Use District (SUD) which facilitates the development of a transit-oriented, high-density, residential development around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue. This vision for the Hub area enabled by the Market and Octavia Area Plan is slowly being realized with several development projects already built or currently under construction and major infrastructure projects identified in the area plan, such as Van Ness BRT, under construction.

The currently proposed Market and Octavia Area Plan Amendments seek to amend the existing Market and Octavia Area Plan to generate more housing and affordable housing units, to develop and coordinate designs for streets and alleys and to update the Market and Octavia Community Improvements Neighborhood program with specific infrastructure projects in the Hub area.

This Plan amendment package consists of several actions. These include adoption of amendments to the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map and Implementation Program. Together with actions related to certification of the Final Environmental Impact Report and adoption of CEQA findings, these actions will constitute the Commission’s approval of the amendments to the Market and Octavia Area Plan.

PRELIMINARY STAFF RECOMMENDATION

The Department recommends that the Commission *approve* the proposed Ordinances and adopt the attached Draft resolutions and motion to that effect.

PLAN BACKGROUND

In 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The area known as “the Hub”¹, which was a key sub-area of the Market and Octavia Area Plan, was envisioned as a “vibrant new mixed-use neighborhood” with several thousand new housing units and a transformation of the streets and open spaces to support the new population. Numerous policies and zoning actions in the adopted Market and Octavia Area Plan support this vision including the creation of the Van Ness & Market Downtown Residential Special Use District (SUD) which facilitates the development of a transit-oriented, high-density, residential development around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue.

While the Market and Octavia Area Plan established a new framework for development, the Planning Department didn’t receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted), largely due to the Great Recession. In 2016, the Planning Department initiated a community planning process to re-look at the area holistically and identify opportunities to increase the amount of housing and affordable housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia Community Improvements Neighborhood program with specific infrastructure projects in the Hub area.

The zoning currently in effect for the area facilitates a major transformation of the area, accommodating approximately 8,070 new housing units and up to 728 million dollars in direct public benefits from new development for the City. The proposed zoning changes could allow for up to 9,710 new housing units and up to 958 million dollars in public benefits for the City. Thus, the proposed height increases on 18 sites would generate an additional 1,640 housing units and an additional 235 million dollars in public benefits.

When the Market and Octavia Area Plan was adopted in 2008, the legislation included the creation of new area plan impact fees that would be used to fund affordable housing and new infrastructure. In addition to the area plan-wide impact fees, an additional impact fee was established for the Van Ness & Market Downtown Residential Special Use District (SUD). The Hub area is unique in that it has four discrete area plan impact fees that generate funding for affordable housing and other infrastructure projects. These fees are in addition to the citywide inclusionary housing requirements and other fees, including the Transportation Sustainability Fee (TSF). The two additional impact fees for affordable housing, added on top of the inclusionary housing requirements, mean that housing projects in the Hub area have substantially higher affordable housing requirements than any other areas of the City.

¹ The Market and Octavia Area Plan referred to this area as “SoMa West.” The “Hub” is the historic name for this area from the 1880s through the 1950s, because no fewer than four streetcar lines converged there. Many businesses in the area used the word “Hub” in their naming. To avoid confusion with the Western SoMa Area Plan adopted subsequently in 2013 and to reflect the historic name for this neighborhood, the Plan Amendment revives the name “Hub” and changes it in the Market and Octavia Area Plan.

Amending the Market and Octavia Area Plan to allow additional height on 18 sites as proposed would result in the following:

- An additional 1,640 housing units
- An additional 434 affordable units
- Up to 2,200 affordable units created or funded by development in the plan area
- \$958M in direct public benefits through development fees, including funding for affordable housing, streets, alleys, transit, parks and open spaces, schools and childcare.

The Planning Department commenced the California Environmental Quality Act (CEQA) process in October 2017 and released the Draft Environmental Impact Report in July 2019.

The planning process has included robust community engagement and public input, including large public open houses; hearings at the Planning Commission and the Historic Preservation Commission, close coordination with multiple City agencies; and many meetings with neighborhoods groups and other community stakeholders.

PLAN ELEMENTS

This section discusses the information contained in the packet, including the key documents whose adoption or approval will constitute amendments to the Market and Octavia Area Plan, as well as supplemental information to help convey the proposed changes. The packet is organized around items that require Commission action, as follows:

- Part II – CEQA Findings
- Part III – General Plan Amendments
- Part IV – Planning Code Amendments
- Part V – Hub Housing Sustainability District: Planning Code and Business and Tax Regulation Code Amendments
- Part VI – Zoning Map Amendments
- Part VII – Implementation Program
- Part VIII - Supplemental Information to help inform decision makers and stakeholders.

The content of each section is briefly described below:

(II) CEQA Findings

Per the California Environmental Quality Act (CEQA), prior to considering approval of the proposed Market and Octavia Plan Amendment and related approval actions, the San Francisco Planning Commission must make and adopt the findings of fact and statement of overriding considerations and adopt recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record. Exhibit II contains all of the information related to the proposed CEQA Findings, including (II-1) the draft motion to make findings and a Statement of Overriding Considerations, (II-1A) the draft CEQA Findings, and (II-1B) the draft Mitigation Monitoring and Reporting Program

(III) General Plan Amendments

The primary General Plan Amendments proposed are to the Market and Octavia Area Plan, adopted in 2008. The Amendments include new policies pertaining to racial and social equity, sustainability and climate resilience, tenant protections and housing for families with children, and updating the name of the neighborhood from “SoMa West” to “the Hub”. The Amendments also include general revisions to accurately reflect updated and/or completed projects. The General Plan Amendments include various map

updates and text amendments to the Market and Octavia Area Plan to reflect the specifics of this amendment to the Market and Octavia Area Plan. There are also conforming amendments to the Housing Element and the Arts Element, which include encouragement of ground floor non-profit arts and policies to promote housing for families with children. The proposed General Plan ordinance and draft Resolution to approve the Ordinance are included in Exhibit III.

(IV) Planning Code Amendments

The primary regulatory changes proposed to implement the Plan Amendment are reflected in proposed amendments to the Planning Code and include changes to controls related to land use, parking, building height and mass, and use of impact fees. The proposed Planning Code ordinance and draft Resolution to approve the Ordinance are included in Exhibit IV.

(V) Hub Housing Sustainability District (Planning Code and Business and Tax Regulation Code Amendments)

The primary regulatory change would amend the Business and Tax Regulation Code and create a new Planning Code Section, 344, establishing the Hub Housing Sustainability District (Hub HSD). The proposed ordinance and draft Resolution to approve the Ordinance are included in Exhibit V.

(VI) Zoning Map Amendments

The Zoning Map amendments reclassify properties as necessary throughout the Plan area to enable application of the Plan's policies via the Planning Code controls. The amendments include changes to the Zoning Use District Maps, the Special Use District Maps and the Height and Bulk Districts Map. The proposed Zoning Map ordinance and draft Resolution to approve the Ordinance are included in Exhibit VI.

(VII) Implementation Program

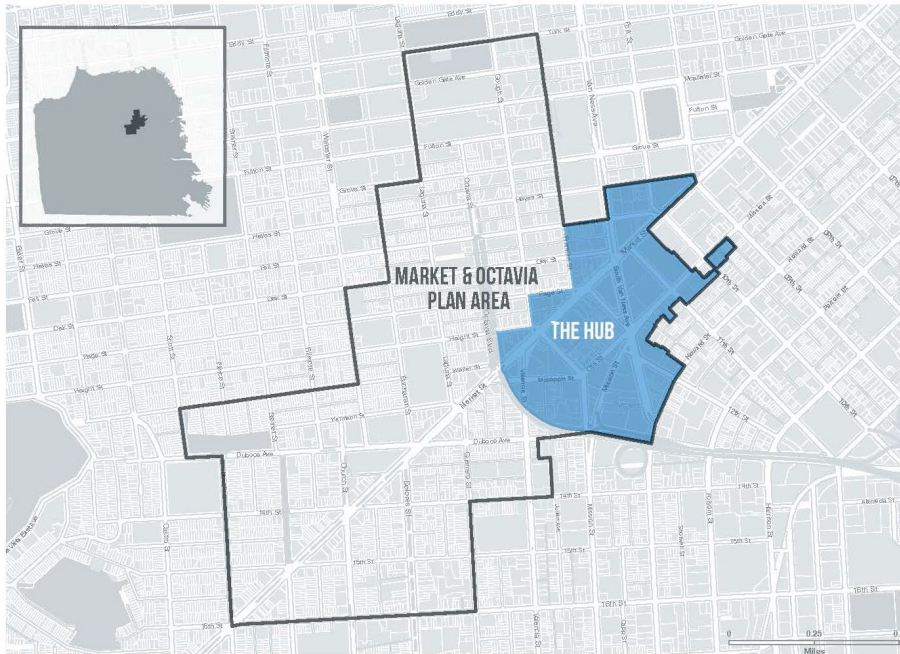
The Implementation Program contains two components intended to facilitate the implementation of this plan amendment, including: the Market and Octavia Area Plan: Hub Public Benefits Document and the Market and Octavia Community Improvements Program (Appendix C). The proposed draft Resolution to approve the Implementation Program are included in Exhibit VII.

(VIII) Supplemental Information to help inform decision makers and stakeholders

Supplementation information included in this packet in Exhibit VIII include the Market and Octavia Area Plan: Hub Public Realm Plan, Summary of Revisions – General Plan, Summary of Revisions – Planning Code, and Market and Octavia Area Plan Maps 1-12.

PLAN AREA

The Hub shown in blue falls within the Market and Octavia Area Plan boundary and covers the eastern-most portions of the Market and Octavia Area Plan.



CEQA FINDINGS

Before agencies of the City can take approval actions that will amend the Market and Octavia Area Plan, they must consider the EIR and adopt certain findings required by CEQA. The CEQA Findings set forth the basis for amending the Market and Octavia Area Plan and its implementing actions (the "Project") and the economic, social and other policy considerations, which support the rejection of alternatives in the EIR, which were not incorporated into the Project. The Findings provide for adoption by the Planning Commission all of the mitigation measures in the EIR. Finally, the Findings identify the significant adverse environmental impacts of the project that have not been mitigated to a level of insignificance by adoption of mitigation measures, and contain a Statement of Overriding Considerations, setting forth the specific reasons in support of the approval of the implementing actions and the rejection of alternatives not incorporated into the project.

In reviewing the amendments to the Market and Octavia Area Plan and preparing the amendments to the General Plan, Planning Code, Business and Tax Regulations Code, and Zoning Maps as well as the Implementation Program document, staff has considered the EIR mitigation measures. Staff has also concluded that approval of these amendments and actions now under consideration will not create new environmental effects or substantially increase the severity of previously identified significant effects and no new information has come to light that would require a review of the EIR. Therefore, Staff recommends that the Planning Commission adopt the proposed CEQA Findings. To see the CEQA Findings, see Exhibit II-1A

GENERAL PLAN AMENDMENT

The proposed Ordinance would amend the Market and Octavia Area Plan and would make conforming amendments to the Housing Element and the Arts Element.

The following are highlights of General Plan amendments to the Market and Octavia Area Plan, organized by topic. For a detailed section-by-section explanation of the proposed amendments, see Exhibit VIII-2 Summary of Revisions – General Plan.

- **Racial and Social Equity:**
 - Incorporates a policy to apply a racial and social equity lens to decision making within land use planning processes.
- **Land Use and Urban Form:**
 - Update the purpose and related policies of the Van Ness & Market Special Use District (SUD) to emphasize and incorporate uses that are neighborhood serving and accessible to sustainable transportation.
 - Add ‘arts organizations’ to the policy as an institution to be preserved and enhanced in the plan area.
 - Update Land Use Districts map and Height Districts map to reflect the changes are described in this case report.
- **Housing:**
 - Incorporate policy direction that promotes housing for families with children
 - Amend an existing policy to incorporate language on tenant protections
- **Sustainability and Climate Resilience:**
 - Incorporate various policy direction that supports sustainability and climate resilience such as air quality, biodiversity, energy efficiency, water conservation, and zero waste.
- **Historic Preservation:**
 - As previously written, the objective referred only to landmarks locally designated under Article 10 of the Planning Code and buildings that are formally listed in the California and National Registers. The objective has been revised to also refer to buildings identified under Article 11 of the Planning Code and buildings that have been determined eligible for listing in the California and National Registers.
- **Streets and Open Spaces:**
 - Update policies to reflect the conceptual designs from the Hub Public Realm Plan.
- **Area name:**
 - Update the name of this area. The Market and Octavia Area Plan referred to this area as “SoMa West.” The “Hub” is the historic name for this area. To avoid confusion with the Western SoMa Area Plan adopted subsequently in 2013 and to reflect the historic name for this neighborhood, the Plan Amendment revives the name “Hub” and changes it in the Market and Octavia Area Plan.
- **Maps:**
 - Map 1: Amend map with generalized land use districts
 - Map 3: Amend map with generalized maximum height districts
 - Map 4a: Amend map with most recent historic resource information for the Market and Octavia Plan area.
 - All maps: update with the Market and Octavia Area Plan boundary.

The key General Plan amendment for the Arts Element includes the following:

- Incorporate a policy to encourage non-profits arts on the ground floor as avenues to the creative life and vitality of San Francisco

The key General Plan amendments for the Housing Element includes the following:

- Incorporate and update policies that promote housing for families with children in new and existing housing

Changes since the Initiation Hearing

An initiation hearing on the proposed legislation was held on February 13, 2020.

The following changes have been made to the General Plan ordinance and are included in Exhibit III-2:

- Map 2: Frontages Where Active Ground Floor Uses are Required has been corrected to accurately reflect existing planning code requirements. The north/east frontage on Van Ness Avenue north of Market Street is now included on the map and is consistent with the existing code requirement. The name of the map has been updated to accurately reflect the Planning Code.
- Minor text changes to the family friendly policy in the Housing Element to take out specific code provisions and reframe the policy as general policy direction.

PLANNING CODE AMENDMENT

The proposed Ordinance would amend the Planning Code to give effect to the Market and Octavia Area Plan Amendment.

The following are highlights of key planning code changes, organized by topic. For a detailed section-by-section explanation of the proposed amendments, see Exhibit VIII-3 Summary of Revisions – Planning Code.

Area Name

In Section 249.22 (and throughout as needed), the name of the Special Use District (SUD) is proposed to remove “Downtown” to read as “Van Ness & Market Residential Special Use District”. This is intended to clarify this neighborhood is distinct from downtown in its character, the types of uses and the geographic location.

Neighborhood-Supporting Uses

Per Market and Octavia Area Plan Policy 1.1.4, “As Soma West evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood serving uses to support an increasing residential population”. As such, planning code amendments are proposed to reflect this intention.

To retain the essence of the NCT-3 controls and to support local, affordable and community serving retail, Section 249.33 would be amended to require a conditional use authorization for retail use sizes over 6,000 sq/ft and for formula retail uses. In addition, micro retail would be required in new development on certain lots.

This legislation establishes maximum height and bulk districts that could be granted by the Planning Commission as part of the 309 approval process. A criterion in granting additional height and bulk is the provision of ground floor uses that are neighborhood serving.

Residential Orientation

To ensure that the primary land use in the area is residential, the required residential to non-residential ratio for new construction and major additions in the Van Ness & Market Residential Special Use District would increase from 2:1 to a ratio of 3 square feet of residential uses to 1 square foot of non-residential uses. The dwelling unit mix requirements in the NCT-3 zoning districts would be carried over and applied to the entire area to provide more two- and three-bedroom units.

Parking

To minimize the amount of personal automobile trips and encourage active means of transportation, the Van Ness & Market Residential Special Use District would limit the amount of off-street parking allowed in this area. Conditional use authorization for additional parking would no longer be permitted and the maximum amount of off-street parking permitted in the area is .25 spaces per dwelling unit.

Living Roofs

New Objective 3.2 “Enhance environmental sustainability through building design” is proposed to be added to the Market and Octavia Area Plan. To meet this objective, the Planning Code is proposed to be amended to expand the existing living roof requirements for certain parcels in the Plan area.

Building Massing and Setback

The Plan conforms with the Urban Design Element and the Market and Octavia Area Plan through a number of zoning strategies. Per Section 249.33, lot coverage controls are updated so that projects would only be allowed 80% lot coverage for all floors containing residential uses. This is to ensure that projects provide open space and to reduce building mass. Height controls on alleys outlined in Planning Code Section 261.1 would continue to apply to those parcels that are currently zoned NCT-3. In addition, to ensure building forms that reflect the height proposal and conform with the plan’s design and policy objectives, projects would be allowed to seek certain exceptions outlined in Planning Code Section 270 (f)(1).

Public Benefits

The Plan proposes to update the Market and Octavia Community Improvements Neighborhood program and the Planning Code with specific infrastructure projects in the Hub area that have been identified through the community planning process and included in the Market and Octavia Area Plan: Hub Public Benefits Document. The Plan proposes to expand the geographic boundary in which impact fee money can be spent to serve more people and to provide additional flexibility for the location of certain infrastructure projects, including new childcare centers and parks. The Plan proposes to allow development projects the option of providing in-kind improvements and receiving a fee-wavier for the Transportation Sustainability Fee (TSF) from the MTA Board. The Plan also proposes to allow projects to receive in-kind credit for the area plan affordable housing impact fees through additional provision of on-site units if they voluntarily choose to exceed the required amount. This strategy encourages the provision of on-site affordable units.

Process

The Plan also provides additional exceptions to requirements that could be granted by the Planning Commission as part of the 309 approval process. These exceptions include but are not limited to micro-retail, height and bulk, and minimum dwelling mix.

Changes since the Initiation Hearing

An initiation hearing on the proposed legislation was held on February 13, 2020.

The following changes have been made to the Planning Code ordinance and are included in Exhibit IV-2:

- Amend Planning Code Section 155 to require a Driveway and Loading Operations Plan (DLOP) for projects of a certain size.
- Amend the Van Ness & Market Special Use District to establish a Living Roofs requirement for certain projects in this area and require 30% living roof and 15% solar.
- Amend the Van Ness & Market Special Use District to add Instructional Uses to the list of ground floor uses that if provided and are larger than 1,000 sq/ft, the micro retail requirement can be waived.
- Amend the Van Ness & Market Special Use District to allow Arts Activities and Institutional Community Uses to be considered “active uses,” under Planning Code Section 145.4
- Amend the Van Ness & Market Special Use District to provide a land dedication option for projects to meet their inclusionary housing requirement.
- Amend the Van Ness & Market Special Use District to allow development projects that utilize 80/20 financing to be exempt from the AMI percentages specified in Planning Code Section 415.6 (a) (2) and provide 20% of the units constructed on-site affordable to low-income households.
- Amend Planning Code Section 309 to allow the Commission to grant additional height and bulk on certain parcels if projects provide ground floor uses that serve a range of income levels that enriches the social landscape of the area such as: Arts Activities, Child Care Facility, Community Facility, Instructional Service, Public Facility, Social Service, priority medical service use or neighborhood-oriented retail.
- Amend Planning Code Section 309 to allow for an exception to the permitted obstructions requirements in Section 136. The Planning Commission shall only grant such an exception if the Planning Commission finds that the proposed obstructions assist the proposed development to meet the requirements of Section 148, or otherwise reduce wind speeds at the ground-level or at upper level open spaces.
- Amend Planning Code Section 341.5 to limit the Market and Octavia CAC to nine members to reflect the existing ratios for members to be appointed (2/3 Board and 1/3 Mayor) and expand the criteria to allow two members to live or work in the plan area or within 1,250' of the plan area.

PLANNING CODE AND BUSINESS AND TAX REGULATION CODE AMENDMENTS

The proposed Ordinance would amend the Business and Tax Regulations Code and create a new Planning Code Section 344 establishing the Hub Housing Sustainability District (Hub HSD). The proposed HSD would meet all requirements of AB 73, the state law adopted in 2017 enabling the creation of Housing Sustainability Districts (California Government Code Sections 66200 et seq.) , including specifying

eligibility requirements for projects wishing to participate in the Hub HSD and establishing procedures for application, review, and approval. Eligible housing projects in the Hub HSD would be able to pursue a ministerial approval process. The HSD would apply to projects up to 120' in height and would not apply to any projects seeking or requiring any discretionary approvals or exceptions by the Planning Commission.

Geography

The Hub HSD would include all parcels within the Van Ness & Market Residential Special Use District. Within that geography, individual projects would have to meet all of the eligibility criteria outlined below in order to qualify for entitlement under the HSD. The parcels within the Van Ness & Market Residential Special Use District comprise approximately 85 acres, or less than 1 percent of San Francisco's land area, thus meeting AB73's requirement that an individual HSD must be no larger than 15 percent of a city or county's land area.

AB73 Environmental Review Requirement

AB73 requires local agencies to prepare an EIR to identify and mitigate, to the extent feasible, the environmental impacts of designating a Housing Sustainability District. Residential and mixed-use developments approved under the HSD must implement applicable mitigation measures identified in this EIR.

The proposed Hub HSD does not change any height, bulk, land use, or density standards proposed in the Market and Van Ness Area Plan. Projects seeking approval under the HSD must demonstrate compliance with all applicable zoning and design review standards, and will be required to implement any mitigation measures identified in the Hub EIR that the Planning Department determines are applicable to the project. The Hub EIR analyzes the potential creation of the Hub HSD.

Project Eligibility

Within the Hub HSD, a housing project would need to meet all of the following eligibility criteria in order to participate in the HSD's streamlined, ministerial approval process:

1. The project must be located in a zoning district that principally permits residential uses.
2. The project must propose no less than 100 dwelling units per acre and no more than 750 dwelling units per acre.
3. At least half of the project's gross square footage must be residential uses. Any non-residential uses proposed in the project must be principally permitted, and the project may not include greater than 24,999 gross square feet of office space that would be subject to the annual limit on office development.
4. The project must not exceed a height of 120 feet, unless it is a 100% affordable housing project, in which case it is exempt from this height limit.
5. If seeking a density bonus, the project must demonstrate to the satisfaction of the Planning Department that the project would not result in a significant shadow impact.
6. The project must not be located on a parcel containing a structure listed in Articles 10 or 11 of the Planning Code.
7. The project must include at least 10% of dwelling units on-site as units permanently affordable to very low or low income households.
8. The project must not demolish, remove or convert to another use any existing dwelling unit(s).
9. The project must comply with all applicable zoning and adopted design review standards.

10. The project must comply with all Mitigation Measures in the Hub EIR that the Planning Department determines are applicable to the project.
11. If proposing 75 units or more, the project must use a skilled and trained workforce to construct the project. This threshold drops to projects of 50 or more on January 1, 2022.
12. If proposing 74 units or fewer, the project must pay prevailing wages to all workers involved in the construction of the project. This threshold drops to 49 units or fewer on January 1, 2022.

Application

In order to allow for timely review of Hub HSD projects, Section 344 would include a detailed list of required application materials and specific criteria for deeming an application complete. Prior to submission of an HSD application, all HSD projects would be required to file a Preliminary Project Assessment (PPA) with the Department. Required application materials include:

1. A full plan set, showing total number of units, including the number and location of units affordable to Very Low or Low Income households;
2. All documentation required by the Department in its response to the project sponsor's previously-submitted PPA application;
3. Documentation sufficient to support a determination that the project sponsor will implement any and all Mitigation Measures in the Hub EIR that the Planning Department determines are applicable to the project, including but not limited to: a. An affidavit agreeing to implement any and all Mitigation Measures identified as applicable to the project; and b. Scope(s) of work for any studies required as part of any and all Mitigation Measures identified as applicable to the project; an application will not be deemed complete until such studies are completed to the satisfaction of the Environmental Review Officer;
4. An affidavit agreeing to pay prevailing wages or hire skilled and trained workforce for all construction workers involved in completing the project, if that is required.

Once a Hub HSD application is deemed complete, the Department will have 120 days to review and make a determination of approval or disapproval of the project.

Design Review and Approval Process

AB73 mandates a 120 day timeline for an approving authority (in this case, the Planning Department) to issue a written decision on the project. As noted above, the 120 day timeline would not start until the Department deems an HSD project's application complete. In addition to the Planning Code, HSD projects would be reviewed in accordance with the recently adopted Urban Design Guidelines, as well as the Market and Octavia Area Plan Design Guidelines. Projects found to meet all requirements of Section 344, including compliance with all design review standards and Mitigation Measures, will be approved ministerially by the Department.

The Department may only deny an application for a Hub HSD project in the following cases:

1. The proposed project does not fully comply with Section 344, including full compliance with adopted design review standards and all applicable Mitigation Measures.
2. The project sponsor has not submitted all of the information or paid the application fee required by Section 344.
3. The Department determines, based on substantial evidence, that a physical condition on the site of development that was not known would have a specific adverse impact on the public health or safety, and that there is no feasible method to satisfactorily mitigate or avoid the adverse impact.

Public Hearing

AB73 requires that a public hearing, conducted in accordance with the Brown Act, be held on all HSD projects. The proposed Hub HSD would require such a hearing be held at the Planning Department, within 100 days of receipt of a complete application, and before a final decision is issued on the project. This hearing would be noticed in accordance with the Department's proposed standard notification procedures.

Appeal Process

Projects meeting all requirements of the proposed Section 344 and electing to take part in the Hub HSD will receive ministerial approval. As such, they would not require further environmental review or Discretionary Review. Any appeals of an HSD project approval must be filed with the Board of Appeals within 10 days of the approval decision. The Board of Appeals is required to set a hearing on an HSD project appeal within 10 days of the filing of that appeal and must make a decision within 30 days of the filing.

Progress Requirement

Section 344 will require Hub HSD projects to submit a first site or building permit to the Department of Building Inspection within 36 months of Planning approval. If this milestone is not met, the Planning Director must hold a hearing and revoke the approval if the project sponsor cannot demonstrate good faith efforts to begin construction.

Monitoring and Enforcement

Hub HSD projects shall have compliance with wage and/or labor standards and Mitigation Measures written into their conditions of approval. Projects found to be in violation of these conditions will be subject to enforcement procedures in Section 176.1 of the Planning Code. Additionally, Section 344 requires Hub HSD project sponsors to submit weekly reports to the Office of Labor Standards Enforcement (OLSE) and directs OLSE to monitor and enforce compliance with wage and/or labor standards. Projects found in violation are required to pay any penalties assessed by the Planning Department or OLSE prior to issuance of the project's First Certificate of Occupancy.

Section 344 also directs the Planning Department to monitor the number of projects electing to participate in the HSD, as well as the number and affordability levels of units within those projects.

Operative and Sunset Dates

Should the Hub Housing Sustainability District be approved by the Board of Supervisors, the ordinance would then be sent to the California Department of Housing and Community Development (HCD) for approval. Only upon approval by HCD would the ordinance become operative. AB73 mandates that HSDs have an effectiveness period of no more than ten years, with an extension of up to an additional ten years. The proposed ordinance would have the District sunset seven years from the effective date, unless the Board of Supervisors acts to renew the ordinance. Any project application submitted prior to the sunset date would be eligible for processing under the terms of the HSD.

Implementation

Allowing for ministerial approvals of housing projects within a specified timeframe, as AB 73 requires, will involve some changes to the Department's current procedures. However, many of those changes

already being proposed as part of the Department's process improvements, or are similar to procedures adopted as part of the Department's implementation of SB35. Processing and approving Hub HSD projects within AB73's specified 120 day timeframe will require increased focus and attention at the beginning of the entitlement process, particularly during the Preliminary Project Assessment (PPA) process and when determining an application's completeness. The 120-day approval timeline required by AB73 is roughly two months shorter than the shortest timeline proposed in the Mayor's process improvements Executive Directive (6 months for housing projects not requiring CEQA review). As proposed for all projects under the Executive Directive related process improvements, the Planning Department will start the timeline for review and approval upon receipt of a complete application for a "stable project".

ZONING MAP AMENDMENT

The proposed Ordinance would amend the Zoning Use District Map, the Height and Bulk District Map and Special Use Districts Map of the Planning Code consistent with the Market and Octavia Area Plan Amendment.

The following is a summary of the proposed changes:

Zoning

The Planning Department is proposing to expand the boundary of the Van Ness & Market Residential Special Use District (SUD) and modify the zoning within the SUD boundary to create consistent land use controls and fee requirements across the area. This amendment would generally reclassify areas in the Plan area currently zoned NCT-3 (Moderate-Scale Neighborhood Commercial Transit District) to C-3-G (Downtown General Commercial). This amendment would also rezone some publicly owned parcels from NCT-3 to P. For further details, see Exhibit VI-3 Zoning Districts Maps (Existing and Proposed).

Height and Bulk Districts

This plan amendment would establish maximum height and bulk limits on 18 sites within the Van Ness & Market Residential Special Use District. The maximum height districts would be represented after the double slash (/). These maximum height districts could be granted by the Planning Commission as part of the 309 approval process. For further details, see Exhibit VI-4 Height and Bulk Districts Maps (Existing and Proposed).

Special Use District

Currently the Van Ness & Market Residential Special Use District covers all parcels zoned C-3-G. Under the proposal, the Van Ness & Market Special Use District would be expanded to include all parcels in the Hub area including those that are currently zoned NCT-3. For further details, see Exhibit VI-5 Special Use Districts Maps (Existing and Proposed).

Changes since the Initiation Hearing

An initiation hearing on the proposed legislation was held on February 13, 2020.

The following changes have been made to the Zoning Map ordinance and are included in Exhibit VI-2:

- Remove block/lot 3513/207 from the Veterans Commons SUD so the SUD boundary corresponds to the existing building at 150 Otis.

IMPLEMENTATION PROGRAM

The Implementation Program contains two components intended to facilitate the implementation of this plan amendment, including:

1. The “Market and Octavia Area Plan: Hub Public Benefits Document” containing the proposed public benefits package, including a description of the range of infrastructure and services that will serve new growth anticipated under this plan amendment, a summary of how those benefits will be funded, and a description of how this program will be administered and monitored. The revenue allocations shown in the Public Benefits Program are for projection purposes only and represent allocation to the various public improvements based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development, which cannot be predicted. The Board of Supervisors, with input from the Interagency Plan Implementation Committee and Market and Octavia Citizens Advisory Committee, will monitor and allocate revenues based on actual revenues over time and the readiness of the various public improvements for expenditure. See Exhibit VII-2.
2. The “Market and Octavia Community Improvements Program (Appendix C)” containing specific projects in the Hub area that could be implemented with funding from impact fee revenue as well as other revenue sources. Appendix C was adopted in 2008 as part of the Market and Octavia Area Plan and has been updated to include infrastructure projects in the Hub. Exhibit VII-3.

ISSUES AND CONSIDERATIONS

Racial and Social Equity and Community Stabilization

Department Work Program

The Department is working with community and City agency partners to advance racial and social equity and community stabilization through a number of different initiatives and projects. This includes projects at a citywide scale as well as targeted neighborhood specific efforts. Examples of initiatives and projects underway include:

- Citywide: Racial and Social Equity Initiative, Community Stabilization Initiative (CSI), Housing Affordability Strategy (HAS), and the Environmental Justice updates to the General Plan.
- Community specific efforts: Cultural Districts Program, Mission Action Plan 2020, Tenderloin community planning, Accessory Dwelling Unit (ADU) pilot in District 4, Housing for families in District 7, Civic Center Public Realm Plan, Excelsior Action Plan, and Sustainable Chinatown.

Racial and Social Equity Initiative

The Planning Department launched the Racial and Social Equity Initiative in late 2016. It is an essential component of Planning’s work and is supported by the City’s Office of Racial Equity and Mayor Breed’s policy priorities. The Board of Supervisors passed legislation in August 2019 creating a San Francisco Office of Racial Equity, which requires all city departments to create Racial Equity Action Plans by 2020. In December of 2019, the Department completed Phase 1 of the Action Plan which is focused on the

Department's internal functions such as hiring, capacity building, resource allocation, and contracting. Phase 2 is currently underway and is focused on the Department's external functions such as community outreach, engagement, and communication; data analysis and reporting; regulatory review; historic preservation; and, policy, community plans, and legislation development.

To implement and operationalize this work, the Department developed an Interim Assessment Tool ("Tool") to provide a racial and social equity lens to the Department's decisions, including internal and external policies, practices, programs and planning efforts. This Tool has been applied to date in a number of projects such as Calle 24 Design Guidelines, Japantown Design Guidelines, and the Market and Octavia Plan Amendment (the Hub). The assessment tool is a framework and method for inquiry for looking at a specific project or a plan to consider its context and implications from a racial and social equity lens; it provides a structure for reflection and analysis and for integrating explicit equity considerations. The assessment tool does not provide a quantitative methodology or formula that provides answers or measurements, nor does it contain specific policy suggestions. However, the process of analyzing a project or applying the tool usually results in policy or programmatic strategies and actions to reduce racial and social inequities, advance equity, and improve success for all groups. As part of Phase II, the Planning Department will adapt and finalize the tool and in addition to integration into Planning processes, will determine individual planning projects to receive its analysis.

Racial and Social Equity Analysis

Understanding the benefits, burdens and opportunities to advance racial and social equity that proposed Planning Code and Zoning Map amendments provide is part of the Department's Racial and Social Equity Initiative. This is also consistent with the Mayor's Citywide Strategic Initiatives for equity and accountability and with the forthcoming Office of Racial Equity, which will require all Departments to conduct this analysis.

To implement Phase 2 of the Department's racial Equity Action Plan, the Department completed a racial and social equity assessment for this project using the Tool. The Tool's assessment begins with an attempt to gain a better understanding of the existing racial and social disparities, understanding who benefits from and who might be burdened by the project, and finally identifying strategies to advance racial and social equity.

As a key step in the racial and social equity assessment process, the following equity goals were established:

- Increase affordable housing options for low income residents and communities of color;
- Ensure sidewalks are comfortable and safe for everyone;
- Program impact fee money with an equity lens and engage vulnerable populations in the process to ensure that they benefit from investment and opportunities;
- Decrease displacement pressure of low income, people of color and other vulnerable groups in and adjacent to the Hub;
- Decrease displacement pressure of small businesses in and adjacent to the Hub.

The benefits of government policies, programs, and plans have historically been unevenly distributed—generally away from people of color and other historically marginalized groups. As the City seeks to improve equity outcomes for people of color and other vulnerable populations, government action may result in a shift of the distribution of benefits to a larger proportion of its residents and businesses.

As is often the case with equity assessments, the answers for addressing racial and social inequities are complex and cannot be addressed by a single policy, project, or approach. This does not mean that we

should not pursue policies that broadly address city objectives (e.g. building more housing, making streets safer, etc.), but rather that we craft regulatory and programmatic changes to more equitably benefit households with lower incomes and households of color.

The table below outlines the benefits and potential burdens from the project. In addition, during the community planning process, additional community concerns have been raised and are included in this assessment, including three additional concerns that were submitted as comments at the initiation hearing on February 13, 2020.

	DESCRIPTION
ANTICIPATED BENEFITS	<ul style="list-style-type: none"> More housing near major local and regional transit lines, providing access to jobs, amenities, and opportunities
	<ul style="list-style-type: none"> Significant new housing to improve the city's job-housing ratio and fit without increasing the number of workers, and absorbing some housing demand from adjacent neighborhoods facing pressures
	<ul style="list-style-type: none"> Significant number of new affordable housing units and money for affordable housing for the City, maximizing the legally allowed requirements
	<ul style="list-style-type: none"> Improved streets and alleys, improved safety for people to walk and bike.
	<ul style="list-style-type: none"> New and improved open space and recreational amenities.
	<ul style="list-style-type: none"> No direct loss of existing housing units.
POTENTIAL BURDENS	<ul style="list-style-type: none"> Potential modest loss of retail and industrial jobs
	<ul style="list-style-type: none"> Over time, risk of small businesses direct displacement and turnover due to changing demographics and new retail demands.
	<ul style="list-style-type: none"> Less tolerance for homeless encampments.
ADDITIONAL COMMUNITY CONCERNS	<ul style="list-style-type: none"> Concerns that ground floor uses may not be neighborhood serving due to high retail rents in new development.
	<ul style="list-style-type: none"> Concerns that the design of new buildings, could be uninviting to a diverse population.
	<ul style="list-style-type: none"> Concerns that new market rate housing could add to gentrification pressures in adjacent neighborhoods, especially the North Mission.
	<ul style="list-style-type: none"> Concerns that many market-rate projects may elect to fee-out affordable housing requirements rather than provide affordable housing units in the district
	<ul style="list-style-type: none"> Social / cultural disparities in new upscale residences and district as a whole could lead to much less actual racial / cultural diversity in the inclusionary affordable housing in particular and the district as a whole
	<ul style="list-style-type: none"> There is no community-based mechanism proposed as part of the Plan to pro-actively address any of these issues.

The Market and Octavia Area Plan Amendment has a relatively broad focus that touches many topic areas including housing, transportation, the public realm including streets and open spaces, economic development and community stabilization. Many of these topics are interconnected and have broader citywide and even regional implications. Thus, strategies need to be coordinated at a local and regional

level with relevant city agencies and community members to accentuate the benefits and mitigate the burdens to the greatest extent possible.

In addition to the strategies provided below, additional strategies including the Planning Department's broader Racial & Social Equity Initiative, Community Stabilization Initiative, and the City's Cultural Districts Program are applicable to the Hub neighborhood.

Below is a list of proposed strategies to improve equitable outcomes in the Hub.

	DESCRIPTION
PROPOSED STRATEGIES TO MITIGATE BURDENS	<ul style="list-style-type: none"> Build more housing, including affordable housing.
	<ul style="list-style-type: none"> Limit direct displacement by not increasing heights on sites with existing housing.
	<ul style="list-style-type: none"> Expand boundary in which impact fee money can be spent to serve a larger population including low income residents and communities of color in adjacent neighborhoods.
	<ul style="list-style-type: none"> Work with private development to conduct outreach to better reach low income residents and communities of color
	<ul style="list-style-type: none"> Harness existing city programs around housing and small business protection, preservation and production.
	<ul style="list-style-type: none"> Transition potential homeless encampments with support from the Department of Homelessness and Supportive Housing (HSH).
	<ul style="list-style-type: none"> Add a new policy in the Market and Octavia Area Plan to apply a racial and social equity lens to future planning decisions.
	<ul style="list-style-type: none"> Amend the planning code to encourage neighborhood serving uses at the ground floor including limitations on retail use size and formula retail, requirements for micro retail and the provision of ground floor neighborhood serving uses as a criteria for the Commission to grant additional height and bulk.
	<ul style="list-style-type: none"> Amend the planning code to expand the criteria for the Market and Octavia CAC to include two members that live or work in the plan area or within 1,250'
	<ul style="list-style-type: none"> Expand the unit mix requirements to require more 2- and 3-bedroom units to support more family friendly units over time.
	<ul style="list-style-type: none"> Amend the planning code to increase the ratio of residential to non-residential uses to ensure that residential land uses are the primary land use in the area.
	<ul style="list-style-type: none"> Amend the planning code to provide a land dedication option to meet affordable housing requirements, to increase the amount of affordable housing in the Hub and the adjacent neighborhoods.
	<ul style="list-style-type: none"> Identify future sites for 100% affordable housing.

Monitoring of government programs, policies, and processes using a consistent set of metrics is a critical element in advancing racial and social equity. There are several existing monitoring processes in place to

evaluate housing production and residential and commercial displacement trends. These are helpful resources to understand and track both citywide and neighborhood trends around these topics. The Interagency Plan Implementation Committee (IPIC) produces an annual report that provides a snapshot of certain area plans including impact fee projections and a summary of how impact fee money is spent. This is a resource that could be used to understand and track how impact fee money is being spent in communities of color. Most relevant to the Hub area, the City produces a 5-year monitoring report of the Market and Octavia Area Plan. The report covers office and retail development and employment trends; housing production and conversion trends; affordable housing; and project entitlement requirements and fees.

The table below summarizes specific monitoring elements that could be used to address the five racial and social equity goals that have been established for this project.

EQUITY GOAL	Monitoring Element
Decrease displacement risk of low income, people of color and other vulnerable populations.	Track neighborhood demographics, specifically the black, native American/American Indian, Latino, and Asian population such as such as Filipino, Samoan, and Vietnamese among other groups. ² Track other vulnerable populations such as seniors, low income households and homeless individuals.
Decrease displacement risk of small businesses in and adjacent to the Hub.	Work with Mayor's Office of Economic and Workforce Development (OEWD) to monitor commercial displacement for businesses owned by people of color and address the issue through their programs.
Increase affordable housing options for low income residents and communities of color.	Work with Mayor's Office of Housing and Community Development (MOHCD) to support their efforts to increase awareness about affordable housing opportunities in the Hub and understand the racial composition of new residents.
Ensure sidewalks are comfortable and safe for everyone.	Track severe and fatal injuries on streets within the Hub area.
Program impact fee money with an equity lens and engage vulnerable populations in the process to ensure that they benefit from investment and opportunities.	Apply the racial and social equity tool to impact fee programming.

² Assessing and tracking demographics in a small area like the Hub, distinct from the larger surrounding neighborhoods, is very challenging using available Census tools which typically provide data for larger geographies and boundaries that do not align with this area. The Hub is divided into several much larger Census tracts that cover significant parts of the Mission, Hayes Valley, SoMa, and Civic Center/Tenderloin neighborhoods.

Community Stabilization Citywide Efforts

Planning Commissioners and members of the public shared comments and asked questions regarding the City's existing community stabilization efforts at the February 13, 2020 Planning Commission hearing. The following are examples of existing efforts that respond to some of the input received at the Planning Commission and represent existing programs to advance racial and social equity. The programs are available citywide and applicable to the Hub area. The City's community stabilization policies and programs respond to the needs of the businesses and residents in the city. A comprehensive inventory of the City's community stabilization programs and policies are summarized in the [Community Stabilization Initiative](#).

- Workforce development, employment, and business retention programs
 - OEWD manages workforce development and employment programs citywide that are available for employees in the area: sector workforce programming, construction industry training and employment, hospitality industry training and employment, adult employment and job readiness workforce programs, access points, job readiness services, adult workforce programming, and young adult workforce programs.
 - OEWD manages business retention and stabilization programs citywide that are available for businesses in the area: legal and lease assistance services, Small Business Development Center, OpenSF, San Francisco Business Portal, Community Development Block grant, Women's entrepreneurship assistance, commercial space ownership strategies, business succession planning, SF Shines Facade and Tenant Improvement Program, Code Compliance Improvement/Accessible Building Entrance Program, funding assistance programs, targeted business support programs, Shop and Dine, Construction Mitigation Program, and SF Biz Connect. Citywide business services are available to provide free technical assistance, lease negotiations, and other resources.
 - The Legacy Business Program is designed to retain and stabilize longstanding, anchor businesses and institutions by securing formal recognition as Legacy Businesses and making them and their landlords eligible to apply for Business Assistance Grants and Rent Stabilization Grants through the Legacy Business Historic Preservation Fund.
 - OEWD does not have an extensive survey of small business leases. Leases are private contractual agreements between tenant and property owners. Generally partners funded by OEWD conduct business outreach and may collect this information or some grants may request this information if a business applies.
 - The area is serviced through Invest in Neighborhoods (IIN) in collaboration with the Cultural District program framework of SOMA Pilipinas.
- Cultural heritage
 - A Cultural District is a geographic area or location within San Francisco that embodies a unique cultural heritage. Current cultural districts include: Japantown Cultural District, Calle 24 Latino Cultural District (in the Mission), SoMa Pilipinas – Filipino Cultural District, Compton's Transgender Cultural District (in the Tenderloin), Leather and LGBTQ Cultural District (in the SOMA), African American Arts and Cultural District (in the Bayview), and Castro LGBTQ Cultural District. The Hub is directly adjacent to a few of these cultural districts where the City is actively working with the community and community based organizations to stabilize and celebrate the district.
- Affordable housing

- Affordable units are available to Lottery Preference Program applicants which includes preferences for people who meet certain requirements, such as the Certificate of Preference (COP) (households that were displaced due to government action), the Displaced Tenant Housing Preference Program (DTHP) (20% of lottery units are for DTHP renters displaced by an Ellis Act or Owner Move-in eviction or by fire to find new housing), or Neighborhood Resident Housing Preference (NRHP) (40% of lottery units are for NRHP households who must currently live within a half-mile radius from the property or in the same Supervisor District as the property). In addition, zoning applicable to the use of ground floor spaces permits community-serving uses.
- Below Market Rate (BMR) units are advertised through multiple venues by MOHCD and leasing agencies: 1) rental and ownership BMRs are listed on [DAHLIA](#), San Francisco's affordable housing portal; 2) an email notification is sent to 50,000 interested people; 3) flyer is sent to 10 nonprofits in the neighborhood; 4) email is sent to housing counselors; 5) online advertisements; 6) at least five newspaper advertisements; 7) informational session with leasing agency and MOHCD; 8) three open houses on-site; 9) banner on property; and, 10) District Supervisor promotions on social media. BMR applications are available in multiple languages and assistance for visually and hearing impaired individuals is available. COP households receive mailed postcards for every affordable housing lottery.

RECOMMENDATION

The Department recommends that the Commission approve the proposed Ordinances and adopt the attached Draft Resolutions and motion to that effect.

REQUIRED COMMISSION ACTION

The proposed resolutions and CEQA findings motion are before the Commission so that it may adopt them, reject them, or adopt them with modifications.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report in July 2019 and the Response to Comments on March 12, 2020. The Planning Commission will consider certification of the Final Environmental Impact Report on The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) and adoption of CEQA findings at a hearing on or after May 14, 2020 prior to considering action on the ordinances and other items implementing the Market Octavia Plan Amendment.

RELATED ACTIONS

The legislation before the Planning Commission is described in this executive summary and includes CEQA findings, amendments to the Market and Octavia Area Plan and other General Plan amendments, amendments to the Planning Code, amendments to the Business and Tax Regulations Code, amendments to the Zoning Maps and approving the Implementation Program.

PUBLIC COMMENT

At the initiation hearing on February 13, 2020, the Planning Commission directed Department Staff to provide an opportunity for representatives from community organizations in the Mission and in Soma to meet with the new Planning Director, Rich Hillis, prior to an adoption hearing. The Department has held three meetings with this group to hear their concerns as expressed in two letters submitted to the Planning Commission on February 13th and on March 4th. Department staff, the Planning Director and the Director of the Office of Racial Equity have shared the Department's and the City's broader community stabilization work and racial and social equity work, discussed the Department's racial and social equity analysis of the Market and Octavia Area Plan Amendment and specific ways the proposed legislation relates to racial and social equity goals and considerations.

On February 24, 2020, the Market Octavia Citizen Advisory Committee (CAC) passed a resolution (motion number 2020-02-24-01) endorsing the Market and Octavia Area Plan Amendment on the basis of several recommendations. This resolution was provided to the Planning Commission on March 26, 2020.

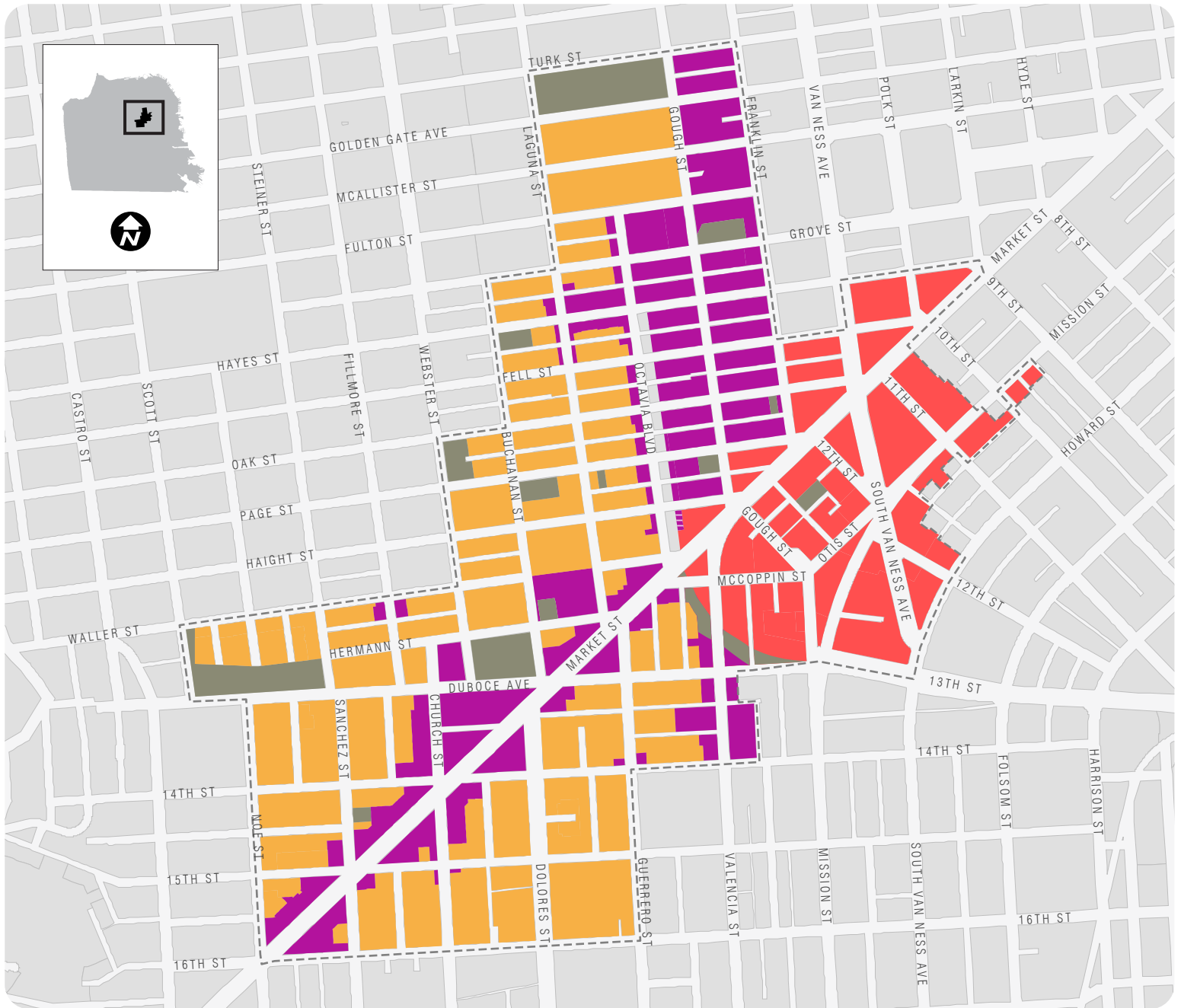
Residents of the enclave of LMN (Lafayette, Minna and Natoma) have expressed opposition to the proposed height limit changes at 99 South Van Ness Avenue (Public Storage site on the southeast corner of Mission Street and South Van Ness Avenue). Residents of these adjacent alleys are concerned that the proposal to increase building heights from 120' to 250' would cast a shadow on Lafayette, Minna and Natoma and negatively impact the well being of the residents who live on these alleys. The Department has met twice with a representative from this group along with Supervisor Haney. At the time of preparing this summary, the Department has received five letters in opposition to the height proposal at this site.

RECOMMENDATION:	Approve
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Attachments:

- Exhibit II-1: CEQA Findings Draft Motion
- Exhibit II-1A: CEQA Findings
- Exhibit II-1B: Mitigation Monitoring and Reporting Program
- Exhibit III-1: General Plan Amendments Initiation Draft Resolution
- Exhibit III-2: General Plan Amendments Proposed Ordinance
- Exhibit IV-1: Planning Code Amendments Initiation Draft Resolution
- Exhibit IV-2: Planning Code Amendments Proposed Ordinance
- Exhibit V-1: Business and Tax Regulation Code and Planning Code Amendments Initiation Draft Resolution
- Exhibit V-2: Business and Tax Regulation Code and Planning Code Amendments Proposed Ordinance
- Exhibit VI-1: Zoning Map Amendments Initiation Draft Resolution
- Exhibit VI-2: Zoning Map Amendments Proposed Ordinance
- Exhibit VI-3: Zoning Districts Maps (Existing and Proposed)
- Exhibit VI-4: Height and Bulk Districts Maps (Existing and Proposed)
- Exhibit VI-5: Special Use Districts Maps (Existing and Proposed)
- Exhibit VII-1: Implementation Program Draft Resolution
- Exhibit VII-2: Market and Octavia Area Plan: Hub Public Benefits Document
- Exhibit VII-3: Market and Octavia Community Improvements Program (Appendix C)
- Exhibit VIII-1: Market and Octavia Area Plan: Hub Public Realm Plan
- Exhibit VIII-2: Summary of Revisions – General Plan

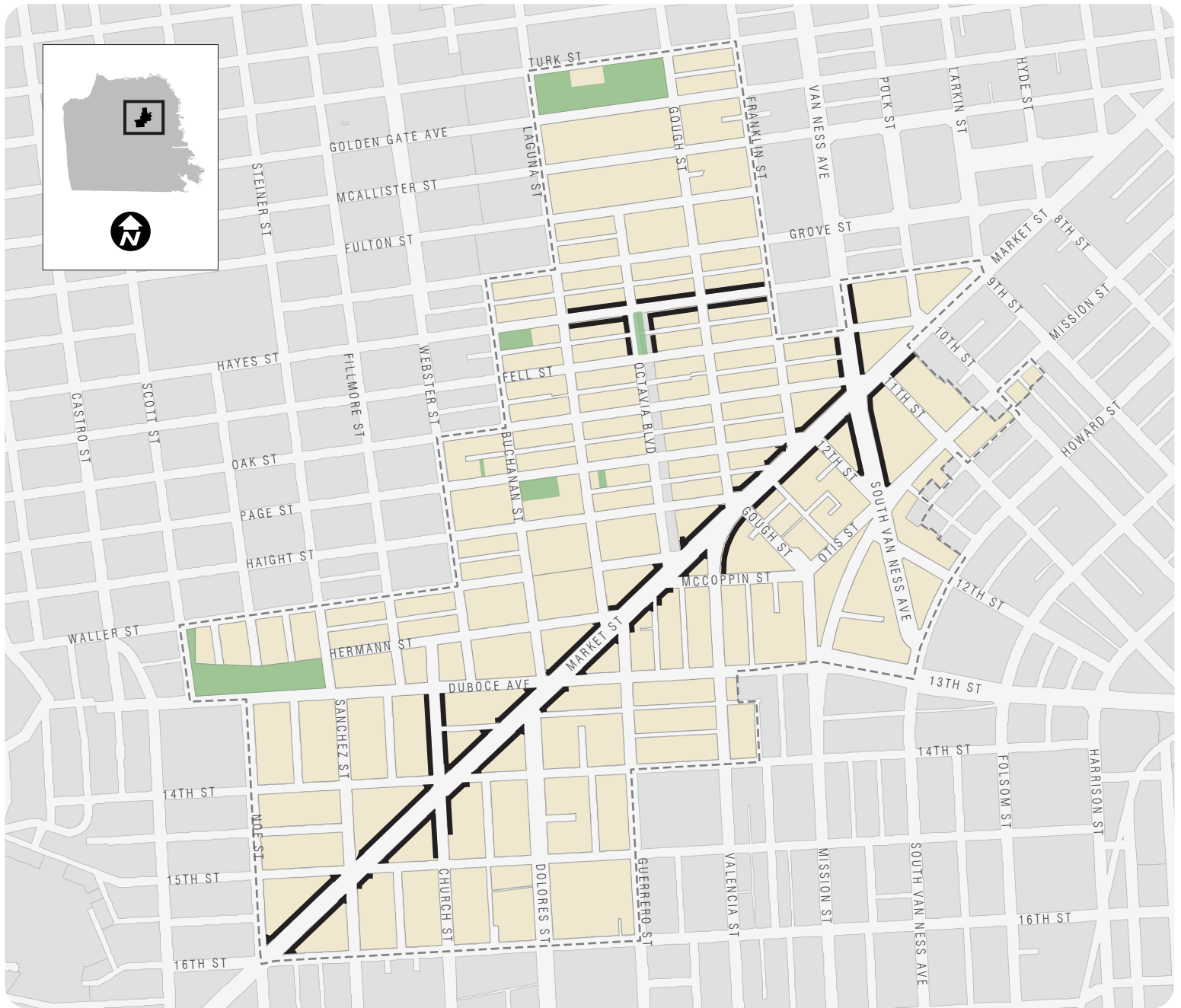
Exhibit VIII-3: Summary of Revisions – Planning Code
Exhibit VIII-4: Market and Octavia Area Plan Maps 1-12



Generalized Land Use Districts

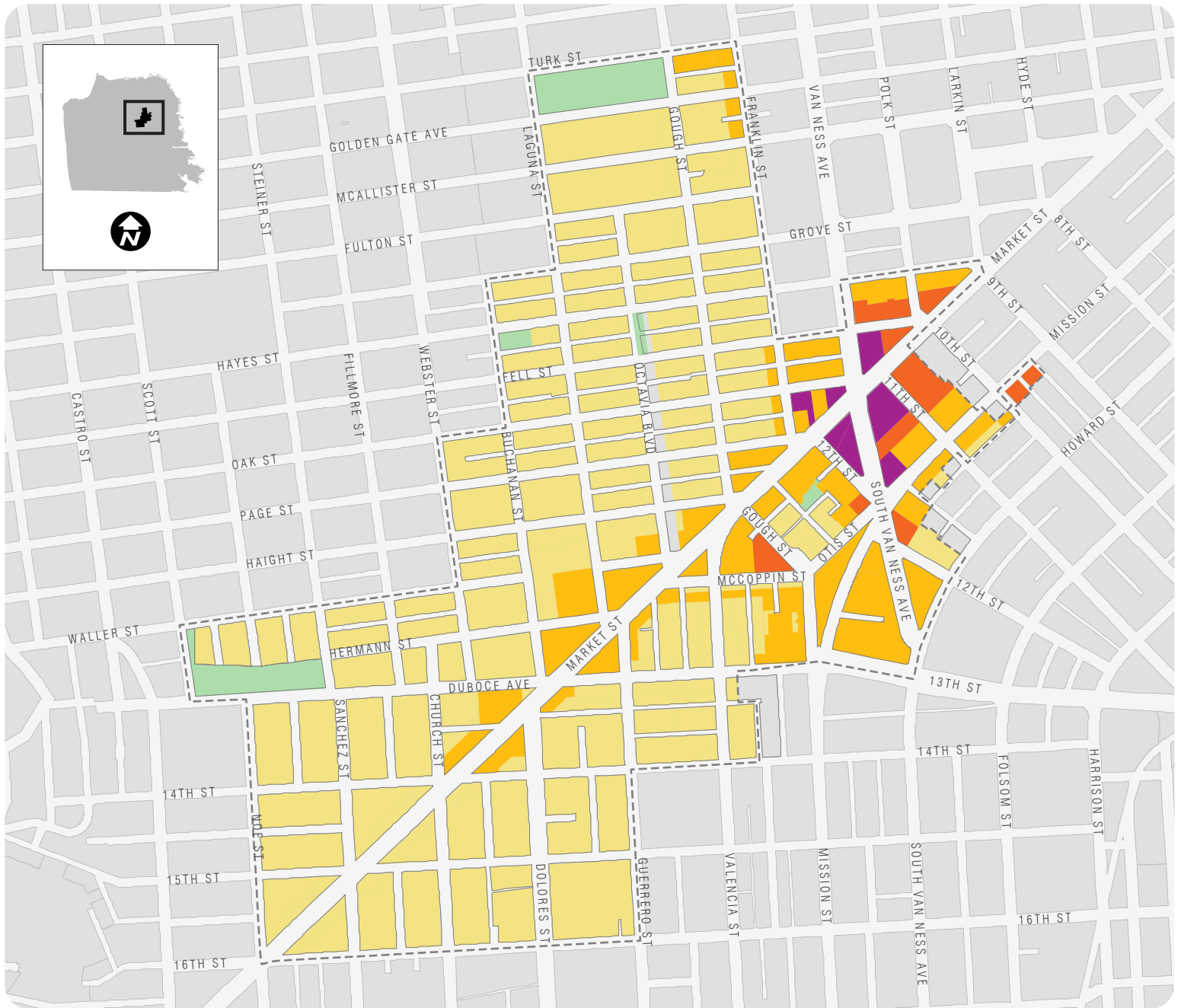
- Residential
- Neighborhood Commercial
- Residential / Mixed Use
- Public

MAP 01



Frontages Where Active Ground Floor Commercial Is Required

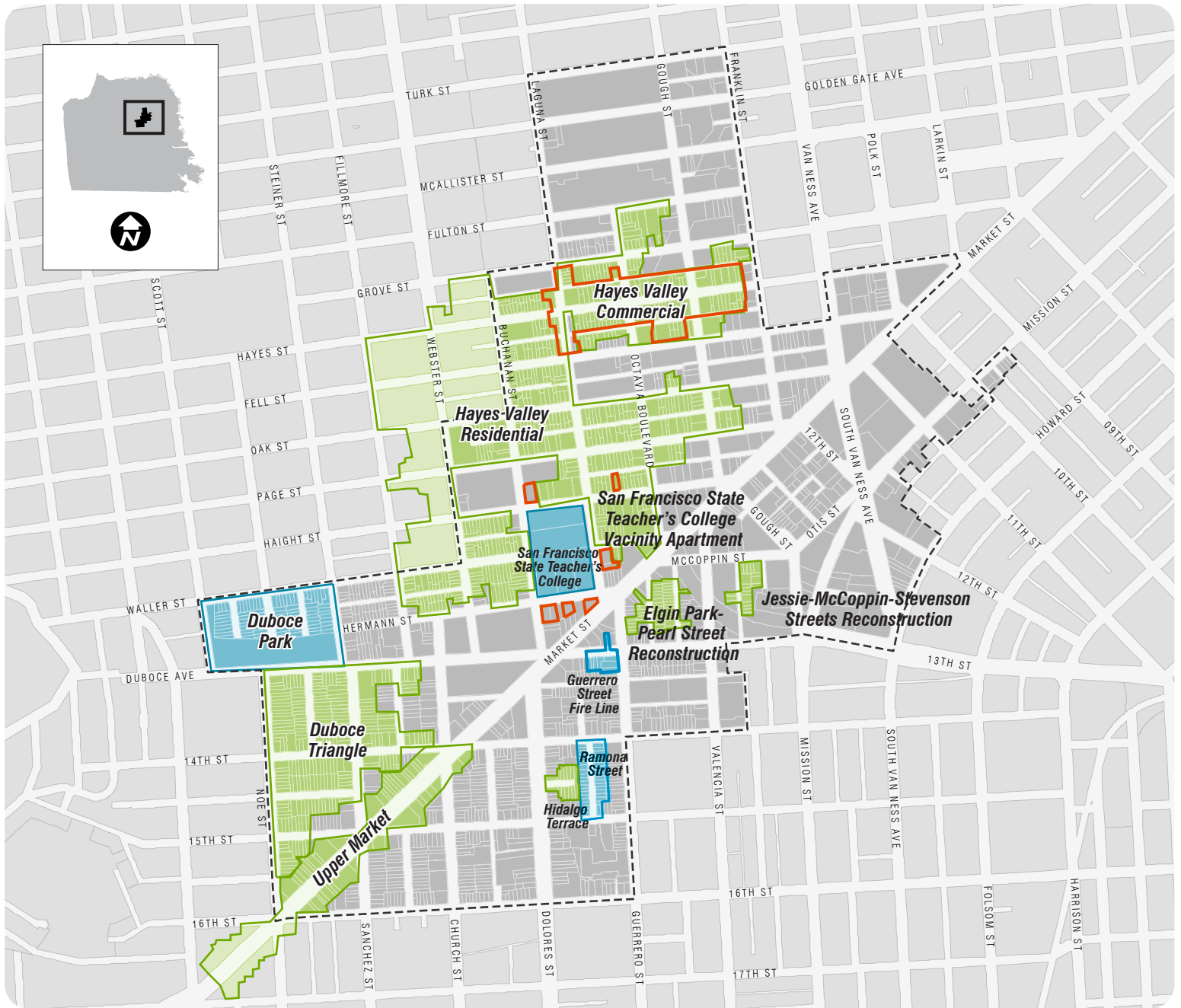
MAP 02



Generalized Height Districts

- Open Space
- Low Podium
- High Podium
- Low Tower
- High Tower

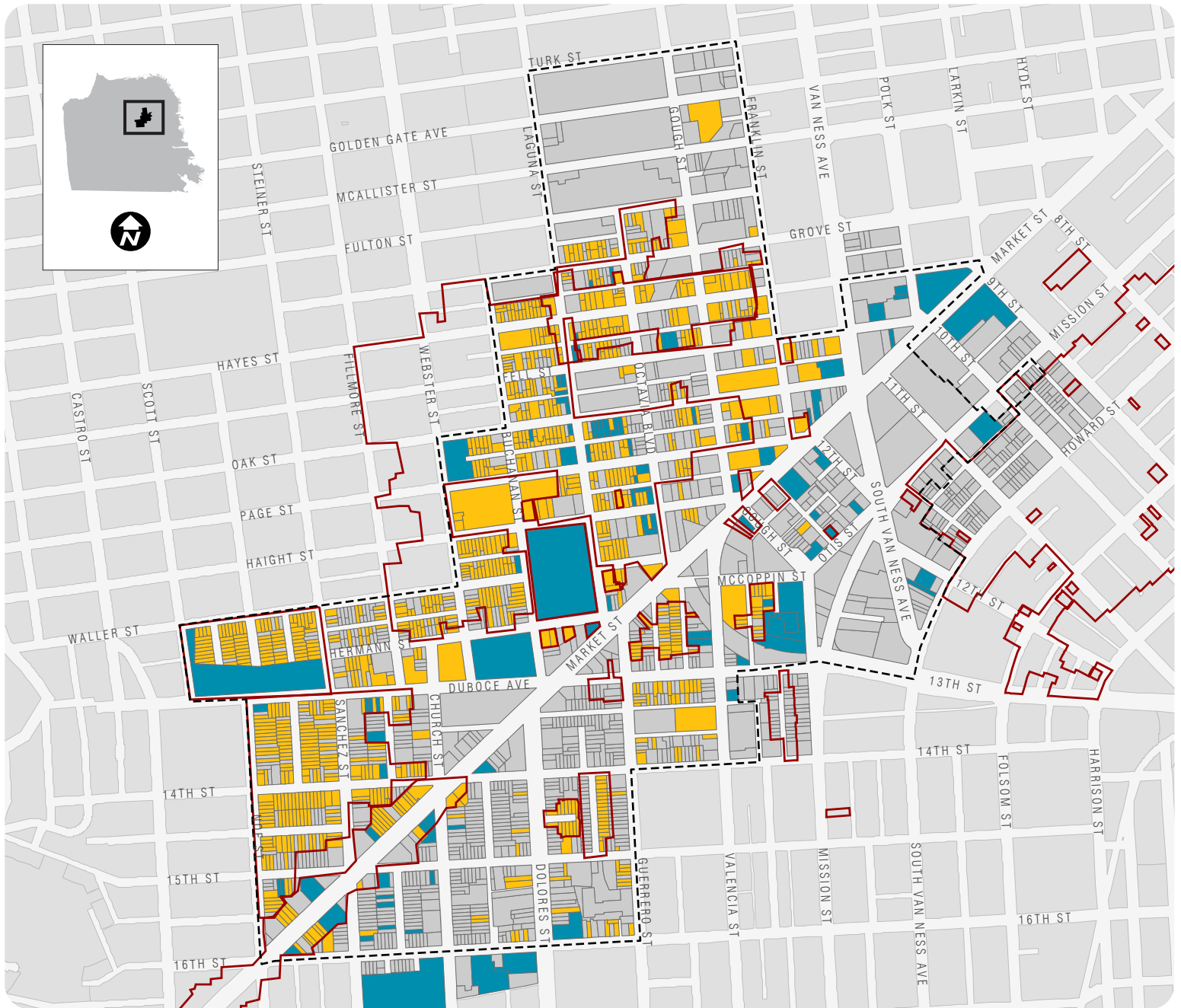
MAP 03



Market & Octavia Area Plan Level Survey Identified Historic Districts

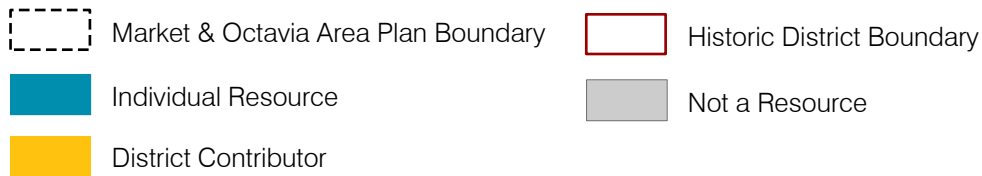
MAP 4

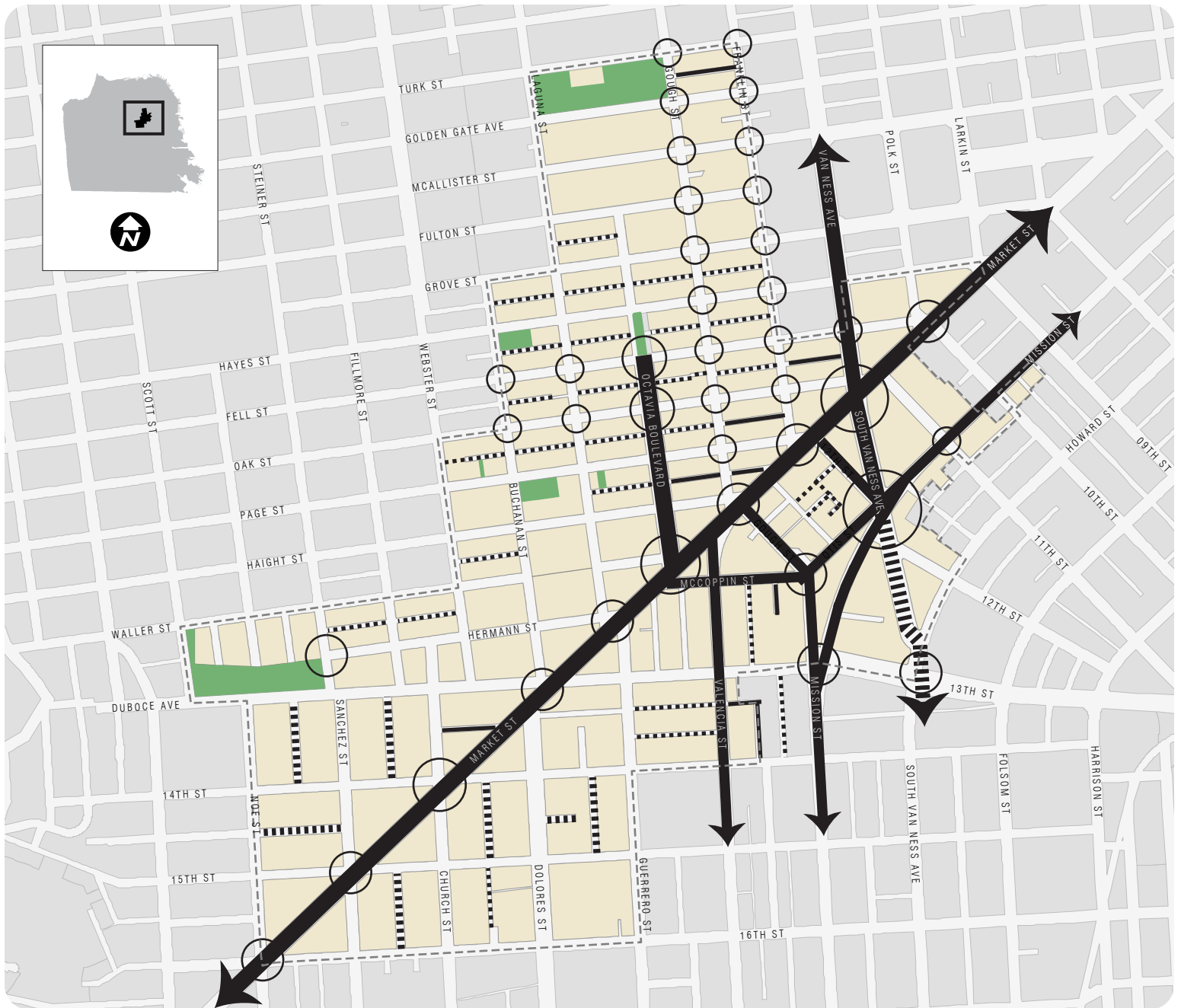
- Locally Significant District
- California Register District
- National Register District



Market & Octavia Area Plan Individual Resource and District Contributor Map

MAP 4a



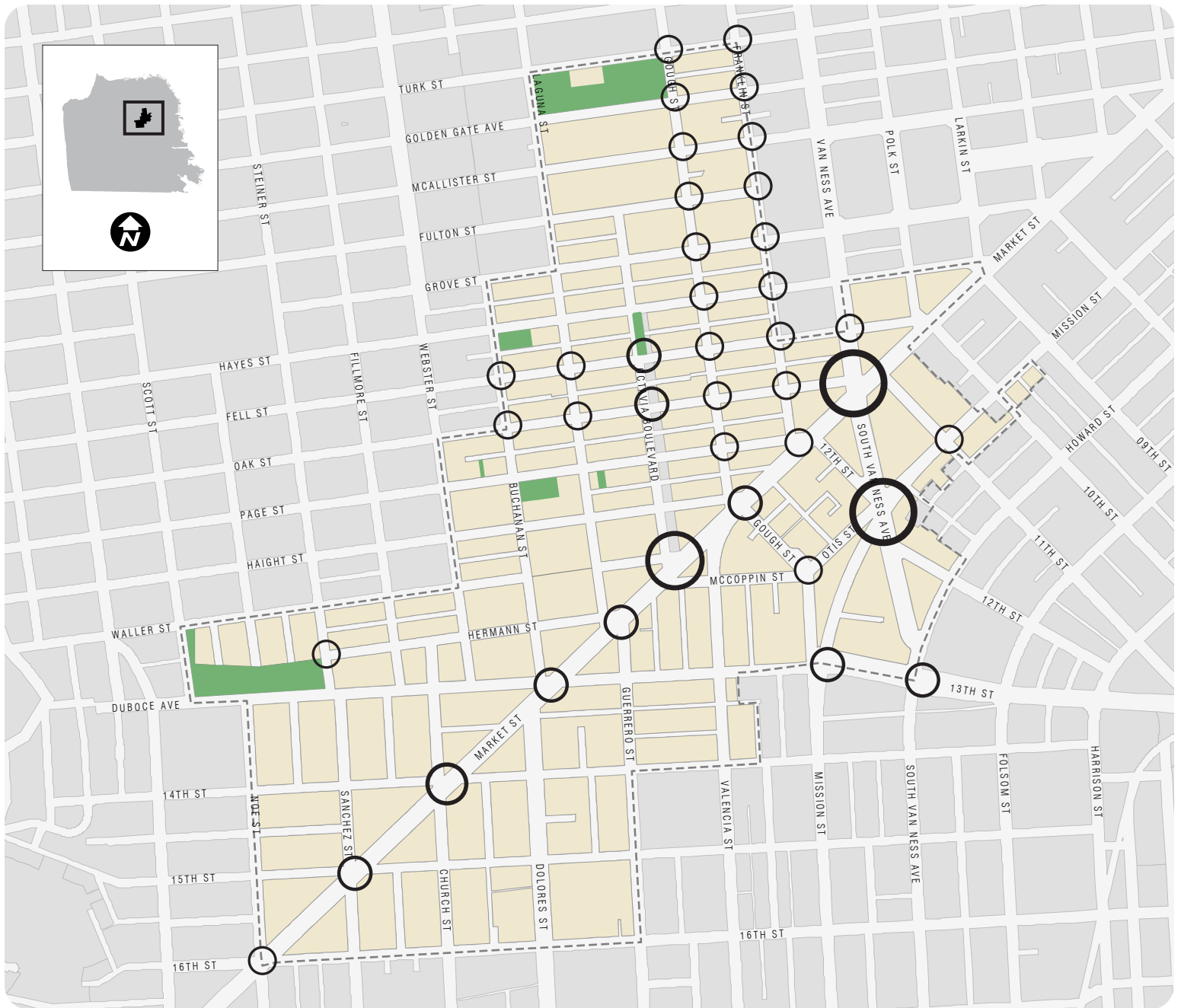


System of Civic Streets and Open Spaces

0 500 1,000 2,000 Feet

MAP 05

-  Priority Streets for Civic Improvements
-  Streets for Civic Improvements
-  Intersections for Traffic Calming
-  Alleys
-  Residential alleys suitable for "living alley" improvements
-  Public Open Spaces



0 500 1,000 2,000 Feet

Priority Intersections for Pedestrian Improvements

MAP 06

Improvement Level

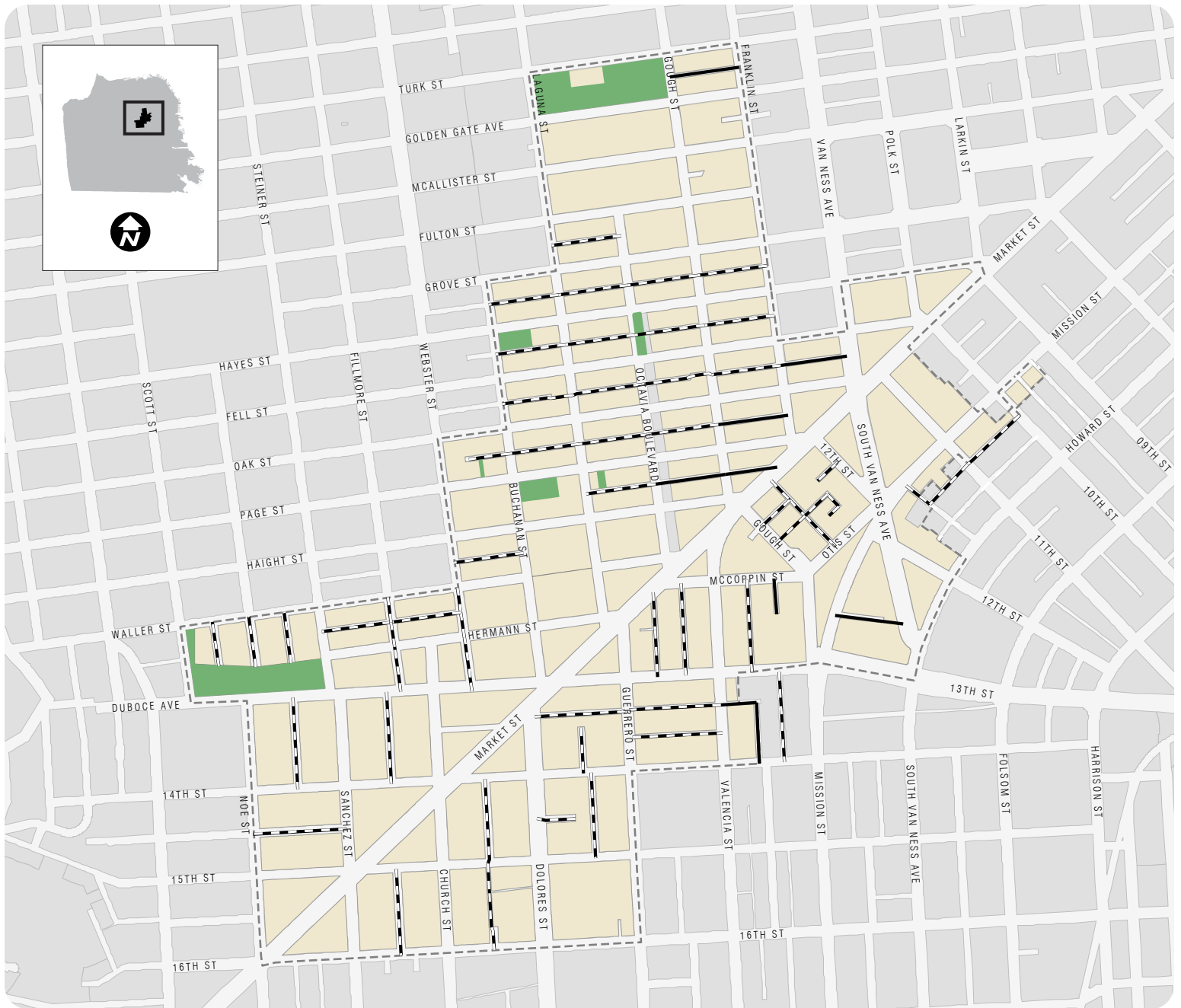


Low.....High



Priority Streets for Tree Plantings

- ■ ■ ■ First Priority Streets for Tree Planting
- ▤ ▤ ▤ ▤ ▤ ▤ ▤ ▤ ▤ ▤ Second Priority Streets for Tree Planting
- - - - Second Priority (Should public ROW be re-established)

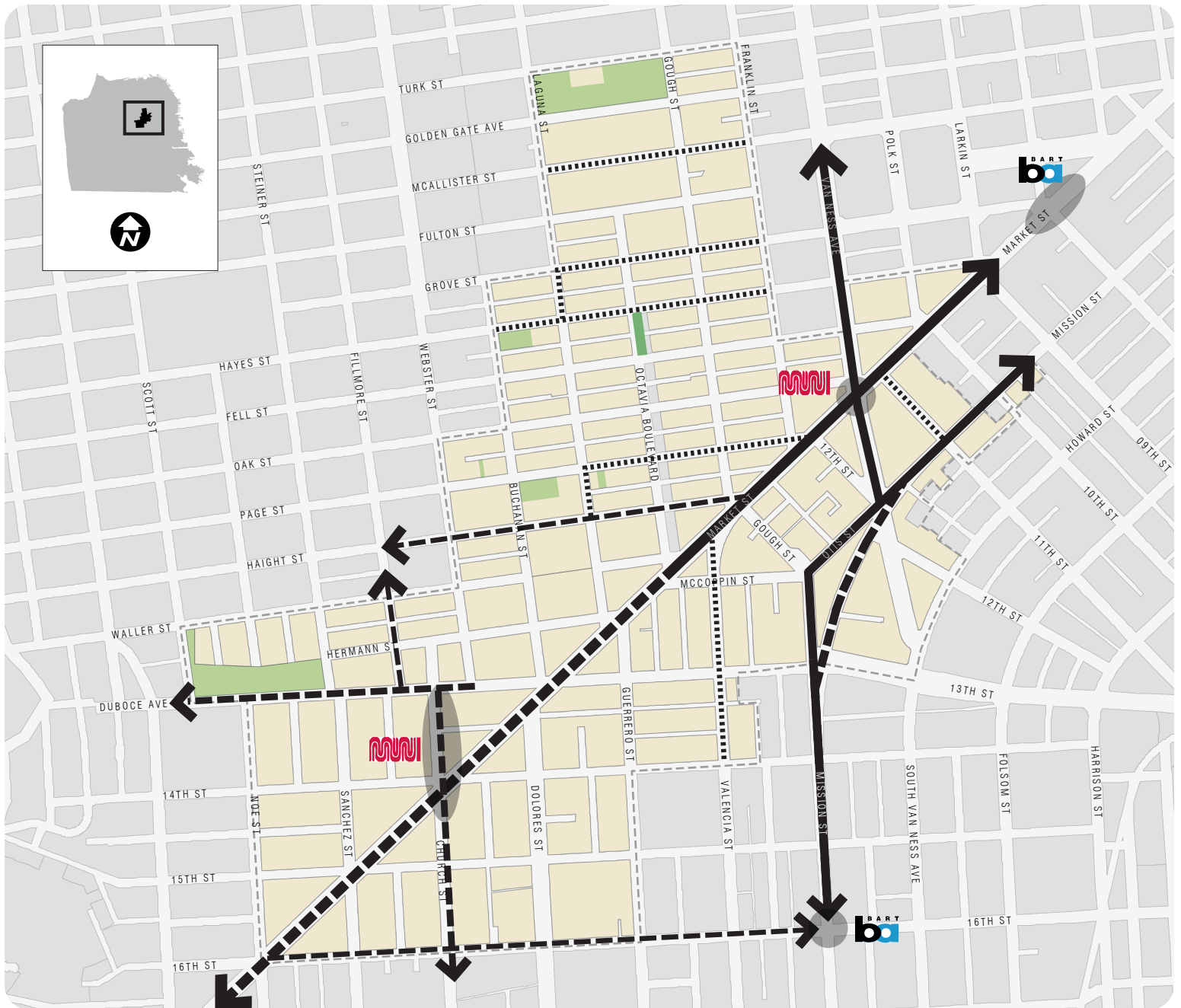


Alleys for “Living Alley” Improvements

0 500 1,000 2,000 Feet

MAP 08





- Predominantly Non-Residential Alleys
- Public Rights-of-Way Suitable for "Living Alley" Improvements

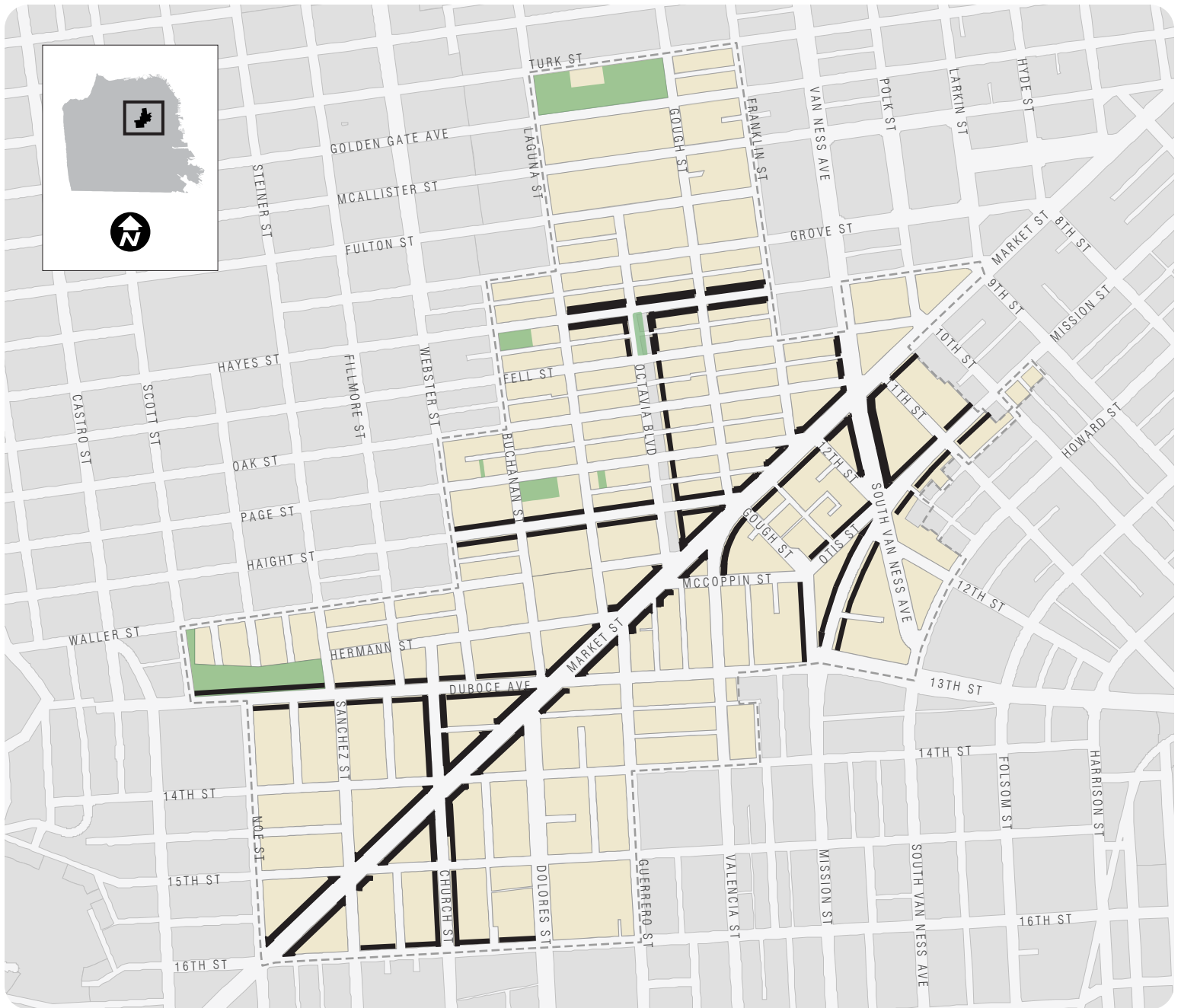


Important High Capacity Transit Corridors

0 500 1,000 2,000 Feet

MAP 09

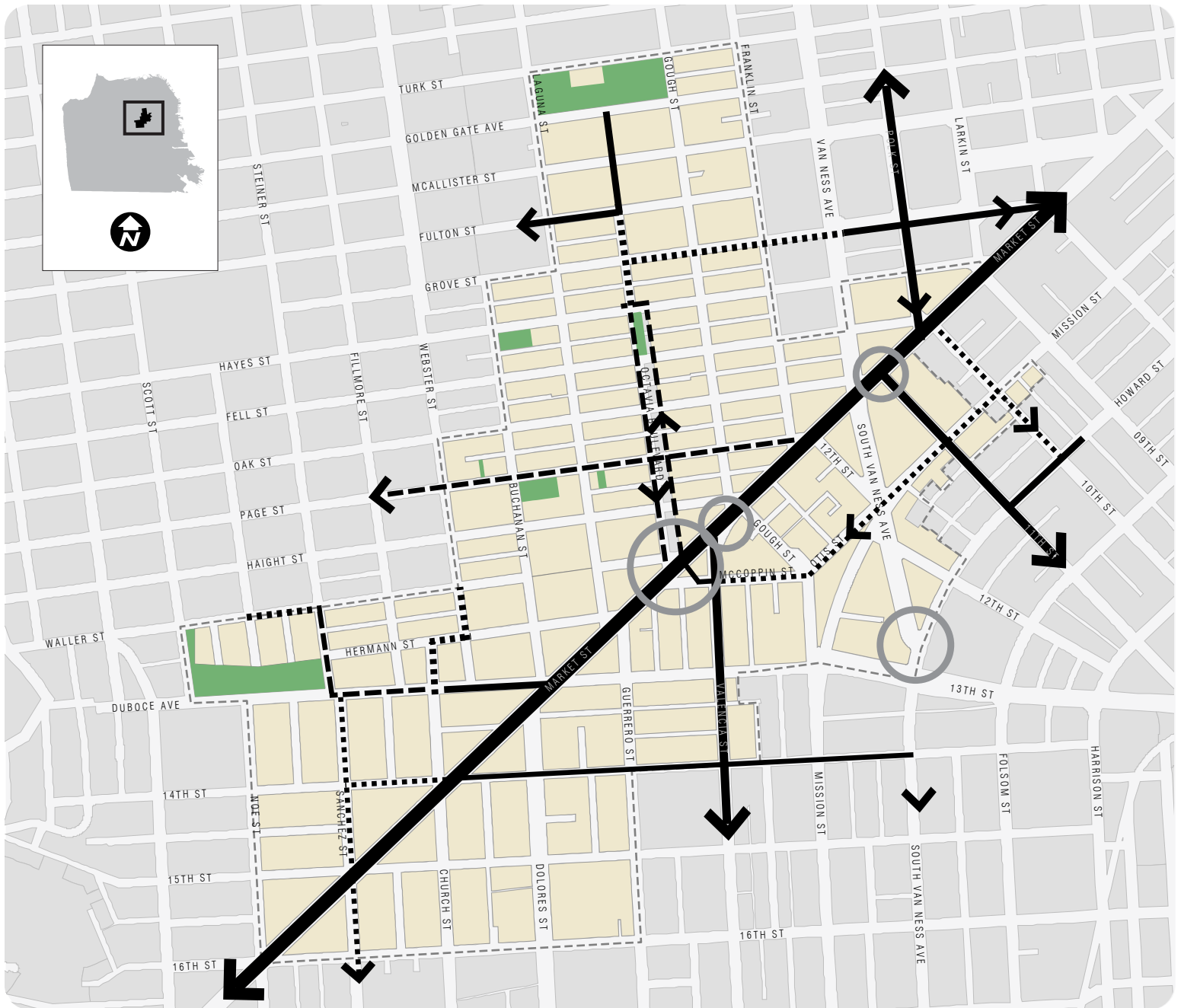
-  Dedicated Transit Only Lanes
-  Existing Bus Service, No Change Proposed
-  Transit Priority (Bus-bulbs, Signal Pre-emption)
-  Important Transit Facilities



**Frontages Where
Curb Cuts Are Not Permitted**



MAP 10

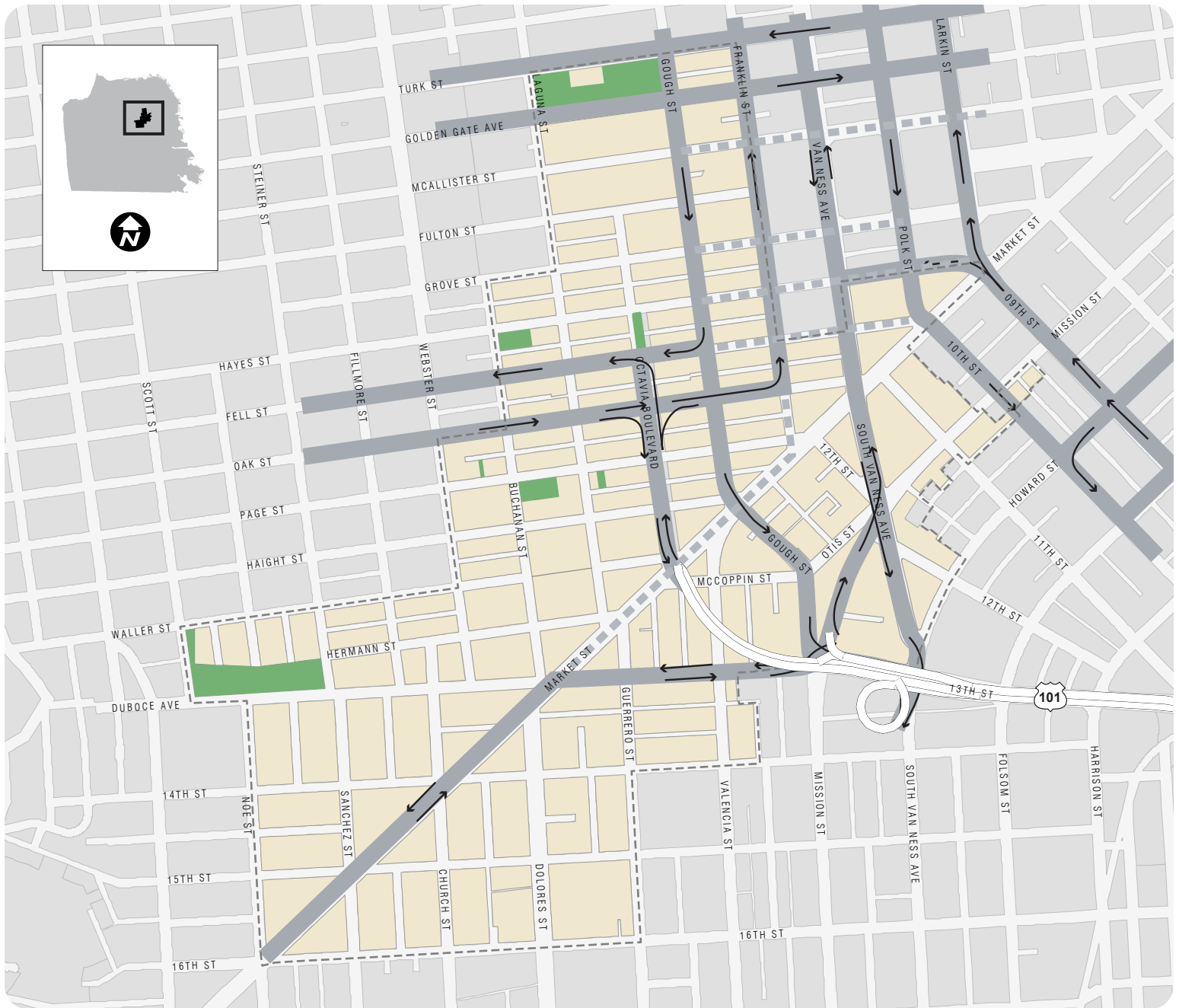


Bicycle Network

0 500 1,000 2,000 Feet

MAP 11

- Bike Lanes and Paths
- Other Bike Routes
- Bike Boulevards and Traffic-Calmed Streets
- Intersections for Special Treatment



Major Routes for Vehicular Circulation

- Primary Routes to/from Freeways
- Secondary Routes to/from Freeways
- Direction of Travel

0 500 1,000 2,000 Feet

MAP 12



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. 20708 HEARING DATE: MAY 21, 2020

Project Name: Market and Octavia Area Plan Amendment: CEQA Findings
Case Number: 2015-000940ENV
Initiated by: Planning Commission
Staff Contact: Lily Langlois, Principal Planner
Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by: Joshua Switzky, Land Use and Community Planning Program Manager
Joshua.switzky@sfgov.org, 415-575-6815

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ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING FINDINGS OF FACT, FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND A STATEMENT OF OVERRIDING CONSIDERATIONS IN CONNECTION WITH THE ADOPTION OF AN AMENDMENT TO THE MARKET AND OCTAVIA AREA PLAN, AND RELATED ACTIONS NECESSARY TO IMPLEMENT SUCH PLAN.

PREAMBLE

The Planning Department ("Department"), the Lead Agency responsible for the implementation of the California Environmental Quality Act, California Public Resources Code Section 21000 et seq., ("CEQA"), the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 et seq. ("CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31") has undertaken a planning and environmental review process for the proposed Market and Octavia Area Plan Amendment and provided appropriate public hearings before the Planning Commission ("Commission"). In 2008, the City and County of San Francisco ("City") adopted the Market and Octavia Area Plan into the General Plan to guide growth in the Market and Octavia neighborhood. Recognizing the potential for transit-oriented growth in the vicinity of neighborhood at the junction of three of the city's grid systems, colloquially known as "the Hub," the Market and Octavia Area Plan called for a vibrant new mixed-use neighborhood.

While the Market and Octavia Area Plan established a new framework for development, the Department did not receive many major development applications in the Hub neighborhood until 2012 (four years after the Market and Octavia Area Plan was adopted), largely due to the 2009 recession. In 2016 the Department initiated a community planning process to reconsider the area holistically and identify and coordinate updated designs for the public realm, and to update the Market and Octavia Community Improvements Neighborhood programs with specific infrastructure projects in the Hub area and streets adjacent to the Hub area.

The Market and Octavia Area Plan Amendment (the "Hub Plan") supports and builds on the Market and Octavia Area Plan's vision for the area around Market Street and Van Ness Avenue as a vibrant mixed-use

residential neighborhood. The Hub Plan enhances and augments the Market and Octavia Area Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today's understanding of the issues and constraints facing the area, particularly in light of the infrastructure improvements and the City's current housing needs. The Plan's core recommendations include: Increase housing and affordable housing near transit; Develop and coordinate designs for the public realm; Update the Market and Octavia public benefits package and prioritize projects for implementation.

The Department is seeking to make amendments to the existing Market and Octavia Area Plan and other elements of the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document to provide a comprehensive updated set of policies and implementation programming to realize the vision of the Hub area as originally described in the Market and Octavia Area Plan amend the Market and Octavia Area Plan.

The actions listed in Attachment A hereto ("Actions") are part of a series of considerations in connection with the adoption of the Plan and various implementation actions ("Project"), as more particularly described in Attachment A hereto.

Environmental review for the Hub Plan ("Project") was coordinated with environmental review of separate private development projects at 30 Van Ness Avenue and 98 Franklin Street. On May 23, 2018, the Department published a Notice of Preparation of an Environmental Impact Report ("NOP") and Notice of Public Scoping Meeting for the Hub Plan, 30 Van Ness Avenue, 98 Franklin Street, and Hub Housing Sustainability District. Publication of the NOP initiated a 30-day public review and comment period that ended on June 22, 2018. On June 12, 2018, the Department held a public scoping meeting regarding the Project.

On July 24, 2019, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice. Notices of availability of the DEIR and the date and time of the public hearing were posted near the project site by the Department on July 24, 2019. The DEIR contains both analysis at a "program-level" pursuant to CEQA Guidelines section 15168 for adoption and implementation of the Hub Plan, and "project-level" environmental review for the streetscape and street network improvements, the project at 30 Van Ness Avenue and the project at 98 Franklin Street. This DEIR also evaluates the designation of portions or all of the Hub Plan area as a Housing Sustainability District ("HSD"), in accordance with Assembly Bill 73 (Government Code sections 66202 to 66210 and Public Resources Code sections 21155.10 and 21155.11). Designation of an HSD, through adoption of an ordinance by the San Francisco Board of Supervisors, would allow the City to exercise streamlined ministerial approval of residential and mixed-use development projects meeting certain requirements within the HSD.

On August 29, 2019, the Commission held a duly advertised public hearing on the DEIR, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the DEIR ended on September 9, 2019. The Department prepared responses to comments on environmental issues received during the 46 day public review period for the DEIR, prepared revisions

to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected clerical errors in the DEIR.

On March 12, 2020, the Department published a Responses to Comments document. A Final Environmental Impact Report (hereinafter “FEIR”) has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.

On February 13, 2020, the Commission adopted Resolutions R-20653, R-20654, R-2065, R-20655 to initiate the following pieces of legislation: (1) Ordinance amending the General Plan to amend the Market and Octavia Area Plan (“general plan amendments”); (2) Ordinance amending the Planning Code to amend the Van Ness & Market Downtown Residential Special Use District, to encourage more housing and uses that support the neighborhood residents and businesses, and to give effect to the Market and Octavia Area Plan (“planning code amendments”); (3) Ordinance amending the Zoning Map of the Planning Code to amend the boundaries of the Van Ness & Market Downtown Residential Special Use District, and to make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with amendments to the Market and Octavia Area Plan (“zoning map amendments”); and (4) Ordinance amending the Business and Tax Regulations and Planning Codes to create the Hub Housing Sustainability District (“Hub HSD”).

On May 21, 2020, the Commission reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The FEIR was certified by the Commission on May 21, 2020 by adoption of its Motion No. 20708.

At the same hearing and in conjunction with this motion, the Commission made and adopted findings of fact and decisions regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures and alternatives, and a statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to CEQA, particularly Sections 21081 and 21081.5, the CEQA Guidelines, particularly Sections 15091 through 15093, and Chapter 31, by its Motion No. 20708 The Commission adopted these findings as required by CEQA, separate and apart from the Commission’s certification of the EIR, which the Commission certified prior to adopting these CEQA findings. The Commission hereby incorporates by reference the CEQA findings set forth in Motion No. 20708.

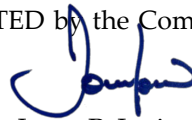
On May 21, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting regarding (1) the general plan amendments; (2) the planning code amendments; (3) the zoning map amendments; (4) the Hub HSD Ordinance; and (5) the implementation program. At that meeting the Commission adopted (1) Resolution 20709 recommending that the Board of Supervisors approve the requested General Plan Amendment; (2) Resolution 20710 recommending that the Board of Supervisors approve the requested Planning Code Amendments; (3) Resolution 20711 recommending that the Board of Supervisors approve the requested Zoning Map Amendments; (4) resolution 20712 recommending that the Board of Supervisors approve the requested Hub HSD; and (5) resolution 20713 recommending that the Board of Supervisors approve the Implementation Program.

The Department, Jonas P. Ionin, is the custodian of records; all pertinent documents are located in the File for Case No. 2015-000940ENV, at 1650 Mission Street, Fourth Floor, San Francisco, California.

This Commission has reviewed the entire record of this proceeding, the Environmental Findings, attached to this Motion as Attachment A, regarding the alternatives, mitigation measures, environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, and the proposed Mitigation Monitoring and Reporting Program ("MMRP") attached as Attachment B, which material was made available to the public.

MOVED, that the Commission hereby adopts findings under the CEQA, including rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations, and adopts the Mitigation Measures identified for the Hub Plan in the MMRP, attached as Attachment B, based on the findings attached to this Motion as Attachment A as though fully set forth in this Motion, and based on substantial evidence in the entire record of this proceeding.

I hereby certify that the foregoing Motion was ADOPTED by the Commission at its regular meeting on May 21, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Koppel, Diamond, Fung, Johnson

NOES: Imperial, Moore

ABSENT: None

ADOPTED: May 21, 2020



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20709

HEARING DATE: MAY 21, 2020

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Project Name: **Market and Octavia Area Plan Amendment: General Plan Amendments**
Case Number: **2015-000940GPA**
Initiated by: **Planning Commission**
Staff Contact: **Lily Langlois, Principal Planner**
Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by: **Joshua Switzky, Land Use and Community Planning Program Manager**
Joshua.switzky@sfgov.org, 415-575-6815

RESOLUTION ADOPTING A PROPOSED ORDINANCE AMENDING THE SAN FRANCISCO GENERAL PLAN TO AMEND THE MARKET AND OCTAVIA AREA PLAN; MAKING CONFORMING AMENDMENTS TO THE ARTS ELEMENT AND THE HOUSING ELEMENT; AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN, AND THE EIGHT PRIORITY POLICIES OF THE PLANNING CODE SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE AND GENERAL WELFARE UNDER PLANNING CODE SECTION 340, AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission (hereinafter "Commission") shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions; and

WHEREAS, The Commission, at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the General Plan Amendments for the Market and Octavia Area Plan by Planning Commission Resolution No. 20653.

WHEREAS, this Resolution adopting and recommending that the Board of Supervisors approve the General Plan Amendments is a companion to other legislative approvals relating to the amendments of the Market and Octavia Area Plan, including recommendations that the Board of Supervisors approve Planning Code, Business and Tax Regulations Code, and Zoning Map Amendments.

WHEREAS, in 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The "Hub" neighborhood (hereinafter "Plan Area") was included within the boundaries of the Market and Octavia Area Plan. The Market and Octavia Area Plan included numerous policies that supported a vision for the Hub as a "vibrant new mixed-use neighborhood," and it also created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD facilitated the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue.

WHEREAS, While the Market and Octavia Area Plan established a new framework for development, the San Francisco Planning Department (herein after “Planning Department”) did not receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted) due to the Great Recession.

WHEREAS, In 2016, the Planning Department initiated a community planning process to take a new look at the Hub area holistically and identify opportunities to increase the amount of housing and affordable housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia public benefits program and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan and other elements of the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document to provide a comprehensive updated set of policies and implementation programming to realize the vision of the Hub area as originally described in the Market and Octavia Area Plan; and

WHEREAS, Amended policies envisioned for the Area Plan are consistent with the existing General Plan. However, there are a minimal number of amendments to the General Plan that are required to further achieve and clarify the vision and goals of the Market and Octavia Area Plan, and generally to update the General Plan to reflect changed physical, social and economic conditions. Proposed amendments to the General Plan, including the amendments to the Market and Octavia Area Plan, are attached hereto as Exhibit III-2. The City Attorney’s Office has reviewed this proposed Ordinance and approved it as to form; and

WHEREAS, On May 21, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) (“FEIR”) and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. 20707 certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act (“CEQA”), the regulations implementing CEQA (“the CEQA Guidelines”), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 21, 2020, by Motion No. 20708, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program (“MMRP”), under Case No. 2015-000940ENV, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, All pertinent documents may be found in the files of the Department, as the Custodian of Records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby **adopts** the proposed ordinance.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The General Plan Amendments realize and implement the original Market and Octavia Area Plan vision and policies for the Hub area. In the Market and Octavia Area Plan, the Hub area is identified as a “vibrant new mixed-use neighborhood,” and the existing Van Ness and Market Downtown Residential Special Use District (SUD) encouraged the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and Van Ness—and reduced parking.
2. The General Plan Amendments will help maintain the diversity of residents by providing new on-site affordable units and additional affordable housing resources for the City and by requiring that the first priority for new affordable housing units should be built within the Van Ness and Market Residential Special Use District.
3. The General Plan Amendments will help provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
4. The General Plan Amendments will help facilitate the creation of new parks and improve existing recreational facilities.
5. The General Plan Amendments would incorporate policy direction to support sustainability and climate resilience and to advance racial and social equity.
6. **General Plan Compliance.** The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

AIR QUALITY ELEMENT

OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS

Policy 3.1

Take advantage of the high-density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

Policy 3.2

Encourage mixed land use development near transit lines and provide retail and other types of service-oriented uses within walking distance to minimize automobile dependent development.

Policy 3.4

Continue past efforts and existing policies to promote new residential development in and close to the downtown area and other centers of employment, to reduce the number of auto commute trips to the city and to improve the housing/job balance within the city.

Policy 3.6

Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.

The amended Plan will continue to support this Objective and Policy by directing development to an area that is highly accessible to public transit, Muni Metro (with Van Ness BRT), and within walking distance of BART.

ENVIRONMENTAL PROTECTION ELEMENT

Objective 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1

Increase the use of transportation alternatives to the automobile.

The Plan supports this Objective and Policy by facilitating the efficient and intelligent use of energy for transportation. For transportation, the Plan locates new development in an area where a high percentage of trips will be taken by energy efficient modes of transportation, including walking, bicycling, and transit.

HOUSING ELEMENT

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.2

Focus housing growth and infrastructure-necessary to support growth according to community plans.

Policy 1.3

Work proactively to identify and secure opportunity sites for permanently affordable housing.

Policy 1.4

Ensure community-based planning processes are used to generate changes to land use controls.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The Plan supports this Objective and these Policies by increasing the amount of housing potential through a comprehensive community plan developed through a community based planning process, achieving approximately 29% of all new units in the plan area as affordable, and doing so in a location where new residents can rely on public transportation, walking, and bicycling for the majority of daily trips.

OBJECTIVE 2

RETAIN EXISTING HOUSING UNITS, AND PROMOTE SAFETY AND MAINTENANCE STANDARDS, WITHOUT JEOPARDIZING AFFORDABILITY.

Policy 2.1

Discourage the demolition of sound existing housing, unless the demolition results in a net increase in affordable housing.

OBJECTIVE 3

PROTECT THE AFFORDABILITY OF THE EXISTING HOUSING STOCK, ESPECIALLY RENTAL UNITS.

Policy 3.2

Promote voluntary housing acquisition and rehabilitation to protect affordability for existing occupants.

OBJECTIVE 7

SECURE FUNDING AND RESOURCES FOR PERMANENTLY AFFORDABLE HOUSING, INCLUDING INNOVATIVE PROGRAMS THAT ARE NOT SOLELY RELIANT ON TRADITIONAL MECHANISMS OR CAPITAL.

Policy 7.6

Acquire and rehabilitate existing housing to maximize effective use of affordable housing resources.

The Plan supports this Objective and Policies by maintaining existing prohibitions and limitations on housing demolition and facilitating and funding acquisition/rehabilitation of existing housing to create permanently affordable housing.

OBJECTIVE 10

ENSURE A STREAMLINED, YET THOROUGH, AND TRANSPARENT DECISION MAKING PROCESS.

Policy 10.1

Create certainty in the development entitlement process, by providing clear community parameters for development and consistent application of these regulations

Policy 10.3

Use best practices to reduce excessive time or redundancy in local application of CEQA.

The Plan supports this Objective and these Policies by creating clear controls for housing, streamlining the approval process for certain housing projects and enabling projects to utilize Community Plan Evaluations under CEQA.

OBJECTIVE 12

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.1

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

The Plan supports additional housing directly adjacent to a major transit station and multiple transit lines.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

Support "smart" regional growth that locates new housing close to jobs and transit.

Policy 13.3

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Policy 13.4

Promote the highest feasible level of "green" development in both private and municipally supported housing.

The Plan amendments supports these Objectives and Policies by locating housing and job growth in an area highly accessible by public transit, by funding improvements for people walking and bicycling, and by proactively supporting environmental sustainability and resilience in new buildings and on publicly-owned rights-of-way and parks.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 1:

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

Policy 1.1

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

Policy 1.2

Prioritize renovation in highly-utilized open spaces and recreational facilities and in high needs areas.

OBJECTIVE 2:

INCREASE RECREATIONAL AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.

Policy 2.1

Prioritize acquisition of open space in high needs areas.

The Plan amendments supports these Objectives and Policies by helping to fund improvements of existing parks while facilitating the development of new parks in and adjacent to the plan area.

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.1

Creatively develop existing publicly-owned right-of-ways and streets into open space.

The Plan amendments supports this Objective and Policy by transforming 12th Street into a linear open space by widening sidewalks and adding additional greening. The Plan amendments also support the design and implementation of living alleys, which will create more pedestrian-oriented streets that are designed to focus on livability, instead of parking and traffic.

TRANSPORTATION ELEMENT

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development and coordinate new facilities with public and private development.

The Plan amendment will continue to support this Objective and Policy by directing development to an area that is highly accessible to public transit, Muni Metro (with Van Ness BRT), and within walking distance of BART. The Plan also continues to support walking and bicycling by facilitating improvements to all of the neighborhood's major streets as outlined in the Hub Public Realm Plan.

Policy 11.3

Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

The Plan amendment will continue support dense residential development directly adjacent to major transit infrastructure and is consistent with the City's Transit First Policy and the Transportation Element of the General Plan.

OBJECTIVE 24

DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING.

Policy 24.1

Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.

Policy 24.2

Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

The Plan amendments supports this Objective and Policies by facilitating improvements that will transform an area that lacks amenities and is often unsafe for people walking, bicycling, and taking transit into an area that is safe and comfortable for all. This includes strategies to widen sidewalks, decrease the length of crosswalks and create protected bicycle lanes. The proposed amendments also include reference to the Hub Public Realm Plan which outlines additional treatments and designs to the Hub's major streets and alleys.

URBAN DESIGN ELEMENT

OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

The Plan supports this Objective and Policy through establishment of height and bulk limits that support the Urban Design Element by harmonizing the Hub neighborhood within the city as a whole, highlighting the Hub as a center of activity and transit and tapering heights in the Hub to meet smaller-scales adjacent neighborhoods.

7. **Planning Code Section 101 Findings.** The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The Plan amendment establishes maximum height and bulk districts which can be achieved through a 309 exception. One of the criteria to receive this exception is through the provision of community serving uses at the ground floor including neighborhood-oriented retail. New opportunities for neighborhood serving retail uses would be available on the ground floor of new development. In addition, the Plan will increase opportunities for smaller and independent local businesses with more affordable rent by limiting formula retail uses and requiring “micro-retail” uses of 1,000 square feet or less on certain lots. The Plan would substantially increase the residential population of the area, which largely consists of commercial establishments, increasing the available 24/7 customer base for local retail businesses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The existing Hub area is largely commercial, with limited existing housing. No parcels with existing housing would be upzoned through the Plan amendments. The Plan amendments would carry forward existing city policy to support high density residential development near the intersection of Van Ness and Market and Mission and South Van Ness. Existing City regulations and programs to protect and preserve existing housing, including the City’s substantial existing restrictions on evictions and demolitions would continue to apply. The Plan will further protect the neighborhood’s economic diversity by reinforcing the area’s existing mixed-use land use pattern. The Plan will facilitate the development of primarily residential buildings whose ground floors will consist of a mix of retail and community serving uses.

3. That the City’s supply of affordable housing be preserved and enhanced.

The Plan could generate up to \$682 Million dollars in affordable housing resources for the City. This includes up to 2,200 affordable units created or funded by development in the Plan Area. In addition, the up zoning would result in over 400 additional affordable housing units than would be created under the existing zoning.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

On balance, the Plan will not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. Given the minimal increase in the number of jobs in the area that would result from these Plan amendments, adoption of this Plan amendment would not increase commuter traffic in the Plan Area. In addition, the Plan Area is well served by local and regional transit, including BART and Muni Metro (including the new Van Ness BRT). The City expects to generate up to \$116 million to improve transit capacity in this area. The Plan is designed to shift the way people travel away from use of private vehicles to more sustainable modes of transportation. The proposed street designs would help to improve vehicle movement and facilities for transit riders. In addition to supporting public transit, the Plan amendments decreases the amount of parking required for residential uses, which will discourage commuter traffic, in conjunction with the City’s existing Transportation Demand Management requirements.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Plan will not displace any industrial or service sectors due to commercial office development. New development in the plan will be predominantly residential, and any new commercial office space would be small components of new mixed-use residential development.

6. That the City achieves the greatest possible preparedness to protect gains injury and loss of life in an earthquake.

The Plan will improve preparedness to protect against injury and loss of life in an earthquake. The Plan will facilitate additional new construction that will comply with all current Building Code, Fire Code, and other applicable safety standards.

7. That landmarks and historic buildings be preserved.

The Plan will support the preservation of landmarks and historic buildings. The General Plan amendments have been revised to additionally refer to buildings identified under Article 11 of the Planning Code and buildings that have been determined eligible for listing in the California and National Registers.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

On balance, the Plan amendments would not negatively affect the area's existing parks and open space or their access to sunlight.

8. **Planning Code Section 340 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the General Plan as set forth in Section 340.
9. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. 20708.
10. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

NOW THEREFORE BE IT RESOLVED that the Commission hereby ADOPT the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 21, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Koppel, Moore, Diamond, Fung, Johnson

NOES: Imperial

ABSENT: None

ADOPTED: May 21, 2020



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20710

HEARING DATE: MAY 21, 2020

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Project Name: **Market and Octavia Area Plan Amendment: Planning Code Amendments**
Case Number: **2015-000940PCA-01**
Initiated by: **Planning Commission**
Staff Contact: **Lily Langlois, Principal Planner**
Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by: **Joshua Switzky, Land Use and Community Planning Program Manager**
Joshua.switzky@sfgov.org, 415-575-6815

RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD AMEND THE PLANNING CODE TO AMEND THE VAN NESS AND MARKET DOWNTOWN RESIDENTIAL SPECIAL USE DISTRICT, TO ENCOURAGE MORE HOUSING AND USES THAT SUPPORT THE NEIGHBORHOOD RESIDENTS AND BUSINESS, AND TO GIVE EFFECT TO AMENDMENTS IN THE MARKET AND OCTAVIA PLAN; AND AMENDING PLANNING CODE SECTIONS 145.4, 151.1, 155, 207.6, 249.33, 260, 261.1, 263.19, 270, 270.2, 309, 341.5, 401, 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, AND 424.5; AND MAKING ENVIRONMENTAL FINDINGS, INCLUDING ADOPTING A STATEMENT OF OVERRIDING CONSIDERATION, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302.

WHEREAS, The Planning Commission (hereinafter "Commission"), at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the Planning Code Amendments for the Market and Octavia Area Plan by Planning Commission Resolution No. 20654.

WHEREAS, In 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The "Hub" neighborhood (hereinafter "Plan Area") was included within the boundaries of the Market and Octavia Area Plan. The Market and Octavia Area Plan included numerous policies that supported a vision for the Hub as a "vibrant new mixed-use neighborhood," and it also created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD facilitated the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue.

WHEREAS, While the Market and Octavia Area Plan established a new framework for development, the San Francisco Planning Department (herein after "Planning Department") did not receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted) due to the Great Recession.

WHEREAS, In 2016, the Planning Department initiated a community planning process to take a new look at the Hub area holistically and identify opportunities to increase the amount of housing and affordable housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia public benefits package program and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan and other elements of. Amendments to the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document to provide a comprehensive updated set of policies and implementation programming to realize the vision of the Hub area as originally described in the Market and Octavia Area Plan; and

WHEREAS, The Planning Code governs permitted land uses and planning standards in the City. Thus, conforming amendments to the Planning Code are required for this Plan amendment. An ordinance, approved as to form by the City Attorney and attached hereto as Exhibit IV-2, has been drafted in order to revise the Planning Code. The Ordinance amends Planning Code Sections including but not limited to 145.4, 151.1, 155, 207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 341.5, 401, 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, and 424.5.

WHEREAS, These amendments contain proposals for changes to standards from those currently established by the Planning Code, including but not limited to those for land use, height and bulk, building design, parking, and impact fees.

WHEREAS, On May 21, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) ("FEIR") and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. 20707 certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act ("CEQA"), the regulations implementing CEQA ("the CEQA Guidelines"), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 21, 2020, by Motion No. 20708, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"), under Case No. 2015-000940ENV, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, The Planning Commission recommends the City pursue a nexus study in order to establish a new Community Services Facilities Fee in the Van Ness and Market Residential Special Use District to fund, design, engineer, and develop community facilities, including but not limited to cultural/arts facilities, social welfare facilities, and community health facilities.

WHEREAS, All pertinent documents may be found in the files of the Department, as the Custodian of Records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, The Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, The Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, That the Planning Commission hereby **approves** the proposed ordinance

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. **The Market and Octavia Area Plan Amendment would**
 - Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
 - Create new parks and improve existing recreational opportunities.
 - Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
 - Incorporate policy direction to support sustainability and climate resilience and advance racial and social equity.
2. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.
3. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. 20708.
4. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code Amendments are in general conformity with the General Plan as set forth in Planning Commission Resolution No. 20709.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code Amendments are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No. 20709.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 21, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Koppel, Moore, Diamond, Fung, Imperial, Johnson

NOES: None

ABSENT: None

ADOPTED: May 21, 2020



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20711

HEARING DATE: MAY 21, 2020

Project Name: **Market and Octavia Area Plan Amendment: Zoning Map Amendments**
Case Number: **2015-000940MAP**
Initiated by: Planning Commission
Staff Contact: Lily Langlois, Principal Planner
Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by: Joshua Switzky, Land Use and Community Planning Program Manager
Joshua.switzky@sfgov.org, 415-575-6815

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RESOLUTION ADOPTING A PROPOSED ORDINANCE THAT WOULD AMEND THE ZONING MAP OF THE PLANNING CODE TO AMEND THE BOUNDARIES OF THE VAN NESS & MARKET RESIDENTIAL SPECIAL USE DISTRICT, AND MAKE OTHER AMENDMENTS TO THE HEIGHT AND BULK DISTRICT MAPS AND ZONING USE DISTRICT MAPS CONSISTENT WITH THE AMENDMENTS TO THE MARKET AND OCTAVIA AREA PLAN; AND MAKING ENVIRONMENTAL FINDINGS, INCLUDING ADOPTING A STATEMENT OF OVERRIDING CONSIDERATION, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302.

WHEREAS, The Planning Commission (hereinafter "Commission"), at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the Zoning Map Amendments for the Market and Octavia Area Plan by Planning Commission Resolution No. 20656.

WHEREAS, In 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The "Hub" neighborhood (hereinafter "Plan Area") was included within the boundaries of the Market and Octavia Area Plan. The Market and Octavia Area Plan included numerous policies that supported a vision for the Hub as a "vibrant new mixed-use neighborhood," and it also created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD facilitated the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue.

WHEREAS, While the Market and Octavia Area Plan established a new framework for development, the San Francisco Planning Department (herein after "Planning Department") did not receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted) due to the Great Recession.

WHEREAS, In 2016, the Planning Department initiated a community planning process to take a new look at the Hub area holistically and identify opportunities to increase the amount of housing and affordable

housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia public benefits package program and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan and other elements of. Amendments to the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document to provide a comprehensive updated set of policies and implementation programming to realize the vision of the Hub area as originally described in the Market and Octavia Area Plan; and

WHEREAS, The proposed zoning map amendments to land use, special use, and height and bulk districts Are contained in the proposed Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit VI-2.

WHEREAS, On May 21, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) ("FEIR") and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. 20707 certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act ("CEQA"), the regulations implementing CEQA ("the CEQA Guidelines"), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 21, 2020, by Motion No. 20708, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"), under Case No. 2015-000940ENV, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, All pertinent documents may be found in the files of the Department, as the Custodian of Records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, The Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, The Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, That the Planning Commission hereby **approves** the proposed ordinance.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

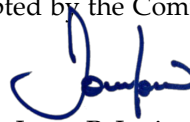
1. **The Market and Octavia Area Plan Amendment would**
 - Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
 - Create new parks and improve existing recreational opportunities.
 - Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
 - Incorporates policy direction to support sustainability and climate resilience and advance racial and social equity.
2. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.
3. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. 20708
4. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

AND BE IT FURTHER RESOLVED, that the Commission finds the Zoning Map Amendments are in general conformity with the General Plan as set forth in Planning Commission Resolution No. 20709.

AND BE IT FURTHER RESOLVED, that the Commission finds the Zoning Map Amendments are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No. 20709.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 21, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Koppel, Diamond, Fung, Johnson
NOES: Imperial, Moore
ABSENT: None
ADOPTED: May 21, 2020



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20712

HEARING DATE: MAY 21, 2020

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Project Name: **Market and Octavia Area Plan Amendment: Hub Housing Sustainability District**
Case Number: **2015-000940PCA-02**
Initiated by: **Planning Commission**
Staff Contact: **Lily Langlois, Principal Planner**
Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by: **Joshua Switzky, Land Use and Community Planning Program Manager**
Joshua.switzky@sfgov.org, 415-575-6815

RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD AMEND THE BUSINESS AND TAX REGULATIONS CODE AND THE PLANNING CODE TO CREATE THE HUB HOUSING SUSTAINABILITY DISTRICT; AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302, AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission shall periodically recommend proposed amendments to the Planning Code to the Board of Supervisors; and the San Francisco Planning Department is proposing to amend the Planning Code as part of the Market and Octavia Area Plan Amendment; and

WHEREAS, The Commission, at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the Business and Tax Regulations Code and the Planning Code for Hub Housing Sustainability District by Planning Commission Resolution No. 20655.

WHEREAS, Assembly Bill 73 (hereinafter "AB 73"), California Government Code Sections 66200 et seq., which took effect January 1, 2018, authorizes local municipalities to designate by ordinance one or more Housing Sustainability Districts (hereinafter "HSD") to provide a streamlined, ministerial approval process for residential and mixed-use developments meeting certain requirements. AB 73 requires local agencies to prepare an Environmental Impact Report (hereinafter "EIR") to identify and mitigate the environmental impacts of designating an HSD. Projects approved under an HSD ordinance must implement applicable mitigation measures identified in the EIR.

WHEREAS, The Planning Code and Business and Tax Regulation Code Amendments would establish the Hub Housing Sustainability District (hereinafter "Hub HSD") which would provide a streamlined, ministerial process for approval by the Planning Department of developments in the Market and Octavia Plan Area meeting the requirements of AB 73 and other eligibility criteria. The Amendments propose to

remove the requirement to hold a Planning Commission hearing to consider discretionary review of these development proposals, in order to meet the streamlining requirements of AB 73.

WHEREAS, These Amendments contain proposals for changes to standards from those currently established by the Planning Code and Business and Tax Regulations Code, including but not limited to those for review and approval of residential and mixed-use developments and appeals of permit decisions to the Board of Appeals.

WHEREAS, This Resolution adopting and recommending that the Board of Supervisors approve the Planning Code and Business and Tax Regulation Code is a companion to other legislative approvals relating to amendments to the Market and Octavia Area Plan, including amendments to the General Plan, Planning Code, Zoning Map and implementation program.

WHEREAS, These Planning Code and Business and Tax Regulations Code Amendments, together with the proposed General Plan, Planning Code, and Zoning Map Amendments and the Implementation Program document, provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Planning Code and Business and Tax Regulations Code Amendments help to implement the vision for the Hub area as described in the Market and Octavia Area Plan by streamlining approval of residential and mixed-use development projects meeting certain eligibility criteria and thereby encouraging construction of on-site, permanently affordable housing units in the Plan Area.

WHEREAS, The Planning Code governs permitted land uses and planning standards in the City. The Business and Tax Regulations Code provides the legislative basis for, direction to, and limitations on the review, approval, denial, and revocation of permits by executive agencies of the City. Thus, conforming amendments to the Planning Code and Business and Tax Regulations Code are required in order to establish and implement the Hub HSD. An ordinance, approved as to form by the City Attorney and attached hereto as Exhibit IV-2, has been drafted in order to make revisions to the Business and Tax Regulations Code and Planning Code necessary to implement the proposed Hub HSD. This ordinance amends Business and Tax Regulations Code Section 8 and 26 and adds Planning Code Section 344 to establish and implement the Hub HSD.

WHEREAS, On May 21, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) ("FEIR") and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. 20707 certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act ("CEQA"), the regulations implementing CEQA ("the CEQA Guidelines"), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 21, 2020, by Motion No. 20708 the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"), under Case No. 2015-000940ENV, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, the Final EIR analyzes the creation of a Housing Sustainability District in the Market and Octavia Area Plan. The Planning Code and Business and Tax Regulations Code Amendments are within the scope of the Project evaluated in Final EIR.

WHEREAS, the Planning Code and Business and Tax Regulations Code Amendments would require developments approved under the Hub HSD to implement applicable mitigation measures identified in the Final EIR.

WHEREAS, the Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Department, as the Custodian of Records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

NOW, THEREFORE, BE IT RESOLVED, that the Commission hereby delegates its authority to the Planning Department to review applications for development eligible for streamlined review under the Hub HSD. The Planning Commission would not hold a public hearing for discretionary review of applications for eligible development under the Hub HSD if the legislation is adopted substantially as proposed.

MOVED, that the Planning Commission hereby **adopts** the proposed ordinance.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. **The Market and Octavia Area Plan Amendment would**
 - Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
 - Create new parks and improve existing recreational opportunities.
 - Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
 - Incorporates policy direction to support sustainability and climate resilience and advance racial and social equity.
2. **General Plan Compliance.** The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT:

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

The proposed Ordinance will require 10% of units in any HSD project to be affordable to households of very low or low income. HSD projects subject to San Francisco's Section 415 inclusionary requirements must satisfy this requirement through the on-site option, and then may choose to provide the rest of the requirement on-site (affordable units at AMI levels required in 415) or through payment of the off-site fee option.

Policy 1.2

Focus housing growth and infrastructure necessary to support growth according to community plans. Complete planning underway in key opportunity areas.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 2

Retain existing housing units, and promote safety and maintenance standards, without jeopardizing affordability.

Policy 2.1

Discourage the demolition of sound existing housing, unless the demolition results in a net increase in affordable housing.

Policy 2.2

Retain existing housing by controlling the merger of residential units, except where a merger clearly creates new family housing.

The proposed Ordinance will not allow projects to participate in the Hub HSD if they propose demolishing or merging any existing residential units.

OBJECTIVE 3

Protect the affordability of the existing housing stock, especially rental units.

Policy 3.1

Preserve rental units especially rent controlled units, to meet the City's affordable housing needs.
The proposed Ordinance will not allow projects to participate in the Hub HSD if they propose demolishing or merging any existing residential units, including rental units subject to Rent Control.

OBJECTIVE 4

Foster a housing stock that meets the needs of all residents across lifecycles.

Policy 4.4

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

The proposed Ordinance will require 10% of units in any HSD project, whether it consist of rental or ownership units, to be permanently affordable to households of very low or low income

Policy 4.5

Ensure that new permanently affordable housing is located in all of the city's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

100% affordable housing projects of any height will be eligible to participate in the proposed HSD and receive ministerial approval, if they meet all criteria of Section 344. All mixed income housing projects developed pursuant to the proposed Ordinance will be required to provide 10% of units on-site permanently affordable to very low or low income households.

OBJECTIVE 7

Secure funding and resources for permanently affordable housing, including innovative programs that are not solely reliant on traditional mechanisms or capital.

Policy 7.5

Encourage the production of affordable housing through process and zoning accommodations, and prioritize affordable housing in the review and approval process.

100% affordable housing projects of any height will be eligible to participate in the proposed HSD and receive ministerial approval, if they meet all criteria of Section 344. All mixed income housing projects developed pursuant to the proposed Ordinance will be required to provide 10% of units on-site permanently affordable to very low or low income households.

OBJECTIVE 10

Ensure a streamlined, yet thorough, and transparent decision-making process.

Policy 10.1

Create certainty in the development entitlement process, by providing clear community parameters for development and consistent application of these regulations.

The proposed Ordinance will offer ministerial approval to projects meeting the clear, consistent requirements of proposed Section 344. Ministerial approvals offer an increased degree of certainty in the entitlement process.

Policy 10.2

Implement planning process improvements to both reduce undue project delays and provide clear information to support community review.

In addition to offering ministerial approval to qualifying projects, reducing project delay, the proposed Section 344 would require all HSD projects undergo a publicly noticed informational hearing prior to receiving approval. This hearing, which would be held in accordance with the Brown Act, would provide an opportunity for community review of the HSD project.

Policy 10.4

Support state legislation and programs that promote environmentally favorable projects. The proposed Ordinance would implement locally a State Law (AB73) intended to promote environmentally favorable projects, and streamline environmental and entitlement review of such projects.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

The proposed Ordinance would require all HSD projects to undergo design review and comply with all adopted design standards in the Urban Design Guidelines as well as the Market and Octavia Area Plan.

Policy 11.7

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

The proposed Ordinance would not allow any project on a parcel containing a building listed in Articles 10 or 11 to participate in the HSD and receive ministerial approvals.

Policy 12.1 Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

OBJECTIVE 13

Prioritize sustainable development in planning for and constructing new housing.

Policy 13.1

Support "smart" regional growth that locates new housing close to jobs and transit.

The proposed Ordinance will accelerate entitlements of certain qualifying housing projects in the Market and Octavia Plan Area. The proposed zoning would allow for primarily residential land uses in close proximity to transit.

Policy 13.2

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian and bicycle mode share

The proposed Ordinance will accelerate entitlements of certain qualifying housing projects in the Market and Octavia Plan Area. The Market and Octavia Area Plan envisions the Hub as a high-density mixed use residential neighborhood. Existing transit nodes on Market Street and Van Ness Avenue and a future

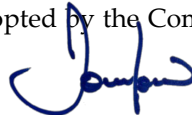
planned improvements to Market Street and Van Ness Avenue will improve transit connections to and from this area. The Area Plan also calls for large scale investments in pedestrian and bicycle infrastructure.

3. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.
4. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. 20708.
5. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code and Business and Tax Regulations Code Amendments are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No. 20709

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 21, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Koppel, Diamond, Fung, Johnson
NOES: Imperial, Moore
ABSENT: None
ADOPTED: May 21, 2020



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 20713

HEARING DATE: MAY 21, 2020

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Project Name: **Market and Octavia Area Plan Amendment: Implementation Program**
Case Number: **2015-000940CWP-02**
Initiated by: Planning Commission
Staff Contact: Lily Langlois, Principal Planner
Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by: Joshua Switzky, Land Use and Community Planning Program Manager
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RESOLUTION ADOPTING AND RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE THE IMPLEMENTATION PROGRAM TO GIVE EFFECT TO AMENDMENTS IN THE MARKET AND OCTAVIA PLAN; AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302 AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS, This Resolution adopting and recommending that the Board of Supervisors approve the Implementation Program is a companion to other legislative approvals related to amendments to the Market and Octavia Area Plan, including recommendations that the Board of Supervisors approve General Plan Amendments, Planning Code, Business and Tax Regulations Code, and Zoning Map Amendments.

WHEREAS, The Implementation Program, together with proposed General Plan Amendments, Planning Code and Administrative Code Amendments, and Zoning Map Amendments, provide a comprehensive set of policies and implementation programming to realize the vision for the Hub area.

WHEREAS, The Implementation Program contains two components intended to facilitate the implementation of this plan amendment, including:

(1) the "Market and Octavia Area Plan: Hub Public Benefits Document" containing the proposed public benefits package, including a description of the range of infrastructure and services that will serve new growth anticipated under this plan amendment, a summary of how those benefits will be funded, and a description of how this program will be administered and monitored. The revenue allocations shown in the Public Benefits Program are for projection purposes only and represent allocation to the various public improvements based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development, which cannot be predicted. The Board of Supervisors, with input from the Interagency Plan Implementation Committee and Market and Octavia Citizens Advisory Committee, shall monitor and allocate revenues based on actual revenues over time and the readiness of the various public improvements for expenditure.

(2) the “Market and Octavia Community Improvements Program (Appendix C)” containing specific projects in the Hub area that could be implemented with funding from impact fee revenue as well as other revenue sources. Appendix C was adopted in 2008 as part of the Market and Octavia Area Plan and has been updated to include infrastructure projects in the Hub.

WHEREAS, The proposed Implementation Program is attached hereto as Exhibit VII.

WHEREAS, On May 21, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) (“FEIR”) and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. 20707 certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act (“CEQA”), the regulations implementing CEQA (“the CEQA Guidelines”), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 21, 2020, by Motion No. 20708, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program (“MMRP”), under Case No. 2015-000940ENV, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, All pertinent documents may be found in the files of the Department, as the Custodian of Records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, The Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, That the Planning Department staff recommends adoption of this Resolution adopting and recommending that the Board of Supervisors approve the Implementation Program.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The Market and Octavia Area Plan Amendment would

- Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
- Create new parks and improve existing recreational opportunities.
- Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.

- Incorporates policy direction to support sustainability and climate resilience and advance racial and social equity.
2. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.
 3. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. 20708. Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program, in isolation or in combination. The projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program are representative of the types of projects that could be built, if the City were to approve them, but are conceptual at present, and may change over time. The City retains discretion to decide whether to deny, modify, approve, or proceed with these projects based on a number of considerations, including its review and consideration of any additional required environmental review.
 4. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. 20708. Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program, in isolation or in combination. The projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program are representative of the types of projects that could be built, if the City were to approve them, but are conceptual at present, and may change over time. The City retains discretion to decide whether to deny, modify, approve, or proceed with these projects based on a number of considerations, including its review and consideration of any additional required environmental review.
 5. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

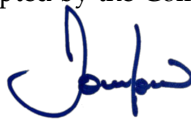
AND BE IT FURTHER RESOLVED, that the Commission finds the Implementation Program is in general conformity with the General Plan as set forth in Planning Commission Resolution No. 20709

AND BE IT FURTHER RESOLVED, that the Commission finds the Implementation Program is in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No. 20709.

AND BE IT FURTHER RESOLVED, that the Planning Commission finds that the proposed Implementation Program, hereto attached as Exhibit V.III, is necessary to implement the amendments to the Market and Octavia Area Plan.

NOW THEREFORE BE IT RESOLVED, that the Commission recommends that the Board of Supervisors consider the attached Implementation Program as part of its action on legislation related to the amendments to the Market and Octavia Area Plan.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 21, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Koppel, Diamond, Fung, Johnson, Imperial

NOES: Moore

ABSENT: None

ADOPTED: May 21, 2020

APPENDIX C. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS, DETAILED PROJECT SCOPE AND COSTS

This appendix corresponds to Table 6. For each line item in Table 6 we provide:

1. The **Project Scope**, usually referring to the Neighborhood Plan policies, as they are provide descriptive information about the plan's vision for specific projects;
2. A **Cost Projection**, describing how cost estimates were made; and
3. A list of **Relevant Agencies**, the lead agency is listed first.

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A1. “Living Street” Improvements for Select Alleys

Project Scope

POLICY 4.1.6

Introduce traffic-calming measures for residential alleys. Consider improvements to alleys with a residential character to create shared, multipurpose public space for the use of residents.

Traffic calming can improve residential streets and alleys in a number of ways. Parking can be concentrated along the curbside with the fewest driveway breaks; new pedestrian-scaled lighting can be added; trees can be planted (if residents desire trees), with agreement on a single tree species and a unified planting pattern. Narrow traffic lanes are more conducive to slow vehicular movement than are wide lanes. Because these alleys carry relatively little traffic, they can be designed to provide more public space for local residents—as a living street with corner plazas to calm traffic, seating and play areas for children, with space for community gardens and the like—where people and cars share space. By calming traffic and creating more space for public use, the street can become a common front yard for public use and enjoyment.

Working closely with DPT’s “Livable Streets” traffic-calming program, prototypes should be developed for more extensive improvements to residential alleys. And a process should be developed whereby local residents can propose living-street improvements and participate actively in the design for their alley.

- Develop prototypes for residential alley improvements, to be used as part of the “Livable Streets” traffic-calming initiative.
- Develop a process whereby local residents can propose living street improvements and participate in the design and implementation of improvements to their alley.

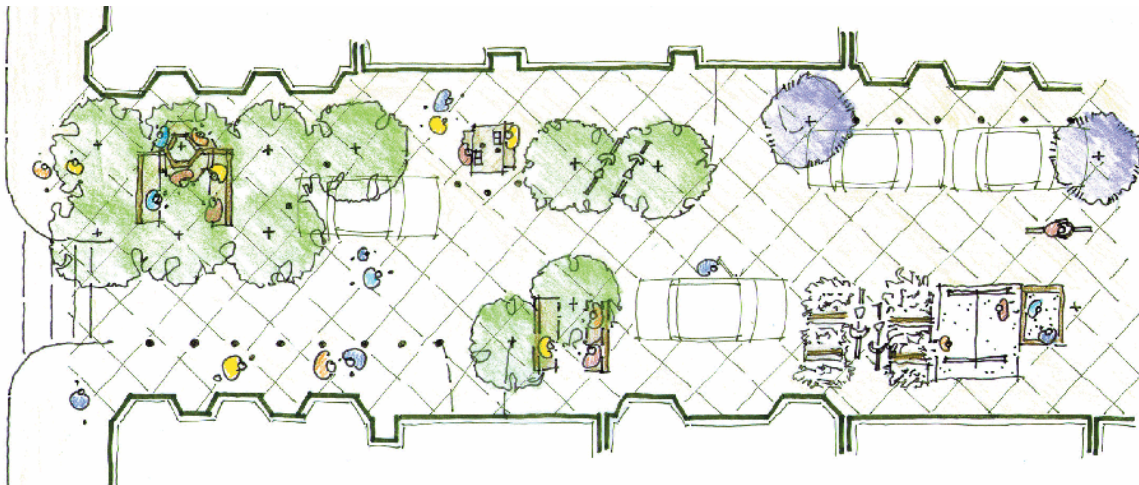


Figure 1. Schematic of Living Street Alleyway Concept

The following policy from the Market and Octavia Area Plan provides guidelines for Non-residential alley improvements.

POLICY 4.1.8

Consider making improvements to non-residential alleys that foster the creation of a dynamic, mixed-use place.

Certain alleys support non-residential uses. Coordinated approaches to the design of these alleys should protect the intimate scale of these alleys and yet create public space that contributes to and supports the varied uses along them.

Enliven the ground floor space with active uses where possible. Loading spaces can be accommodated in ways that add to the character of the alley.

Non-residential alleys can benefit from “living street” improvements that provide public open spaces that enhance the commercial uses.

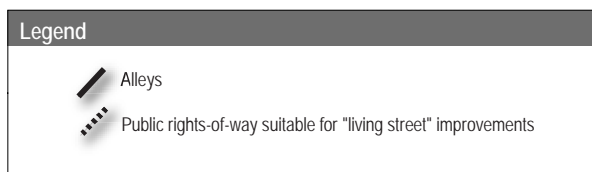
Encourage coordination throughout the alley by using similar or complementary details throughout.

Create spaces that allow for the growth and evolution of uses.

Non-residential alleys may provide for a number of different and often conflicting uses. Reduce the conflict of uses by providing an uncluttered environment. Consider placing furnishings such as trash cans in a recessed area.



Map 7 Alleys for "Living Street" Improvements



Map 1 Alleys for "Living Street" Improvements

Cost Projection

"LIVING STREETS IMPROVEMENTS" WOONERF STREETSCAPE

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Curb	1	\$25	\$30
Demo curb	1	\$5	\$5
Concrete curb ramp with truncated domes @ bulb outs	103	\$3,000	\$29
Benches	100	\$1,500	\$15
Tables	100	\$1,500	\$15
Shrubs (med)	5	\$35	\$7
Special trees	20	\$2,000	\$100
Tree grates	20	\$850	\$43
Trash bins	100	\$600	\$6
Drainage	410	\$35,000	\$85
Bollards	51	\$1,800	\$35
Signage	68	\$100	\$1
Ped lighting	40	\$10,000	\$250
cost/lf			\$622

	TOTAL LINEAR FT	AVERAGE COST PER LINEAR FOOT	TOTAL COSTS
Living Alleyways	31,867	\$621.72	\$19,812,336
Soft Costs			
Subtotal			\$19,812,336
Soft Costs			\$13,208,224
Total			\$33,020,559

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A2. Street Tree Plantings

Project Scope

POLICY 4.1.2

Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.

Closely spaced and sizeable trees parallel and close to curbs, progressing along the streets to intersections, create a visual and psychological barrier between sidewalks and vehicular traffic, like a tall but transparent picket fence. More than any other single element, healthy street trees can do more to humanize a street, even a major traffic street. On many streets within the Market and Octavia neighborhood, successful environments can be created through aggressive tree infill, for example on Otis, Mission, Franklin, and Gough Streets north of Market Street. On other streets, such as Gough Street south of Market, Fell, and Oak Streets, and Duboce Avenue, it will mean major new tree planting.

Consistent tree plantings make an important contribution to neighborhood identity. Different tree species can be used on different streets, or even different blocks of the same street, thereby achieving diversity on a broader basis. Rather than removing existing trees from any given street, the dominant tree species—or preferred tree species—on each block should be identified and future tree planting should be of that tree type.



Map 2 Streets scheduled for intensive street tree plantings

Cost Projection

TYPICAL STREETScape (EXCL. PAVING)

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Trees	20	850	\$43
Curb	1	30	\$30
Demo curb	1	5	\$5
Tree grates	20	850	\$43
Trash bins	100	600	\$6
Ped lighting	40	10,000	\$250
Bench	200	1500	\$8
cost/lf			\$384

SPECIAL STREETS (EXCL. PAVING)

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Trees special	20	2,000	\$100
Curb	1	30	\$30
Demo curb	1	5	\$5
Tree grates	20	850	\$43
Trash bins	100	600	\$6
Ped lighting	40	10,000	\$250
Bench	200	1500	\$8
cost/lf			\$441

	TOTAL LINEAR FEET	AVERAGE COST PER LINEAR FOOT	TOTAL COSTS
typical tree scape improvements	11,444	\$384	\$4,388,774
special tree scape improvements	19,035	\$441	\$8,394,435
Subtotal			\$12,783,209
Soft Costs			\$8,522,139
Total			\$21,305,348

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A3. McCoppin Street Greening

Project Scope

POLICY 7.2.4

Redesign McCoppin Street as a linear green street with a new open space west of Valencia Street.

With the new freeway touchdown, traffic accessing the freeway will no longer have the option of using McCoppin Street as a cut-through. As a result, the street will carry only a fraction of the traffic that it does today. Anticipating this change, there is the opportunity to reconfigure McCoppin Street from Otis to Valencia Streets as a linear green street, with a substantial portion of the vehicular right-of-way reclaimed as open space on the north side (the sunny side) of the street, and a calmed right-of-way for local traffic. The portion of McCoppin Street west of Valencia Street will no longer be needed for vehicular traffic, providing the opportunity for a small open space. The space, approximately 80 feet by 100 feet, would provide an excellent location for a small plaza or other form of community space for the use of local residents.



Cost Projection

(B1) MCCOPPIN STREETScape IMPROVEMENTS- CONCEPTUAL COST ESTIMATE, 2/15/2005

PROJECT COSTS						
NO.	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION	SUBTOTAL
PLANNING						\$94,718
1	Planning Community Outreach (10% of total construction costs)	1	LS	\$85,402	\$85,402	
DESIGN						\$94,718
3	Design (10% of total construction costs)	1	LS	\$85,402	\$85,402	
CONSTRUCTION						\$947,182
S&H						
4	Demolition	1	LS	\$50,000	\$50,000	
5	Asphalt Concrete Wearing Surface	275	TON	\$150	\$41,250	
6	8-Inch Thick Concrete Base	6,500	SF	\$10	\$65,000	
7	6-Inch Wide Combined Concrete Curb and 2-Foot Concrete Gutter	1,300	LF	\$40	\$52,000	
8	3 1/2-Inch Thick Concrete Sidewalk	26,000	SF	\$8	\$208,000	
9	12-Inch Diameter VCP Sewer, Culverts, Sewer Vents, and Base Over Sewer	600	LS	--	\$150,000	
10	Concrete Catch basin with New Frame and Grating	2	EA	\$10,000	\$20,000	
11	Relocate Catch basin	3	EA	\$10,000	\$30,000	
12	Relocate Low-Pressure Fire Hydrant	2	EA	\$15,000	\$30,000	
13	Relocate Utilities for Sidewalk Widening	37	EA	\$2,000	\$74,000	
14	Typical Concrete Curb Ramp	17	EA	\$2,500	\$42,500	
15	Detectable Warning Surface	160	SF	\$60	\$9,600	
16	6-Inch Wide Concrete Curb at Curb Return	170	LF	\$30	\$5,100	
17	3 1/2-Inch Thick Concrete Sidewalk at Curb Return	400	SF	\$8	\$3,200	
18	Relocate Utilities for Sidewalk Widening	37	EA	\$2,000	\$74,000	
DPT						
19	Double Yellow Line	500	LF	\$4	\$1,750	
20	Raised Pavement Markers (white or Yellow)	22	EA	\$8	\$182	
21	Parking Stalls	100	EA	\$20	\$2,000	
LA						
22	36" Box Trees	50	EA	\$800	\$40,000	
23	36" Root Barrier	1,200	LF	\$10	\$12,000	
24	Mulch	20	CY	\$50	\$1,000	
25	Irrigation System	8,900	SF	\$4	\$35,600	
CONTINGENCY 15%						\$142,077
TOTAL CONSTRUCTION COST AND CONTINGENCY						\$1,089,259

CONSTRUCTION MANAGEMENT					\$217,852
26	Inspection (15% const. total & contingency cost)	1	LS	\$163,389	\$163,389
27	Construction Support (5% const. total & contingency cost)	1	LS	\$54,463	\$54,463
ESTIMATE OF TOTAL PROJECT COST					\$1,496,547

Project Scope: The closure of McCoppin Street west of Valencia Street is expected to reduce the amount of vehicular traffic on McCoppin Street between Valencia and Otis Street. This proposal, also part of DPT's Livable Streets Program, would reduce the n...

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A4. Brady Park

Project Scope

POLICY 7.2.5

Make pedestrian improvements within the block bounded by Market, Twelfth, Otis, and Gough Streets and redesign Twelfth Street between Market and Mission Streets, creating a new park and street spaces for public use, and new housing opportunities.

The block bounded by Market, Gough, Otis and 12th Streets, known as the "Brady Block" is a unique place, in that its interior is divided and made publicly-accessible by four different alleys bisecting it in different directions. At its core, the block shows the signs of many years of neglect; surface parking lots and a large ventilation shaft for the BART system create a large swath of undefensible space.

The block has tremendous potential despite its present conditions. It is an intimate space of small buildings facing on narrow alleys. It isn't hard to envision a small neighborhood here-on the scale of Southpark: small residential infill and existing buildings framing a new public park at the core of the block's network of alleys. The addition of new housing and the development of a small-scaled living area with a narrow but connected street pattern can make this an enviable mini-neighborhood. Existing uses can stay, but new uses can, by public and private cooperation, create a residential mixed-use enclave.

A small new open space can be developed in the center of the Brady Block, taking advantage of a small, approximately 80-foot-square BART-owned parcel that provides access to its tunnel below, and through purchase, an additional 100 foot by 80 foot parcel, currently surface parking. By creating a small open space here and connecting the existing alley network, the city would have created a magnificent centerpiece for this intimate mini-neighborhood. The park will be surrounded by several housing opportunity sites and would be accessed via a network of mid-block alleys designed as "living street" spaces, in accordance with policies for residential alleys outlined in Element 3 of the Neighborhood Plan. The BART vent shaft rather than a hindrance, could be the site of a central wind driven, kinetic sculpture.



Cost Projection

BRADY PARK	NEED	UNIT	COST PER UNIT	COST
land cost	11,800	sf	\$80	\$944,000
open space (soft)	13,000	sf	\$20	\$263,250
Lawn	7,500	sf	\$3	22500
Irrigation	10,000	sf	\$6	\$60,000
benches	6	each	\$1,500	\$9,000
tables	2	each	\$1,500	\$3,000
shrubs (large)	30	each	\$150	\$4,500
trees	15	each	\$850	\$12,750
brick paving	1,500	sf	\$40	\$60,000
soil	333	cubic yard	\$40	\$13,320
drinking fountain	1	each	\$4,500	\$4,500
pedestrian lighting	8	each	\$10,000	\$80,000
Subtotal				\$1,476,820
Soft Costs				\$984,546.67
Total				\$2,461,367

Relevant Agencies

Recreation and Parks Department
 Department of Public Works
 Mayor's Office of City Greening
 Department of Real Estate
 Planning Department

A5. McCoppin Plaza – Phase I

Project Scope

POLICY 4.2.4

Create new public open spaces around the freeway touchdown, including a plaza on Market Street and a plaza in the McCoppin Street right-of-way, west of Valencia Street.

Bringing the freeway down to ground south of Market Street offers the opportunity to create two new small public open spaces: a plaza along Market Street west of the freeway touchdown, and a plaza or other form of small open space within the closed last block of McCoppin Street, west of Valencia Street. The plaza on Market Street will enhance the pedestrian experience of the street, and facilitate safer pedestrian crossings. Because of its prominent location at the end of the freeway and beginning of Octavia Boulevard, it should be designed with elements that signal an entry to the city, including seating, trees and other pedestrian amenities. The leftover space on McCoppin Street is an appropriate place for a community-serving open space, integrated into the overall “green street” treatments proposed for McCoppin Street east of Valencia Street, as well as the proposed bikepath on the east side of the touchdown. The triangular parcel immediately south of the McCoppin Street right-of-way, currently serving as a truck-rental office, could be part of a larger open space at this location.



Cost Projection

(D1) MCCOPPIN COMMUNITY PARK -CONCEPTUAL COST ESTIMATE, 2/15/2005

PROJECT COSTS					
NO.	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION SUBTOTAL
PLANNING					\$55,368
1	Community Outreach (7% of Const. Cost)	1	LS	\$38,758	\$38,758
2	Project Development (3% of Const. Cost)	1	LS	\$16,610	\$16,610
DESIGN					\$55,368
3	A&E services (10% Total Construction Cost)	1	LS	\$55,368	\$55,368
CONSTRUCTION					\$553,680
4	Demolition	1	LS	\$20,000	\$20,000
5	Hazardous Material Assessment & Abatement	900	Tons	\$50	\$45,000
6	Import Fill	671	CY	\$80	\$53,680
7	Grading and Drainage	1	LS	\$35,000	\$35,000
8	Landscape Construction	1	LS	\$300,000	\$300,000
9	Planting and Irrigation	1	LS	\$100,000	\$100,000
CONTINGENCY 15%					\$83,052
TOTAL CONSTRUCTION COST AND CONTINGENCY					\$636,732
CONSTRUCTION MANAGEMENT					\$127,346
10	Inspection (15% total const. & contingency cost)	1	LS	\$95,510	\$95,510
11	Construction Support (5% total const. & contingency cost)	1	LS	\$31,837	\$31,837
ESTIMATE OF TOTAL PROJECT COST					\$874,814

Project Scope: When the new Central Freeway touches down at Market Street, McCoppin Street west of Valencia Street will no longer connect with Market Street. The proposal for the resulting right-of-way cul-de-sac is to convert the roadway into a secured community park, approximately 7,210 square feet. This particular estimate includes a community garden including low terraces conforming to the existing slope. The design of the community park will be coordinated with the proposed bike lane connecting Valencia Street with Market Street and Octavia Boulevard.

Relevant Agencies

Recreation and Parks Department
 Department of Public Works
 Municipal Transportation Agency
 Mayor's Office of City Greening

A6. McCoppin Plaza Extension – Phase II

Project Scope

Following Policy 4.2.4 reprinted on page 53, this project explores as a long term strategy the possibility of acquiring lot 3502113 west of Valencia Street, currently owned by U-haul, with the purpose of using the site as an addition to the McCoppin Community Park.

Cost Projection

MCCOPPIN STUB EXTENSION AND IMPROVEMENTS

	NEED	UNIT	COST PER UNIT	COST
acquisition of lot 3502113	4,929	sf	\$120.00	\$591,432
greening of lot	4,929	sf	\$80.00	\$626,001
Subtotal				\$1,217,433
Soft Costs				811622
Total				\$2,029,055

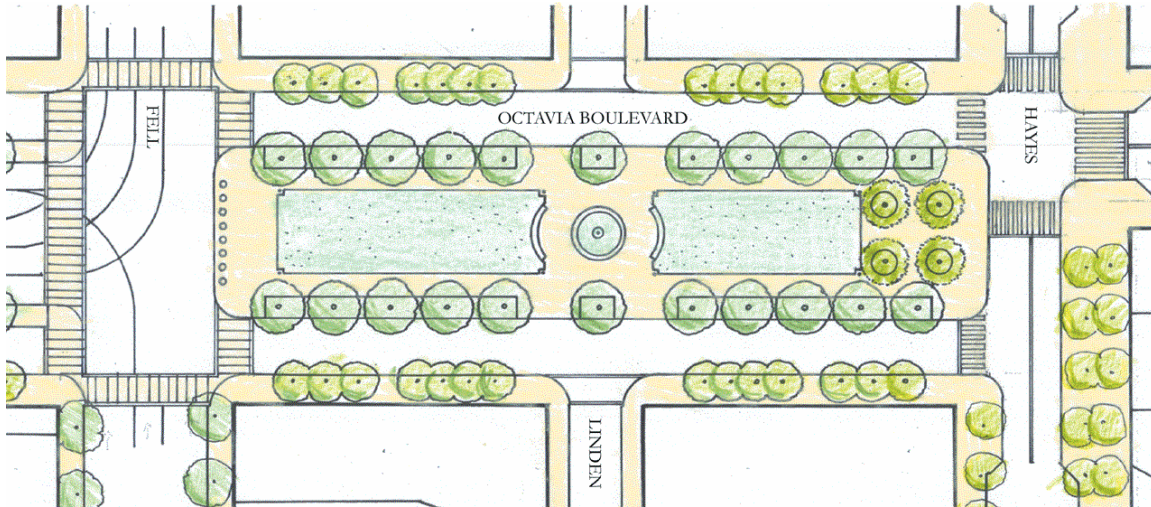
Relevant Agencies

Recreation and Parks Department
 Department of Public Works
 Municipal Transportation Agency
 Mayor's Office of City Greening

A7. Patricia's Green Hayes in Hayes Valley

Project Scope

Completed 2005.



Project Costs

\$1,500,000

Source: Ramon Kong, DPW

Relevant Agencies

Park and Recreation Department
Caltrans
Department of Public Works
Municipal Transportation Agency
San Francisco County Transportation Agency

A8. Under Freeway Park

Project Scope

Use the Caltrans parcels beneath the new Central Freeway structure for uses other than parking (unless parking revenue could fund additional maintenance of ancillary projects), such as recreational open space (for example, a dog run) and/or temporary structures housing cultural arts programs.

Cost Projection

CENTRAL FREEWAY - SITE WORK CONCEPTUAL COST ESTIMATE (12/15/05)

ITEM	QUANTITY	UNIT	UNIT COST	COST	SUBTOTAL
Parcel A					\$740,200
Skatepark Equipment (Area:15,750 SF)	1	LS	500,000	\$500,000	
Fencing	970	LF	150	\$145,500	
Pathway Colorcoat	2,950	SF	2	\$5,900	
Double Gates	6	EA	1,800	\$10,800	
Lighting	13	EA	6,000	\$78,000	
Parcel B					\$444,650
Basketball Court/Play Area Colorcoat	15,000	SF	2	\$30,000	
Pathway Colorcoat	3,200	SF	2	\$6,400	
Dog Park Surfacing	8,500	SF	2	\$17,000	
Fencing	1,055	LF	150	\$158,250	
Single Gates	8	EA	2,000	\$16,000	
Double Gates	2	EA	3,000	\$6,000	
Sliding Gates	2	LS	8,000	\$16,000	
Basketball Backboards	3	EA	5,000	\$15,000	
Lighting	18	EA	6,000	\$108,000	
Seat Wall	480	LF	150	\$72,000	
MISC					\$10,000
ADA Improvements (curb ramps at Stevenson)	1	LS	10,000	\$10,000	
Subtotal					\$1,200,000
20%Contingency					\$240,000
Construction Cost					\$1,440,000
A/E & Construction Management Services (35% Construction)					\$504,000
Maintenance Cost	3	Year	\$80,000	\$240,000	\$240,000
Total Project Cost					\$2,184,000

Relevant Agencies

Department of Public Works
 Caltrans
 Municipal Transportation Agency
 Recreation and Parks Department
 San Francisco County Transportation Agency
 Mayor's Office of Economic and Workforce Development

A9. Hayes Green Rotating Art Project

Project Scope

The community and the San Francisco Arts Commission has identified Hayes Green as a wonderful opportunity to feature a variety of temporary public art pieces. David Best's temple, which was temporary by design, certainly influenced the community's dedication to this very progressive method of selecting art for public spaces.

Cost Projection Strategy

HAYES GREEN ROTATING ART PROJECT - PER YEAR

	NEED	UNIT	COST PER UNIT	COST
Acquisition	2	piece	\$50,000	\$100,000
Insurance	2	piece	\$15,000	\$30,000
Re-habilitation	2	piece	\$10,000	\$20,000
Subtotal				\$150,000
Soft Costs				\$100,000
Total				\$250,000

Relevant Agencies

San Francisco Arts Council
 Department of Public Works
 Recreation and Parks Department

A10. Improvements to Existing Parks

Project Scope

Make necessary improvements to existing parks, such as the addition of recreational facilities or other amenities, additional landscaping programs, and activation of the space.

Cost Projection Strategy

TBD

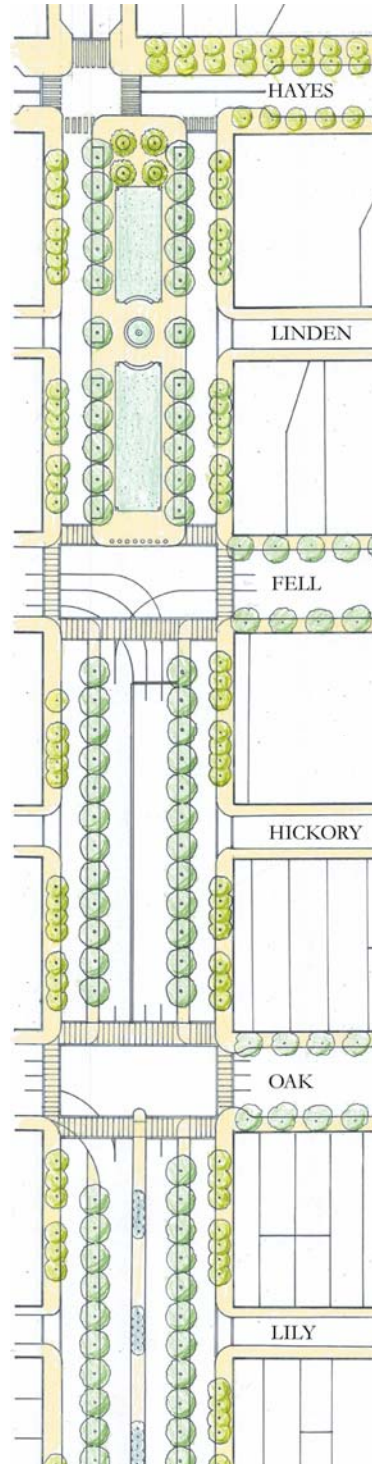
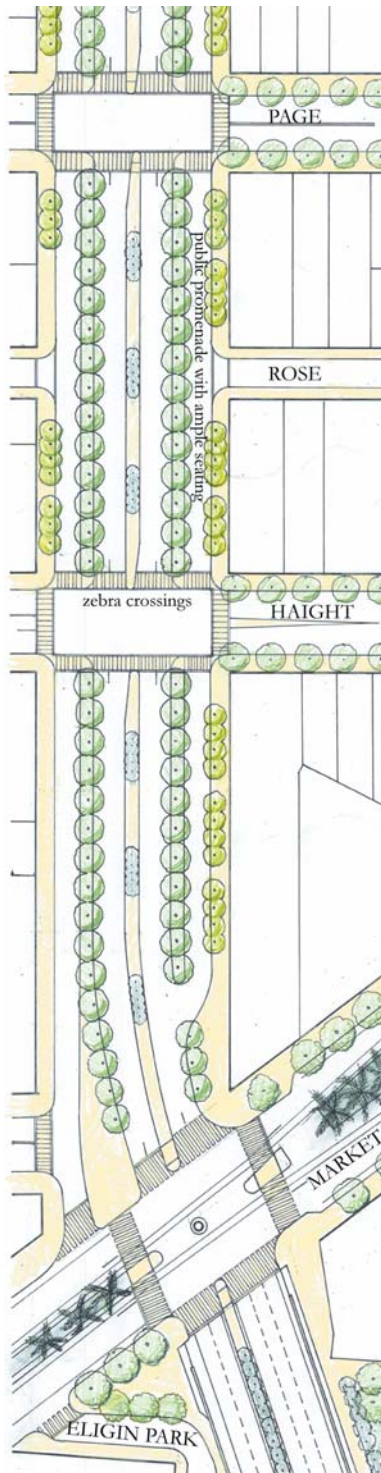
Relevant Agencies

Planning Department
Recreation and Parks Department

A11. Octavia Boulevard

Project Scope

Completed 2005.



Project Cost

CENTRAL FREEWAY - OCTAVIA BOULEVARD PROJECT

PROJECT ELEMENTS:	COST
Preliminary engineering	\$300,000
Project Management	\$3,200,000
Land Management	\$2,600,000
Traffic Management Plan	\$6,900,000
Traffic System Management	\$6,000,000
Octavia Blvd Design	\$1,300,000
Public Art	\$250,000
Octavia Blvd Construction	\$13,000,000
Oak Street Resurfacing	\$450,000
Octavia Blvd Construction Mngt.	\$1,600,000
Octavia Blvd Design Support	\$424,000
Archeology	\$1,200,000
VanNess Ave. Resurfacing	\$5,850,000
Ancillary Projects	\$5,500,000
Octavia Blvd Maintenance	\$750,000
TOTAL PROJECT COST	\$49,324,000
Hayes Green	\$(1,500,000)
Octavia Boulevard - Recently Built	\$47,824,000

Source: Ramon Kong, DPW

Relevant Agencies

Caltrans
 Department of Public Works
 Municipal Transportation Agency
 Recreation and Parks Department
 San Francisco County Transportation Agency

A12. Immediate Freeway Mitigation

Project Scope

Install 6 trees at Freeway touchdown.

Install Sculpture at Market Street

Install lighting below freeway at Valencia and other key pedestrian areas.

Cost Projection

FREEWAY MITIGATION	NEED	UNIT	COST PER UNIT	COST
Trees for Highway touchdown	6	ea	\$2,000.00	\$12,000.00
slender sculpture or column for market and highway	1	ea	\$223,000	\$223,000
lighting for below the freeway	16	ea	\$10,000.00	\$160,000
other				
Subtotal				\$395,000
Soft Costs				\$263,333
Total				\$658,333

Relevant Agencies

San Francisco County Transportation Agency

Department of Public Works

Municipal Transportation Agency

Recreation and Parks Department

Mayor's Office of Economic and Workforce Development

Caltrans

A13. Study Central Freeway

Project Scope

1. Evaluate the impacts of traffic flow from new Central Freeway.
2. Consider the further dismantling of the Central Freeway.

Cost Projection

\$200,000

Relevant Agencies

San Francisco County Transportation Agency
Planning Department
Caltrans
Municipal Transportation Agency
Mayor's Office of Economic and Workforce Development

A14. Hayes Street Two Way Project

Project Scope

Reorganize east-west traffic in Hayes Valley to reduce pedestrian conflicts and eliminate confusing Z-shaped jogs of one way traffic.

One-way streets encourage fast-moving traffic, disrupt neighborhood commercial activities, and negatively affect the livability of adjacent uses and the neighborhood as a whole. Construction of Octavia Boulevard makes it unnecessary for one-way Oak Street traffic to be routed east of Van Ness Avenue via Franklin Street, or westbound Fell Street traffic to come from the east via Hayes Street and Gough Street. This reorganization will greatly simplify traffic patterns, make street crossings for pedestrians safer, and return Hayes Street to a two-way local street, which is best suited to its commercial nature and role as the heart of Hayes Valley.

Cost Projection

TBD

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A15. Improve Safety of City Parking Garages

Project Scope

“Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions.” (*Draft Plan*, p. 120)

Cost Projection

IMPROVE SAFETY AND ACCESSIBILITY OF CITY PARKING

	NEED	UNIT	COST PER UNIT	COST
lights	4		\$10,000.00	\$40,000
cameras/staff				
Subtotal				\$40,000
Soft Costs				\$26,667
Total				\$66,667

Relevant Agencies

Parking Authority
Municipal Transportation Agency
Mayor's Office of Economic and Workforce Development

A16. Parking Supply Survey and Analysis

Project Scope

Parking Inventory Survey

Objectives:

1. Take inventory of on and off street parking stock in the plan area, this data should serve as a base for the plan monitoring effort as well as informing further analysis of parking management strategies.
2. Research the implementation of on street parking management strategies, especially parking benefits districts, and residential parking permit reform. Make specific policy recommendations that consider administration of the program, social justice issues, economic impacts of programming on individuals and the neighborhood, and impacts on the transportation networks. Develop executable implementation strategies which identify agency, procedures, and an approval strategy.
3. Study mechanisms to re-capture the impacts of off street parking in the neighborhood and curb cuts, especially associating additional parking with housing unit based transit passes. Survey like programs, suggest an implementation strategy and agency.

Cost Projection

Estimated Cost: \$300,000

Cost estimate is 4 times the budget allocated for the Transit Authorities Parking Benefits District Survey. This Study should first survey the existing parking supply, second pursue the development of three programs: Residential Parking Permit Reform, Parking Benefits Districts, Parking Transit Impact Program, and Curb Cut Impact Fee Program.

Relevant Agencies

Planning Department
Municipal Transportation Agency
San Francisco County Transportation Agency

A17. Pedestrian Improvements for Priority Intersections

Project Scope

POLICY 4.1.1

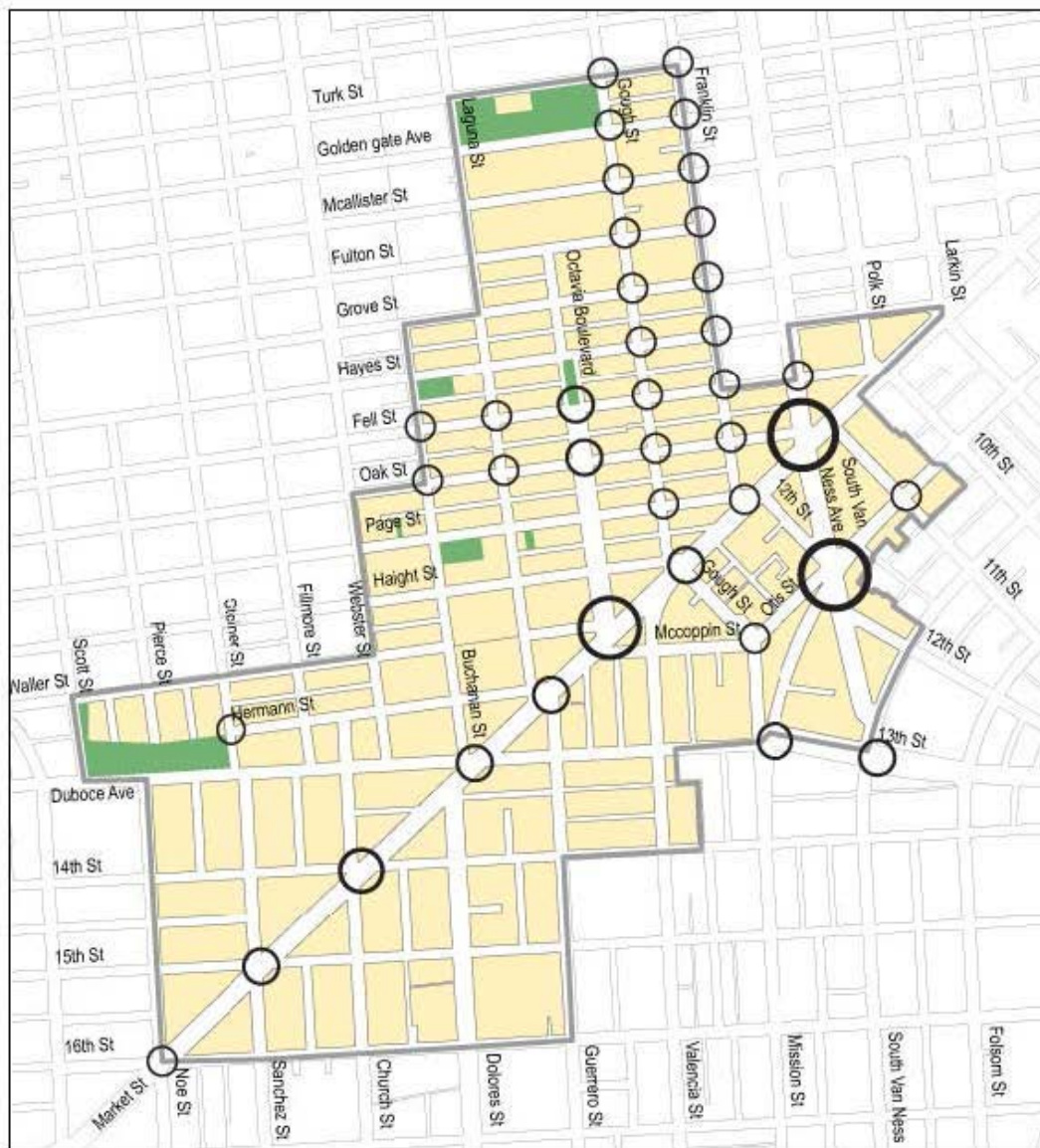
Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks.

On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. Many streets have more vehicular capacity than is needed to carry peak vehicle loads. In accordance with the city's Transit-First Policy*, street right-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service—even if it means reducing the street's car-carrying capacity. Where there is excessive vehicular capacity, traffic lanes should be reclaimed as civic space for widened sidewalks, plazas, and the like.

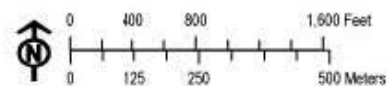
The plan calls for full bulbouts on every corner at identified intersections.

Bulbouts are planned at 42 intersections for 179 corners.

Map below identifies specific corners.



Map 6 Priority Intersections for Pedestrian Improvements



Cost Projection

The Market and Octavia Plan calls for pedestrian improvements at 42 intersections. The Department of Public Works generated site specific cost estimates [see Site Specific Cost Estimates column in table on next page] for nearly half of these intersections as part of the Central Freeway Ancillary Project effort. From these site specific cost estimates, the Planning Department estimated the average cost of bulbouts for one corner to be just over \$48,000. Project cost estimates for the remaining identified intersections was estimated based on this cost [Average Cost Estimates column].

	STREET1	STREET2	STREET3	NUMBER OF CORNERS AT THE INTERSECTION	COST ESTIMATE FROM SITE SPECIFIC COST ESTIMATE	COST ESTIMATE FROM AVERAGE COST PER CORNER	ESTIMATED COST
A17.1	Otis	Gough	McCoppin	4	\$213,271		\$213,271
A17.2	Mission	S Van Ness	12th Street	6	\$654,400		\$654,400
A17.3	Van Ness	Market	S Van Ness	5	\$199,088		\$199,088
A17.4	Van Ness	Fell		4	\$43,136		\$43,136
A17.5	Market	Sanchez	15th Street	4		\$194,814	\$194,814
A17.6	Market	Church	14th Street	6		\$292,220	\$292,220
A17.7	Buchanan	Fell		4	\$232,760		\$232,760
A17.8	Buchanan	Oak		4	\$165,560		\$165,560
A17.9	Buchanan	Market	Duboce	5	\$118,576		\$118,576
A17.10	Laguna	Fell		4	\$83,870		\$83,870
A17.11	Laguna	Oak		4	\$172,185		\$172,185
A17.12	Laguna	Market		5	\$184,797		\$184,797
A17.13	Octavia	Fell		4		\$194,814	\$194,814
A17.14	Octavia	Oak		4		\$194,814	\$194,814
A17.15	Octavia	Market		5		\$243,517	\$243,517
A17.16	Gough	Turk		4		\$194,814	\$194,814
A17.17	Gough	Golden Gate		4		\$194,814	\$194,814
A17.18	Gough	McAllister		4		\$194,814	\$194,814
A17.19	Gough	Fulton		4		\$194,814	\$194,814
A17.20	Gough	Grove		4		\$194,814	\$194,814
A17.21	Gough	Hayes		4	\$344,846		\$344,846
A17.22	Gough	Fell		4	\$194,035		\$194,035
A17.23	Gough	Oak		4		\$194,814	\$194,814
A17.24	Gough	Page		4	\$211,296		\$211,296
A17.25	Gough	Market		4	\$299,897		\$299,897
A17.26	Franklin	Turk		4		\$194,814	\$194,814
A17.27	Franklin	Golden Gate		4		\$194,814	\$194,814
A17.28	Franklin	McAllister		4		\$194,814	\$194,814
A17.29	Franklin	Fulton		4		\$194,814	\$194,814
A17.30	Franklin	Grove		4		\$194,814	\$194,814
A17.31	Franklin	Hayes		4	\$276,846		\$276,846
A17.32	Franklin	Fell		4	\$215,910		\$215,910
A17.33	Franklin	Oak		4	\$169,537		\$169,537
A17.34	Franklin	Page	Market	5	\$297,747		\$297,747
A17.35	Mission	Duboce	13th Street	5	\$117,616		\$117,616
A17.36	Mission	10th Street		4	\$196,687		\$196,687
A17.37	Mission	11th Street		4	\$330,171		\$330,171
A17.38	South Van Ness	Howard	Division	4		\$194,814	\$194,814

APPENDIX C. Market and Octavia Community Improvements, Detailed Project Scope and Costs

February 2008

A17.39	Polk	Market		5	\$117,786		\$117,786
A17.40	Noe	Market	16th	4		\$194,814	\$194,814
A17.41	Larkin	Market	9th	4		\$194,814	\$194,814
A17.42	Herman	Steiner		4		\$194,814	\$194,814
			Subtotal	179	\$4,840,017	\$4,042,380	\$8,882,397
			Soft Costs				\$5,921,598
Total							\$14,803,995

Table uses estimated costs per corner based on costs in ancillary projects. The estimation error means that there are "observed" estimates in the ancillary projects which we allow to override the "average" cost per corner. Therefore, there is an error term.

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Planning Department
Mayor's Office of Greening

A18. Extend Octavia ROW to Golden Gate

Project Scope

POLICY 4.2.7

Re-introduce a public street along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue.

Damage done to the San Francisco grid by land-assembly projects of the 1960's and 1970's can be partially repaired through the reestablishment of Octavia Street as a public right-of-way from Fulton Street to Golden Gate Avenue, providing improved access to existing housing developments, helping to knit them back into the areas south of Fulton Street, and providing a "green connection" between the new Octavia Boulevard and Jefferson Park and Hayward Playground. Bicycle movement in a north-south direction would also be improved by this policy.



Cost Projection

REINTRODUCE PUBLIC RIGHT OF WAY ON OCTAVIA BETWEEN FULTON AND GOLDEN GATE

	NEED	UNIT	COST PER UNIT	COST
land acquisition	11,485	sf	\$60.00	\$689,105
site prep	11,485	sf	\$2.00	\$22,970
signage	2	blocks	\$1,600.00	\$3,200
create sidewalks/streetscape	275	lf	\$383.50	\$105,463
paving	7,700	sf	\$20.00	\$154,000
Subtotal				\$974,737
Soft Costs				\$649,825
Total				\$1,624,562

Land cost is assumed comparatively low relative to price/square foot otherwise found in plan area because of the vacant and for the time being non-buildable nature of the site.

Relevant Agencies

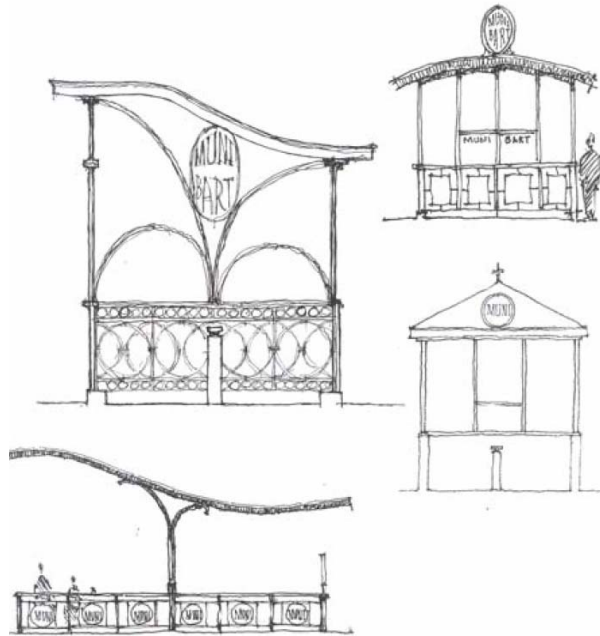
Department of Public Works
San Francisco Redevelopment Agency
Planning Department

A19. Market Street & Church or Van Ness Muni Entrances

POLICY 4.3.6

Improve BART and Muni entrances and exits to give them a sense of identity and make them less intrusive on sidewalk space.

The very wide BART and Muni entrances and the sidewalks behind them, presently somewhat moribund and hard to recognize, offer opportunities for Market Street: to create more visible entranceways with modest vertical elements and to create small open spaces with sitting areas, integrated news-vending boxes, pedestrian lighting, and information and sales kiosks.



Cost Projection

MARKET AND VAN NESS & CHURCH: BART AND MUNI ENTRANCES

	NEED	UNIT	COST PER UNIT	COST
identity markers	6	piece	\$200,000	\$1,200,000
lighting	8	light	\$10,000	\$80,000
Subtotal				\$1,280,000
Soft Costs				\$853,333
Total				\$2,133,333

Relevant Agencies

Municipal Transportation Agency
 Department of Public Works
 San Francisco County Transportation Agency
 Mayor's Office of Economic and Workforce Development
 Planning Department

A20. Widen Hayes Street Sidewalk

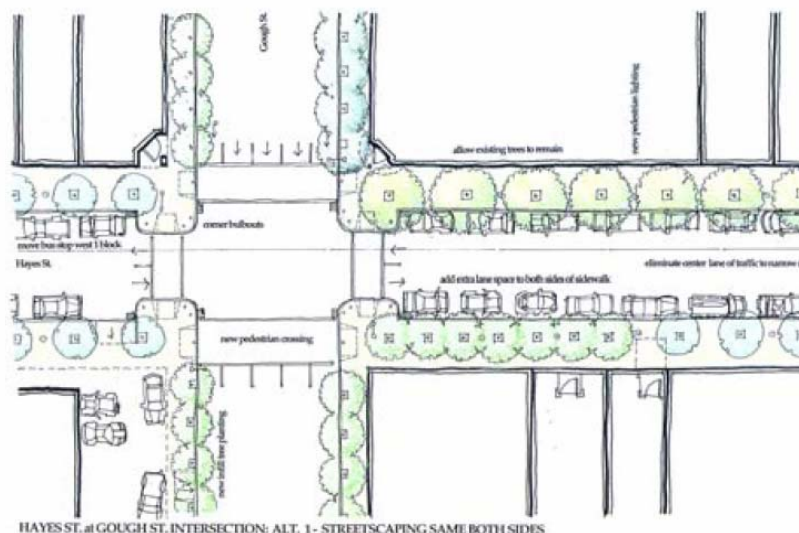
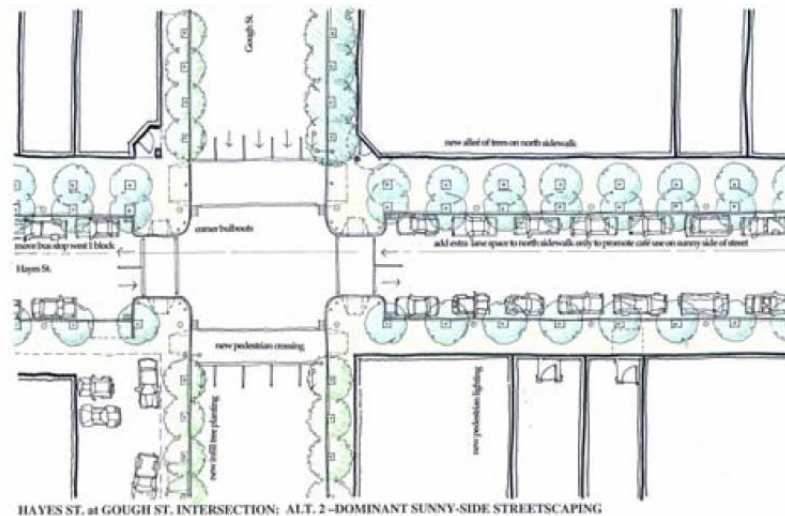
Project Scope

POLICY 4.2.6

Widen the sidewalk on the northern side of Hayes Street, between Franklin and Laguna Streets, to create a linear pedestrian thoroughfare linking commercial activities along Hayes Street to the new Octavia Boulevard.

Hayes Street is a special commercial street within the neighborhood. It is at once locally-focused, with small cafes and restaurants, and citywide focused, with its numerous galleries and proximity to cultural institutions in the Civic Center. It is often alive with pedestrian activity.

Between Franklin and Laguna Streets, where traffic rerouting policies suggested in Element 5 allow a return to two-way traffic, the roadway is wider than it needs to be. Widening the sidewalk on the north side of the street, planting new trees, and installing new pedestrian-scaled light fixtures and benches will create a much needed public open space and lend additional grace to the street. Café seating should be allowed to spill out onto the widened sidewalk. The sidewalk widening should not adversely affect turning movements for Muni buses.



Cost Projection

WIDEN HAYES STREET SIDEWALK

	NEED	UNIT	COST PER UNIT	COST
Demo	43,802.25	SF	\$2	\$87,605
3-1/2-Inch Thick Concrete Sidewalk	27,703.5	SF	\$10	\$277,035
6-Inch Wide Concrete Curb	1,788.75	LF	\$45	\$80,494
8-Inch Thick Concrete Parking Strip and Gutter	16,098.75	SF	\$11	\$177,086
Concrete Curb Ramp with Truncated Domes @ Bulb Outs	3	EA	\$2,000	\$6,000
Concrete Curb Ramp with Truncated Domes @ Other Corners	10.5	EA	\$4,000	\$42,000
Install Tree and Tree Grate	41.25	EA	\$2,000	\$82,500
Relocate Catch basin	6	EA	\$9,000	\$54,000
Relocate High Pressure Fire Hydrant	1.5	EA	\$50,000	\$75,000
Relocate Low Pressure Fire Hydrant	2.25	EA	\$10,000	\$22,500
New Light Pole/Strain Pole	3	EA	\$10,000	\$30,000
New Light Pole, Mast Arm, or Traffic Signal	7.5	EA	\$20,000	\$150,000
New Light Pole	16.5	EA	\$8,000	\$132,000
New Trash Receptacles	6	EA	\$2,000	\$12,000
New Bike Rack/Art Enrichment	18	EA	\$2,000	\$36,000
Relocate Utility Boxes, Traffic Signs, Parking Meters	ALLOW			\$105,000
Traffic Control	0.5		\$136,922	\$68,461
Subtotal				\$1,437,680
Soft Costs				\$958,454
Total				\$2,396,134

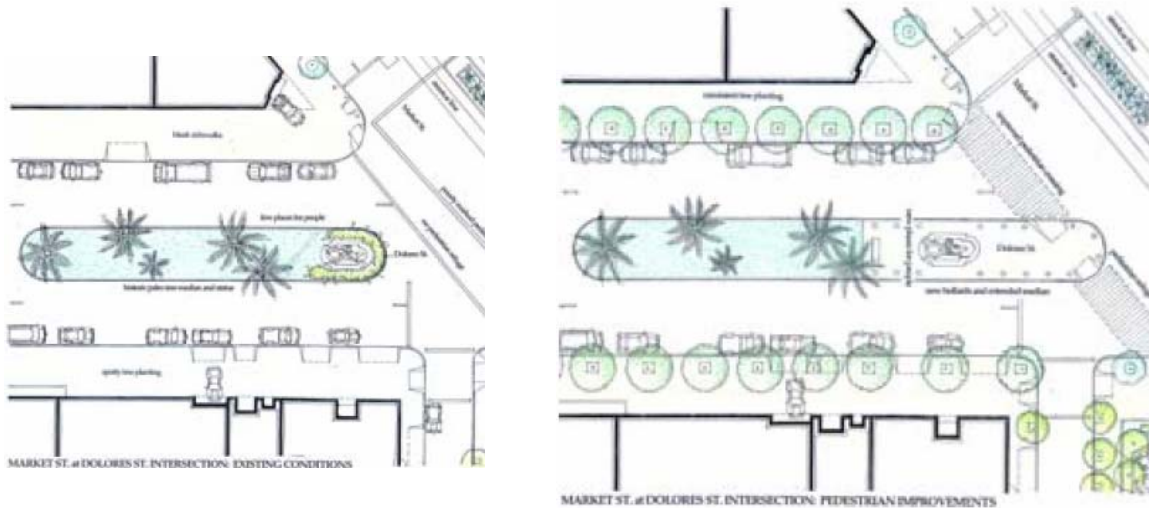
Relevant Agencies

Department of Public Works
Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A21. Dolores Street Median Extension

Project Scope

Dolores Street has special historic significance to the people of San Francisco and is one of the most visually memorable streets in the city, because of its palm-tree-lined central median. The intersection of Dolores Street and Market Street should be celebrated by extending the median to Market Street and creating a small paved plaza in front of the statue for people to meet, talk, and sit, and by announcing this significant city street, the location of Mission Dolores. Over the years, it may be expected that the large property bordering the west side of this block of Dolores Street will be redeveloped, privately, with housing and commercial uses that will be made all the more attractive by this improvement.



Cost Projection

DOLORES STREET MEDIAN EXTENSION

	NEED	UNIT	COST PER UNIT	COST
Median extension	4	bulbouts	\$48,703	\$194,812
Bollards	17	bollards	\$800	\$13,600
Subtotal				\$208,412
Soft Costs				\$138,941
Total				\$347,353

The cost to extend the median is estimated from the cost of a bulbout construction.

Relevant Agencies

Department of PublicWorks
Planning Department

A22. Re-establishment of Select Alleys

Project Scope

POLICY 4.1.5

Do not allow the vacation of public rights-of-way, especially alleys. Where new development creates the opportunity, extend the area's alley network.

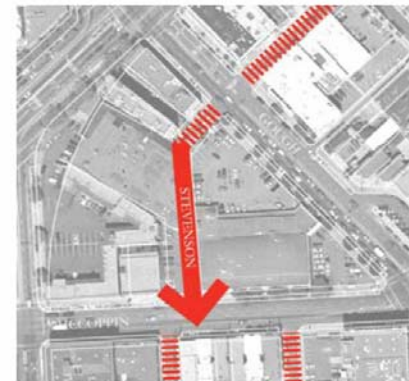
Pursue the extension of alleys where it would enhance the existing network:

- Purchase the easternmost portion of Plum Alley that is in private ownership.
- Pursue the extension of Stevenson Alley from Gough Street to McCoppin Street as part of any proposal for demolition and new construction on parcel 3504030.



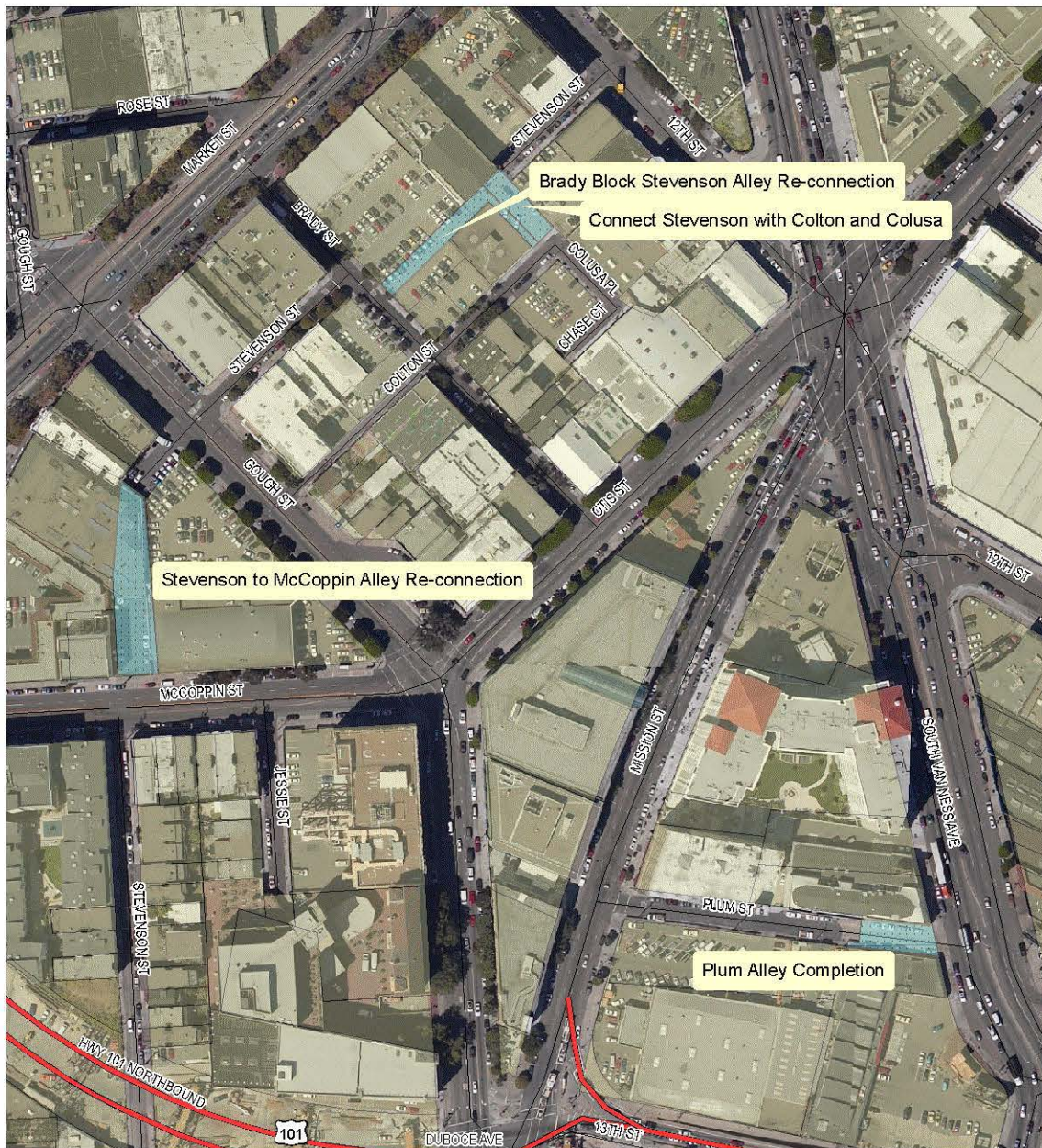
Further, as a part of this effort:

- Parcel 3505029, which is currently vacant, will have to be purchased and dedicated to Department of Public Works as a public right-of-way connecting Stevenson Alley with Colton and Colusa Alleys.
- Approximately 4,000 sf. of parcel 3505035, which is currently a surface parking lot, will have to be purchased and dedicated to Department of Public Works as a public right-of-way connecting the two disconnected halves of Stevenson Alley.



The alleys differ with respect to how ready they are for right-of-way reconnection. Some are vacant, whereas some still have structures. It should be stressed that in those cases, the reconnection is a long-range policy to be triggered whenever there is a proposed change to the building on the site.





Map 1 Alley ROWs Programmed for Re-Establishment

Cost Projection

ALLEYWAY RECONNECTIONS

	NEED	UNIT	COST PER UNIT	COST
Brady Block Connect Stevenson with Colton and Colusa				
Purchase vacant parcel 3505029**	2,787	sf	\$80	\$0
Development of streetscape	100	lf	\$379	\$37,850
Concrete paving	2,787	sf	\$20	\$55,740
Catch Basins	2	each	\$6,000	\$12,000
Sewer Manhole	1	manhole	\$6,000	\$6,000
Culvert (Pipe)	100	lf	\$150	\$15,000
Captial Costs				\$126,590
Soft Costs				\$84,393
Project Total				\$210,983
Brady Block Stevenson Alley Re-connection				
Purchase 4000sf of parcel 3505035 to connect Stevenson alley	4,000	sf	\$80	\$0
Development of streetscape	180	lf	\$379	68130
Concrete paving	4,000	sf	\$20	\$80,000
Catch Basins	4	each	\$6,000	\$24,000
Sewer Manhole	2	manhole	\$6,000	\$12,000
Culvert (Pipe)	200	lf	\$150	\$30,000
Captial Costs				\$214,130
Soft Costs				\$142,753
Project Total				\$356,883
Stevenson to Mccoppin Alley Re-connection				
Purchase portion of parcel 3504030**	9725			\$0
Development of streetscape	460	lf	\$379	\$174,110
Concrete paving	9725	sf	\$20	\$194,500
Purchase of right of way	3225	sf	\$50	\$161,250
Development of streetscape	0	lf	\$379	\$0
Concrete paving	0	sf	\$20	\$0
Catch Basins	4	each	\$6,000	\$24,000
Sewer Manhole	2	manhole	\$6,000	\$12,000
Culvert (Pipe)	200	lf	\$150	\$30,000
Captial Costs				\$595,860
Soft Costs				\$397,240
Project Total				\$993,100

Plum Alley Completion					
Purchase of Right of Way	3225	sf	\$50	\$161,250	
Development of streetscape	0	lf	\$379	\$0	
Concrete paving	9725	sf	\$20	\$194,503	
Purchase of right of way	3225	sf	\$50	\$161,250	
Development of streetscape	0	lf	\$379	\$0	
Capital Costs				\$517,003	
Soft Costs				\$344,669	
Project Total				\$861,672	
Total					\$2,422,638

*** Included as costs in the Brady Block Community Park Estimate.*

Relevant Agencies

Department of Public Works
 Planning Department
 Municipal Transportation Agency

A23. Van Ness Bus Rapid Transit Project

Project Scope

Implement Bus Rapid Transit program for Van Ness Avenue from Mission Street to Hayes Street.

Cost Projection

Relevant Agencies

San Francisco County Transportation Agency
Municipal Transportation Agency

A24. Transit Preferential Streets

Project Scope

Time the lights from Duboce Avenue to The Embarcadero precisely according to the length of time it takes for Muni to board passengers then travel to the next intersection. Consider reverting to the signal timing prior to the Loma Prieta earthquake.

Use a colored asphalt overlay, typically red, and signage to make transit lanes clearly identifiable.

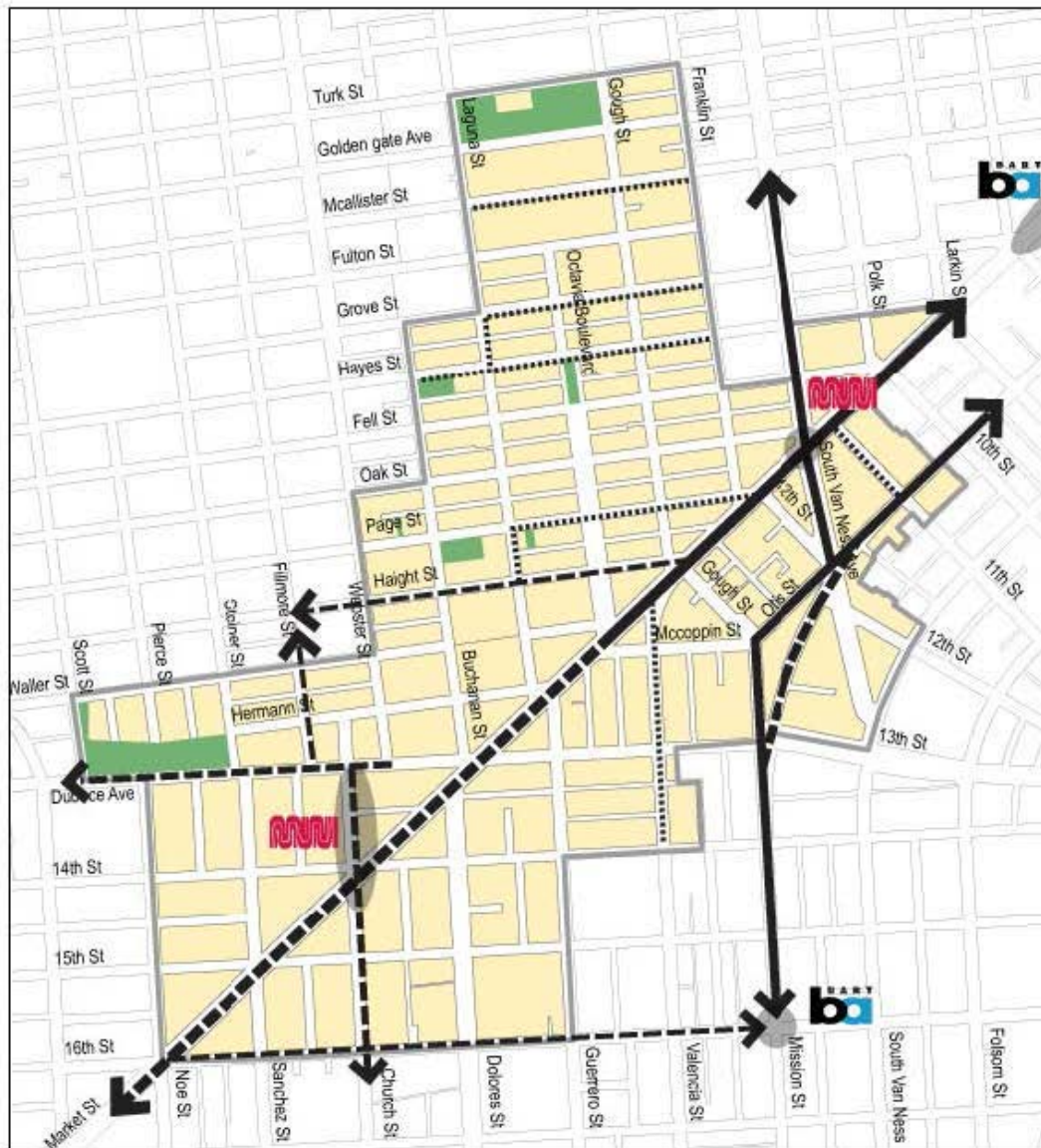
Implement transit preferential treatments, such as stop sign removal and signal preemption/prioritization, on bus route streets such as Haight/Page, Hayes, Fillmore/Church and Mission Streets. (DPT, Muni)

Implement transit preferential treatments outside the neighborhood along the J, K, L, M and N lines, 22 line, and entire Haight Street and Mission Street corridors to improve frequency and capacity within it. (DPT, Muni).

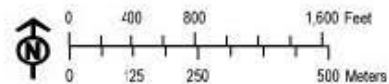
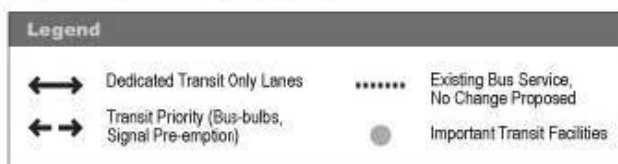
Cost Projection

TRANSIT PREFERENTIAL STREETS

	NUMBER OF INTERSECTIONS	COST PER FIXTURE	TOTAL
Install Transit preferential signals	33	\$150,000	\$4,950,000
Install signs	132	150	\$19,800
Subtotal			\$4,969,800
Soft Costs			\$3,313,200
Total			\$8,283,000



Map 9 Important High Capacity Transit Corridors



Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Department of Public Works
Planning Department

A25. Dedicated Transit Lanes

Project Scope

Transit-only lanes should be created on Duboce Avenue just west of Church Street to speed passenger boarding at the stops there.

Transit-only lanes should be created along the four-lane segment of Church Street between Duboce Avenue and 16th Street, ensuring that the J and 22 lines will not have to wait more than a single traffic-light cycle.

Implement enforceable transit-only lanes on Market Street east of Octavia Boulevard and Mission Street north of 16th Street. (DPT, Muni) Seek legislation for video enforcement of transit only lanes. (State legislative delegation)

Implement dedicated bus lanes on Van Ness Avenue for Muni and Golden Gate Transit. (DPT, Muni, Caltrans).

See map for item A24.

Cost Projection

Dedicated Transit Lanes	\$2,990,000
Soft Costs	\$1,993,333
Total	\$4,983,333

Relevant Agencies

Municipal Transportation Agency
 San Francisco County Transportation Agency
 Department of Public Works
 Planning Department

A26. Church Street Improvements

Project Scope

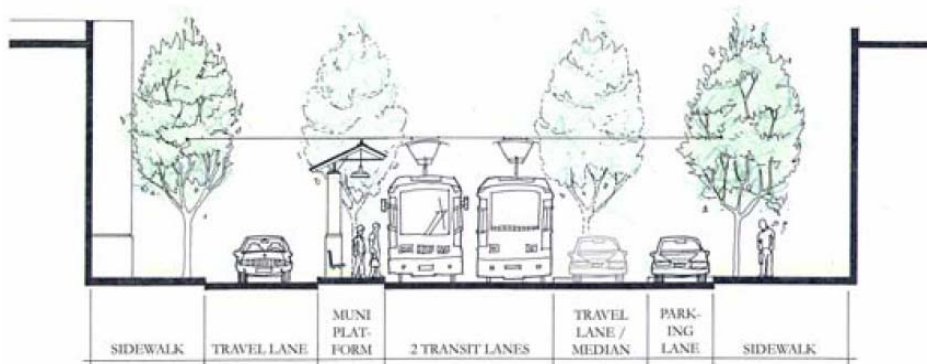
POLICY 4.3.4

Enhance the transit hub at Market and Church Street.

The length of Church Street from Market Street to Duboce Avenue is one of the city's most important transit centers. It is the transfer point between the Muni Metro and several surface bus and streetcar lines. It is also a center of neighborhood activity, with large volumes of pedestrian and bicycle traffic at all times of the night and day. Despite its importance, the area lacks all but the most basic pedestrian amenities. Relatively simple improvements would dramatically enhance pedestrian and transit rider comfort in the area, making transit a more attractive travel option.

Church Street, north of Market Street, can be re-designed as a pedestrian- oriented transit boulevard with the center reserved for streetcars, but with auto travel still permitted to the right and left. The opportunity for an enhanced streetcar-loading platform on Duboce Street, west of Church Street, exists as well. When these transit-preferential treatments are installed, care should be taken to ensure safe and comfortable pedestrian connections to transit facilities and to accommodate bicycle traffic on Duboce Street.

Church Street, south of Market Street, features wide sidewalks. The intersection should receive special light fixtures, and the streetcar platform shelters could receive a special "Market Street" design.



Section of Church Street Transit Platforms

Cost Projection

	QUANTITY	UNIT	COST PER UNIT	TOTAL
Extend Median on Market (east)	4	bulbouts	\$48,703	\$194,812
Extend Median on Market (west)	6	bulbouts	\$48,703	\$292,218
Reconfigure church street platform (North of Market)	4	bulbouts	\$48,703	\$194,812
Reconfigure church street platform (South of Market)	4	bulbouts	\$48,703	\$194,812
Reconfigure Duboce Street Platform	6	bulbouts	\$48,703	\$292,218
Drainage	20	each	\$35,000	\$700,000
Trees	24	each	\$2,000	\$48,000
Tree grates	24	each	\$850	\$20,400
Transit Shelters	2	each	\$200,000	\$400,000
Lighting	8	each	\$10,000	\$80,000
Crosswalk enhancements	10	each	\$3,000	\$30,000
Bench	6	each	\$1,500	\$9,000
Signage	12	each	\$150	\$1,800
Bollards	72	each	\$1,800	\$129,600
Traffic Study	0.10	of total costs		\$191,687
Subtotal				\$2,779,359
Soft Costs				\$1,852,906
Total				\$4,632,265

Relevant Agencies

Municipal Transportation Agency
 San Francisco County Transportation Agency
 Department of Public Works
 Planning Department

A27. Neighborhood Fast Pass

Project Scope

Provide transportation passes for residents of new housing to encourage the use of accessible transportation for commuting and daily trips. Establishment of this program would require additional work, as discussed in the 'Future Impact Fees' section of the program document within the 'Parking Impact Fees' section.

Cost Projection

Planning Department projects that the program could generate transit passes for nearly 1,500 households for at least a six-year period. This program is valued at nearly \$4.5 million dollars. This estimate assumes that program development requires a maximum of two years.

Neighborhood Fast Pass	\$4,470,000	1/4 of new units (5,960) times 3,000
Administration	\$447,000	
Total	\$4,917,000	

Relevant Agencies

Municipal Transportation Agency
 Department of Public Works
 San Francisco County Transportation Agency
 Planning Department

A28. Transit User Infrastructure

Project Scope

Provide necessary infrastructure for transit users as identified in future community processes.

Cost Projection

TBD.

Relevant Agencies

Municipal Transportation Agency
Department of Public Works
San Francisco County Transportation Agency
Planning Department

A29. Transit Services

Project Scope

Adequate transportation services are integral to the successful implementation of the Market and Octavia Plan. The plan does not call for specific service and operation improvements but supports Municipal Transportation Agency and San Francisco County Transportation Authority's work to pursue the appropriate levels of service.

Cost Projection

Specific projects and related studies will be identified and developed through MTA's long range planning efforts, the Transportation Effectiveness Project (TEP), and related transportation planning efforts. Projects should be pursued in coordination with growth in the plan area.

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A30. Bicycle Network Improvements

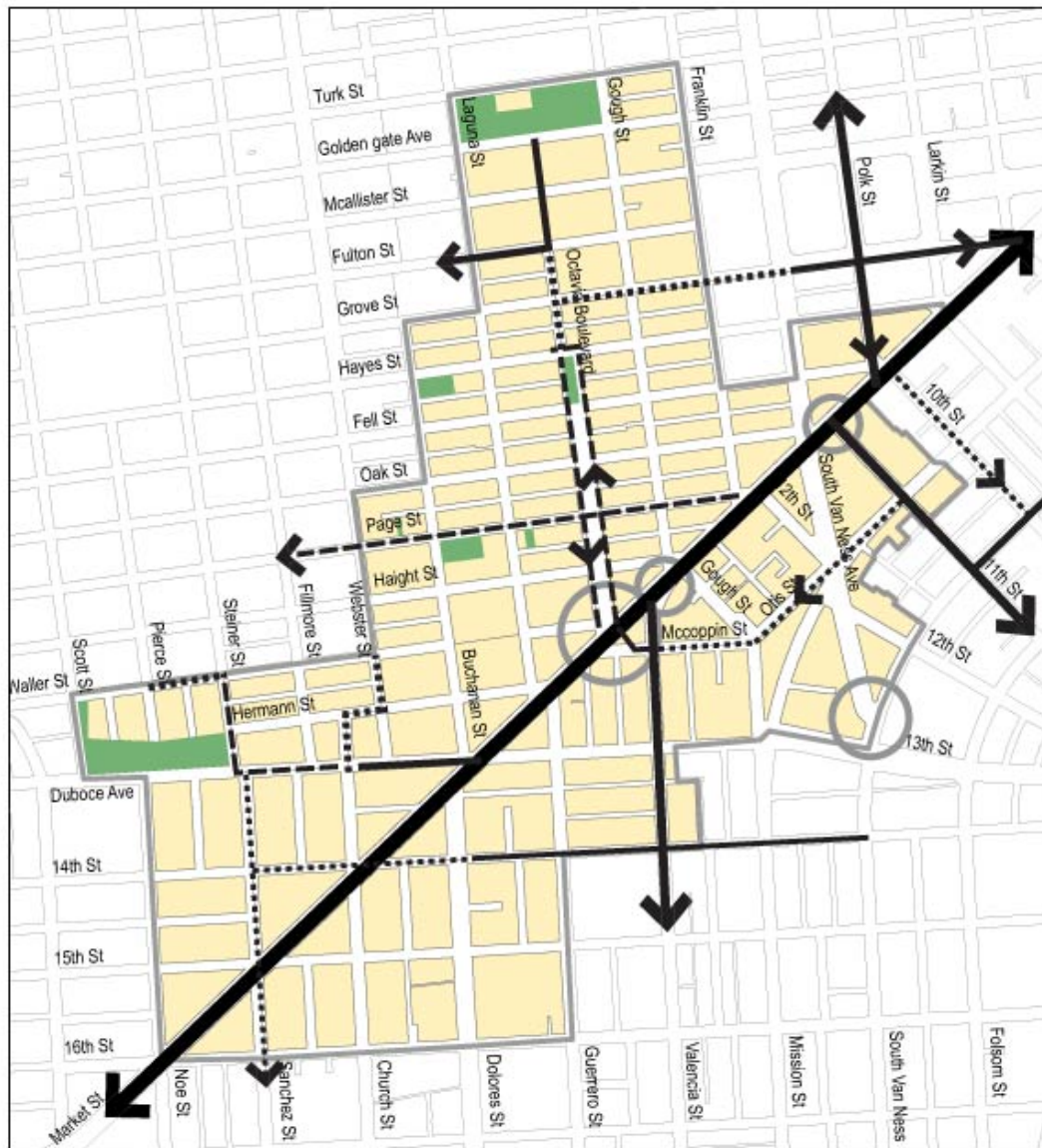
Project Scope

POLICY 5.5.1

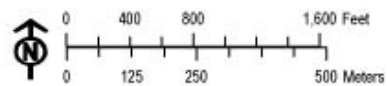
Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by cyclists.

In addition to being a major crossroads for transit and automobile traffic, the Market and Octavia neighborhood includes several of the most important and well-used bicycle routes in the city. All streets in the study area should be designed to be safe for bicycles, the following corridors merit special attention:

- Market Street
- Valencia Street and the Freeway Touchdown
- Duboce Avenue
- Howard Street



Bicycle Network



Cost Projection

Street	Project Scope	Distance	Cost
Market Street, 16th to Rose/Brady Street	Complete bike lanes and add signals as needed	4,090	\$ 295,000
Polk Street	Contraflow lane	1,480	\$ 200,000
Otis/McCoppin Street	Dedicated bike lane	2,450	\$ 20,000
McCoppin Stub	ness to McCoppin stub		\$ 4,750
11th Street	Complete Bike Lanes	1,300	\$ 867
Grove Street	Sharrows	2,900	\$ 3,867
Sanchez Street	Sharrows	2,625	\$ 3,500
Steiner Street	Sharrows	630	\$ 840
Subtotal			\$528,823
Soft Costs			\$352,549
Total			\$881,372

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A31. Muni Bike Racks

Project Scope

POLICY 5.5.3

Support and expand opportunities for bicycle commuting throughout the city and the region.

Bicycle commuting reduces peak-period commutes by car and has a markedly positive effect in reducing traffic congestion. From a citywide and regional perspective, every effort should be made to support peoples' commute by bicycle. The largest obstacle to bicycle commuting, aside from unsafe streets, is the difficulty in taking bicycles on regional transit and the lack of secure bicycle parking at transit facilities.

To support bicycle commuting, bicycles need to be permitted on all regional transit operators at peak commute times and secure bicycle parking needs to be provided at regional transit stations.

- Allow bicycles or provide bike racks on all Muni vehicles.

Cost Projection

BIKE BUS RACKS

	QUANTITY	UNIT	COST PER UNIT	TOTAL
Sportswor ks racks	30		\$600	\$18,000
installation	30		\$200	\$6,000
Subtotal				\$24,000
Soft Costs				\$16,000
Total				\$40,000

Relevant Agencies

Municipal Transportation Agency

A32. On-Street Bike Racks

Project Scope

POLICY 5.5.2

Provide secure and convenient bicycle parking throughout the plan area.

Providing bicycle parking is important to "closing the loop" in making cycling an attractive alternative to driving. In urban areas like San Francisco, secure and convenient bicycle parking, placed in appropriate locations, is an essential amenity for everyday cyclists. Such bicycle parking reduces theft and provides a needed sense of security.

- Building on DPT's bicycle parking program, ensure that adequate bicycle parking is provided in centers of activity such as Hayes Street, Market Street, and the new Octavia Boulevard.
- Require a minimum amount of bicycle parking on-site for any new development that includes automobile parking.

Cost Projection

	QUANTITY	UNIT	COST PER UNIT	TOTAL
Bicycle parking on Hayes, Market and Octavia	20	each	\$500.00	\$10,000

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A33. Page St Bicycle Boulevard

Project Scope

POLICY 5.5.1

Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by cyclists.

The entirety of Page Street has been designated a “Bicycle Priority Street,” and it should be treated as a bicycle boulevard. To the greatest extent practicable, stop signs should be removed from Page Street. Where necessary, stop signs can be replaced by traffic circles or roundabouts, as illustrated at right.

Cost Projection

BIKE BOULEVARDS

	NEED	UNIT	COST PER UNIT	COST
Intersection Roundabout	5	Is	\$75,000	\$375,000
Signs	20	each	\$150	\$3,000
Subtotal				\$378,000
Soft Costs				\$252,000
Total				\$630,000

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A34. Childcare Facilities

Project Scope

Provide childcare facilities to meet projected demand for community facility based childcare. Project does not include funding for childcare demand met through family childcare facilities or other private programs. Project does not include operation of programs or other costs related to provision of services.

Cost Projection

Construction costs for new child development centers was provided by the Department of Children, Youth and their Family.

	NEED	SLOTS WITH CAPITAL COSTS	INTERIOR SQ FT	EXTERIOR SQ FT	CAPITAL COSTS
Existing Need	721	476	35,699	35,699	\$ 10,709,660
Future need	435	287	21,514	21,514	\$ 6,454,088
Total need	1,156	763	57,212	57,212	\$ 17,163,748

Relevant Agencies

Department of Children, Youth and Their Family

A35. Library Materials

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new library materials to service new residents.

Cost Projection

The San Francisco Public Library estimates that providing services to new residents requires a minimum of \$69 per new resident.

	NEED	UNIT	COST PER UNIT	TOTAL COST
Library Materials	9,875	residents	\$69	\$681,375

Relevant Agencies

San Francisco Public Library

A36. Recreational Facilities

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new recreational facilities for new residents. Examples of recreational facilities include:

- Indoor sporting facilities
- Community centers
- Adult education facilities
- Community performance venues

Cost Projection

Cost per square foot is based on costs of like projects.

Relevant Agencies

Department of Recreation and Parks

Department of Public Works

A37. Duboce Street Museum

Project Scope

POLICY 4.3.5

Reclaim excess right-of-way around the Muni portal on Duboce Street, west of Market Street, to create a focal point museum that celebrates the reconstruction of historic streetcars.

East of Church Street, beyond the Muni Portal and beneath the Mint, Duboce Street is presently not much more than a utility yard, albeit one where colorful old streetcars are kept and an important, well-used bike path passes through. This site can be transformed into a museum that celebrates San Francisco's streetcar history. An overhead shed-like structure would provide space for a working museum, while at the same time retaining a public path along its southern edge for bicycles and walkers. The new building would provide a much friendlier edge to this public right-of-way than currently exists.

Cost Projection

PROJECT (SF)	COST PER UNIT	BASE PROJECT COST
7,500	\$300	\$2,250,000

Relevant Agencies

Planning Department
Municipal Transportation Agency

A38. Economic Development Plan

Project Scope

Establish an economic development plan for the area within six months of Plan adoption that builds on the existing strengths and patterns and identifies new opportunities for economic development. Area wide objectives should be integrated into larger city development strategies. [The focus should be on small business retention and development](#) Strategies (separate and beyond the business planning and loan packaging assistance services already provided through various NEDOs), both to stabilize and strengthen existing businesses and to get new neighborhood-serving businesses established and viable.

The small business program should draw from a wide menu of potential best practices strategies that have been used in other jurisdictions, such as:

- Tenant improvement grants/loans
- Façade improvement grants/loans
- Visual merchandizing consulting
- Marketing assistance
- Lease negotiation services
- Business incentive grants to assist with marketing, rent and property improvements
- Assistance to small businesses purchasing of their buildings
- Rent write-downs/subsidies
- Land write-downs through city purchasing and re-conveyance for small business development (eg, historic buildings)
- Tax increment financing districts to fund property acquisitions for sale to businesses as retention strategy. Repayment could be at interest only until property is resold or refinanced.
- Establish pool of “patient equity” to make equity investments (not grants or loans) to businesses that received a return on the contribution on a time-deferred basis.
- “Negative sandwich leases” where an intermediary organization assumes negotiated master lease on multiple-unit commercial space, along with management responsibilities, then sublets it to a variety of tenants with low base rent and increase \$1.00 per foot, per year. Would require some money for subsidies as economic development strategy.
- Nonprofit building ownership, to serve as a fallback location for good businesses that cannot, in the short term, be viable by paying rapidly escalating rents.
- Adjusting/creating commercial spaces for small businesses which may be doing sufficient volume to be viable if they weren’t paying rent for a space that’s too large.
- Targeted incentives such as low-interest loans to small businesses threatened by gentrification.
- “Percentage leases”—a base rental plus a percentage of the volume over a set amount (particularly mitigates risk for small start ups)
- Demolition controls on existing viable buildings (commercial rents in newly constructed buildings are typically higher than space in existing buildings)

Cost Projection

TBD; Annual funding pool for business development strategies plus administration/staffing needs

Relevant Agencies

Planning Department

Mayor's Office of Economic and Workforce Development

Mayor's Office of Community Development

Small Business Commission

A39. Historic Survey

Project Scope

There is an increasing recognition that an important part of what makes a place special lies its historic resources and the manner in which these are preserved and enhanced. In order to further this goal, the Market and Octavia Plan will now as an important pillar of this effort incorporate a comprehensive survey of the Plan Area in order to chart what resources might need protection.

Cost Projection

The Department has issued an RFP and selected for the contract Page & Turnbull. Their task will be to complete the survey of the more than 2,000 properties in the Plan Area by 2007 at an estimated cost of \$254,640.

Relevant Agencies

Planning Department

A40. Plan Area Monitoring

Project Scope

The Market & Octavia Neighborhood Plan outlines plan goals that cumulatively frame the community's vision for management of growth and development. The plan introduces innovative policies and land use controls to achieve these goals. Successful fruition of the goals requires a coordinated implementation of land use controls, key policies, and community improvements.

In order to track implementation, the Planning Department will monitor key indicators. The plan's performance will be gauged relative to benchmarks called out below.

If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure. Appropriate responses may include temporary or permanent alterations to Market & Octavia Neighborhood Plan policies, or heighten prioritization of plan area improvements.

Cost Projection

The anticipated cost of this will primarily consist of staff time, estimated at .5 Full Time Equivalent for each of the four reports.
\$200,000

Relevant Agencies

Planning Department
Department of Public Works
Municipal Transportation Agency
.

A41. Capital Improvements Program Administration

Project Scope

Implementation of the community improvements programming requires at a minimum: commitment from city agencies, a venue for community input, a managing agent for funds, an agent for program administration, and a long-term finance strategy.

The City family will continue to explore implementation strategies that include the necessary elements and also attempt to rely on existing administrative processes and procedures. For example capital improvements should be incorporated into various agencies capital programming and the citywide capital improvements program. Additionally existing analysis of priorities and phasing, such as the utility and paving 5-year plan, should consider improvements planned for the Market and Octavia Plan Area.

Valid program administration items include, costs related to administering the fund, staff for the Citizens Advisory Committee, and other administrative functions. As discussed in section 36 of the administrative code, this shall not include staffing the Interagency Plan Implementation Committee (IPIC), as staffing should come from the individual agencies.

Cost Projection

4 Percent of impact fee revenue and CAC staffing.

Relevant Agencies

Planning Department
Mayor's Office
Board of Supervisors
Capital Improvements Advisory Committee
City Administrator
Interagency Plan Implementation Committee

A42. Operations and Maintenance, existing and new facilities

Project Scope

Maintenance and operation of new and existing street trees, open space, transportation facilities, bicycle facilities, and recreational facilities is crucial to the successful implementation of community improvements. Numerous strategies should be explored and implemented to meet the maintenance needs of the neighborhood, including assessment districts, seed funds, and future tax increment financing-like mechanisms.

Cost Projection

To Be Determined.

Relevant Agencies

Planning Department
Mayor's Office
Board of Supervisors
Capital Improvements Advisory Committee
City Administrator
Interagency Plan Implementation Committee

A43. Improvements to Transit Service and Capacity in the Hub

Project Scope

Improvements to transit service and capacity including modernization of Van Ness Station. Van Ness Station upgrades could include widened stairways between platform and mezzanine levels and an additional station elevator.

Cost Projection

TBD

Relevant Agencies

Municipal Transportation Agency

A44. 11th Street (Market Street to Bryant Street)

Project Scope

Redesign the street with transit boarding islands, corner bulb-outs, and a parking-protected bike lane. Reconfigure parking to accommodate curb-side bike lanes and integrate new boarding islands with the protected bike lanes. Add raised crosswalks at all alleys. Add infill street trees planting and, where appropriate, sidewalk greening and Upgrade pedestrian lighting along sidewalks.

Cost Projection¹

14M – 17M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

¹ This is an estimate. Cost may increase during design development phase.

A45. 12th Street (Market Street to Otis Street)

Project Scope

Add a westbound protected bike lane from Valencia to Folsom. Add corner bulb-outs and a raised crosswalk at Woodward Street for pedestrian safety. Add infill tree planting wherever possible. Add pedestrian lighting on the extended sidewalk on the north side of 13th street. Explore opportunities for public art on freeway columns.

Cost Projection²

9M – 11M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

² This is an estimate. Cost may increase during design development phase.

A46. 13th Street (Valencia Street to Folsom Street)

Project Scope

Add a westbound protected bike lane from Valencia to Folsom. Add corner bulb-outs and a raised crosswalk at Woodward Street for pedestrian safety. Add infill tree planting wherever possible. Add pedestrian lighting on the extended sidewalk on the north side of 13th street. Explore opportunities for public art on freeway columns.

Cost Projection³

12M – 15M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

³ This is an estimate. Cost may increase during design development phase.

A47. Market Street (11th Street – 12th Street)

Project Scope

Widen sidewalks and create dedicated safe space for bikes and transit to reduce conflicts and improve safety and comfort for all users. Restrict access for private vehicles along this stretch of Market Street. At the Market Street and Van Ness intersection, widen sidewalks at the corners to create more pedestrian space and to encourage active retail and street life along Market Street, integrate transit boarding islands into the widened sidewalk, and create separated space for bicyclists approaching the intersection. All improvements should be coordinated with the City's Better Market Street Project.

Cost Projection⁴

TBD

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁴ This is an estimate. Cost may increase during design development phase.

A48. Oak Street (Franklin Street to Van Ness Avenue)

Project Scope

Create a high-quality civic street, while maintaining parking on the north side of the street and providing space for passenger loading and commercial deliveries. Add pedestrian lights, street trees and other streetscape amenities to enhance the pedestrian experience. Accommodate fire trucks traveling from the Fire Station to Van Ness Avenue. Add a new public plaza at Oak Street and Van Ness Avenue.

Cost Projection⁵

3M – 4M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁵ This is an estimate. Cost may increase during design development phase.

A49. Otis Street (Duboce Avenue to South Van Ness Avenue)

Project Scope

Redesign Otis Street to allow vehicles to travel north between Duboce Avenue and Gough Street. Create a new public space at the intersection of Gough Street and Otis Street. Upgrade streetlights to city standard, incorporate pedestrian lighting where appropriate and add infill street trees.

Cost Projection⁶

5M – 6M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁶ This is an estimate. Cost may increase during design development phase.

A50. South Van Ness Avenue (Mission Street to 13th Street)

Project Scope

Redesign as a boulevard with through vehicle lanes separated from local lanes by planted medians. Upgrade sidewalks with a 8' wide furnishing zone, including new pedestrian lighting. Add large new bulb-outs at Mission Street and South Van Ness Avenue, and at 12th Street and South Van Ness Avenue. Add a signalized mid-block pedestrian crossing between 12th and Howard and a new bulb-out at Howard with placemaking elements.

Cost Projection⁷

10M – 12M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁷ This is an estimate. Cost may increase during design development phase.

A51. Valencia Street (Market Street to 15th Street)

Project Scope

Redesign one of San Francisco's busiest bike streets with one-way parking-protected bikeway. Add corner bulb-outs at all intersections, with greening, seating, or other street furnishings. Add raised crosswalks at all alleys, including Clinton Park, Brosnan, and Rosa Parks. Add infill street trees planting and, where appropriate, sidewalk greening and pedestrian-scale lighting.

Cost Projection⁸

12M – 15M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁸ This is an estimate. Cost may increase during design development phase.

A52. 11th and Natoma Park

Project Scope

The property consists of five separate parcels each developed with an existing structure. The parcels been purchased by the City with the intent of building a park that is owned and managed by RPD. The design of the future park and the specific types of amenities it will include are not yet determined. The design will take into consideration park needs within the rapidly growing neighborhood as well as other new open spaces being developed by public and private developers within the area.

Cost Projection⁹

22M

Relevant Agencies

Recreation and Parks Department
Department of Real Estate

⁹ This is an estimate. Cost may increase during design development phase.

A53. Improvements to Buchanan Mall

Project Scope

The Western Addition community has been activating and re-imagining the Buchanan Street Mall since 2015. Aligned with the goals stated in the 2017 Buchanan Mall Vision Plan published by The Trust for Public Land, RPD is presently completing a concept design process for the full five blocks of Buchanan Mall. The design represents a complete makeover of the Park, and includes two children's play areas, a full basketball court and a half court, drinking fountains, communal gardens, community picnic and gathering areas, several micro-enterprise kiosks, and a stage for performance. Throughout the newly visioned linear park runs a memory walk, elevating the stories of the Fillmore District through art and interpretive installations. New pedestrian lighting will support safety and a variety of design elements work together to promote inter-generational interaction.

Cost Projection

15M

Relevant Agencies

Recreation and Parks Department
Office of Economic and Work Force Development
Municipal Transportation Agency
San Francisco Public Works

A54. Improvements to Koshland Park

Project Scope

Increase safety and activation at Koshland Park and expand recreational offerings by installing lighting. This will help reduce undesirable uses and increase healthy activation as well as extend the use of the basketball court throughout the year.

Cost Projection

3M

Relevant Agencies

Recreation and Parks Department
San Francisco Public Works
Pacific Gas and Electric or Public Utilities Commission

A55. New/Improved Civic Center Public Spaces

Project Scope

The Civic Center Public Realm Plan provides a comprehensive vision for Civic Center's public spaces, including improvements to Civic Center Plaza, Fulton Street Mall, United Nations Plaza and War Memorial Gateway. Future funds would be used to pay for a discrete element/sub-project (that are TBD) and that has independent utility and value to the surrounding neighborhood.

The Public Realm Plan proposed improvements include:

- Civic Center Plaza improvements that enhance the space for neighborhood and civic use. Except for the existing playgrounds and, potentially, the existing cafe kiosk, the Plan proposes a complete reconstruction of Civic Center Plaza with a new site plan;
- Fulton Street Mall improvements that convert this block into a new plaza and neighborhood recreation space;
- United Nations Plaza Improvements that provide greater flexibility of existing programming, strengthening of the Leavenworth gateway, and improvement of the BART entry; and,
- War Memorial Gateway improvements that better define the western gateway into Civic Center via a flexible-use plaza and improvements to pedestrian circulation.

Cost Projection

TBD

Relevant Agencies

San Francisco Recreation and Park
San Francisco Public Works
San Francisco Municipal Transportation Agency
San Francisco Real Estate Division
San Francisco Planning Department

A56. New Parks and Open Spaces in the Hub Area (TBD)

Project Scope

Other new parks, open spaces or recreational facilities such as dog parks, playgrounds, or expanding/improving recreational facilities under the Central Freeway, and others. This is yet to be determined.

Cost Projection

TBD

Relevant Agencies

San Francisco Planning Department
San Francisco Recreation and Park
San Francisco Public Works
San Francisco Municipal Transportation Agency
San Francisco Real Estate Division

**MARKET AND OCTAVIA
AREA PLAN
HUB PUBLIC BENEFITS
PROGRAM**

**Last Updated December
2019**

HUB PUBLIC BENEFITS PROGRAM

The vision for the Hub is one with more housing, especially affordable housing, safer, walkable streets, active public spaces; increased transit capacity, and neighborhood services and amenities to serve a diverse population. The Hub sits within the most eastern boundary of the Market and Octavia Plan which came out of a robust ten year community planning effort. The Hub is fortunate enough to be located in a transit-rich part of the City. A multitude of major transit lines run through the neighborhood, all MUNI metro lines stop at Van Ness Station, a new bus rapid transit line is under construction on Van Ness Avenue and major improvements are planned for Market Street.

With space for approximately 12,000 housing units and 11,400 jobs, as the area grows and evolves over the next 20 years, the Hub area will require significant investments in infrastructure to meet the needs of a growing residential population. As such, the City places requirements on new development to help ameliorate and mitigate its impacts. These requirements and controls will result in approximately \$958 million in public benefits to serve the neighborhood – compared to the estimated \$728 million in revenues that could be generated under the existing zoning.

The purpose of this Public Benefits Program Document is to summarize the Plan's public infrastructure program, sources of funding, relative allocation of revenues from the various sources among the infrastructure projects, and implementation processes and mechanisms. It includes the following sections:

1. **Process:** This section briefly outlines the process of developing the implementation program and strategy for the Hub, including describing the supporting needs assessments, community outreach and interagency process, and technical analyses.
2. **Public Benefits Package:** This section outlines a range of infrastructure and services that may serve new growth anticipated under the Plan, including a description of the implementing agencies/ organizations and anticipated timeline for delivery.
3. **Funding Strategy:** This section describes the requirements on new development to finance the improvements proposed in the Public Benefits Package.
4. **Administration & Monitoring:** This section describes the interagency processes for ensuring coordination during the plan implementation period, as well as procedures for ongoing monitoring to ensure that the Plan's objectives are being met.

Several of the funding and implementation processes are legally established and more thoroughly described in other City codes and ordinances, including the Planning Code and Administrative Code. Also note that these proposals are designed to be consistent with the requirements of California Mitigation Fee Act and all proposed development impact fees have been evaluated against relevant maximum justified nexus amounts, where applicable.¹

1 Pursuant to the California Mitigation Fee Act (CA Government code § 66000 et seq.), Cities may enact development impact fee requirements provided they are roughly proportional in nature and extent to the impact of the new development.

I. PROCESS

The Planning Department worked closely with other agencies and stakeholders to develop the public benefits, financing, and administration strategies described in this Implementation Plan. Concepts for infrastructure and public benefits were first developed for the Public Realm Plan in March 2017, and further refined through additional outreach leading up to adoption hearings at the end of 2019. The Department held a series of public meetings and targeted outreach to neighborhood groups and the Market and Octavia Community Advisory Committee to solicit public feedback on needs and funding priorities for public benefits.

This document describes the list of infrastructure projects that has been prioritized based on City and community feedback. It may not reflect the entire scope of possible infrastructure and service needs in the Plan Area, nor the longer term needs beyond the life of the Plan (anticipated as 20 years). It reflects public input on key neighborhood priorities and needs, informed by feedback from implementing agencies on project feasibility and cost. The public benefits identified may require further scoping and analysis on project design, financial feasibility, environmental review, and implementation. Project scoping and planning has already begun for a number of the City agency projects identified here, with the goal of having projects ready for construction by the time that funding generated by the Plan becomes available. In addition, project scoping and planning has already begun for a number of the infrastructure projects that will be delivered by the private sector in coordination with the development project.

Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in this Public Benefits Program. The City may modify this list of projects in the future, as the neighborhood evolves, new needs are identified, and/or any additional required environmental review is completed. Any such process would involve substantial public input and would require a revision to this Implementation Document. As described further in Section IV (Administration & Monitoring), oversight for implementation of this plan will be shared among various public agencies and elected officials, with input from the public through the Community Advisory Committee (CAC) and other events or hearings. These regulatory bodies will be responsible for overseeing ongoing capital planning efforts, including: financial reporting and monitoring; deliberation regarding the sequencing and prioritization of expenditures; and if necessary, modifications to the Implementation Document, which would require ultimate approval by the Board of Supervisors.

II. PUBLIC BENEFITS PACKAGE

Public benefits are goods and services expected to be generated by new development that typically: 1) support the broader community’s wellbeing; 2) are not provided voluntarily by the private sector (or at least not in sufficient quantity or quality to meet demand); and, 3) require some sort of subsidy or opportunity cost (e.g. public or private funding) to create, operate, and maintain. Common types of public benefits include affordable housing, parks, and transit service. In order to fund public benefits, government agencies utilize “value capture” strategies – such as development requirements, taxes, fees, or other exactions. These strategies are often implemented concurrent to investments in public infrastructure (such as new transit service) or increases in development potential for property owners. The public benefits generated through these strategies are typically delivered through one or more of the following two mechanisms:

- **Direct provision of benefit by a specific development project** (e.g. on-site affordable housing units or the provision of Privately Owned Public Open Spaces (POPOS) or an in-kind improvement. These public benefits are typically provided at the same time as the new development or shortly thereafter.
- **One-time impact fees** paid when a project is ready for construction, such as citywide (e.g. Child Care Fee) and area plan fees (e.g. Market Octavia Community Infrastructure Fee).

This section describes the public benefits and the key funding sources expected to be generated by the Plan. There are five categories of public benefits that may be funded by development in the Hub in support of the Goals, Objectives, and Policies outlined in the Market and Octavia Area Plan. Table 1 summarizes the maximum amount of impact fee that is estimated for this area over time. The table also summarizes how the revenues generated by Plan may be allocated among these public benefits, accompanied by a detailed discussion of each category of public benefit provided in order of allocated funding.¹

1 All dollar amounts expressed here are in 2019 dollars. Actual average revenues collected each year will be higher, due to scheduled tax rate escalation as well as indexing of City fees (which are escalated annually to reflect construction costs).

MARKET AND OCTAVIA AREA PLAN HUB PUBLIC BENEFITS PACKAGE

TABLE 1A. BENEFITS SUMMARY (IN 2019 DOLLARS)

BENEFIT		TOTAL REVENUES	ALLOCATION (%)
Affordable Housing		\$682,000,000	71%
New on-site units and affordable housing resources		\$682,000,000	71%
Transit		\$116,000,000	12%
Improvements to transit service and capacity including modernization of Van Ness Station		\$116,000,000	12%
Parks & Recreation*		\$32,000,000	3%
New Park at 11th and Natoma		7,500,000	.79%
Improvements to Buchanan Mall		7,500,000	.79%
Improvements to Koshland Park		2,000,000	.21%
New/Improved Civic Center Public Spaces		7,500,000	.79%
Other open spaces in the Plan Area TBD		7,500,000	.79%
Complete Streets*		\$71,000,000	7%
Priority 1: Redesign of major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	11th Street (Market Street to Bryant Street)		
	12th Street (Market Street to Mission Street) and 12th/Otis Plaza		
	13th Street (Valencia Street to Folsom Street)		
	Gough Street (Stevenson Street to Otis Street)		
	Market Street (11th Street to 12th Street)		
	Oak Street (Franklin Street to Van Ness Avenue) and Oak/Van Ness Plaza		
	Otis Street (Duboce Avenue to South Van Ness Avenue)		
	South Van Ness Avenue (Mission Street to 13th Street)		
	Valencia Street (Market Street to 15th Street) and Valencia Hub		
Priority 2: Living Alleys	Brady Street (Market Street to Otis Street)		
	Chase Court		
	Colton Street (Gough Street to Colusa Place)		
	Colusa Place		
	Stevenson Street (Gough Street to 12th Street)		
	Jessie Street (off McCoppin)		
	Lafayette Street (Mission Street to Howard Street)		
	Lily Street (Franklin to Gough Street)		
	Minna Street (10th Street to Lafayette Street)		
	Plum Street (Mission Street to South Van Ness Avenue)		
	Rose Street (Gough Street to Market Street)		
Schools & Childcare		\$57,000,000	6%
New childcare centers		\$20,000,000	2%
Capital investments in schools serving K-12 population		\$37,000,000	4%
TOTAL		\$958,000,000	100%

* This represents the maximum amount of impact fee money that could be generated for this infrastructure category. It does not represent the full cost of delivering the projects listed. The projects listed could be funded by a combination of revenue sources including impact fees.

MARKET AND OCTAVIA AREA PLAN HUB PUBLIC BENEFITS PACKAGE

TABLE 1B. DETAILED FUNDING SOURCES AND USES (IN 2019 DOLLARS)

PUBLIC BENEFIT	Direct Provision By New Development	Market Octavia + Van Ness And Market Sud Infrastructure Fee (\$421 And 424)	Transportation Sustainability Fee (\$411 A)	Market Octavia + Van Ness And Market Sud Affordable Housing Fee (\$416 And 424)	School Impact Fee (Ca Ed. Code \$17620)	Child Care Fee (\$414 and 414(A))	TOTAL (BY CATEGORY)	% SHARE
Affordable Housing	\$528,000,000			\$154,000,000			\$682,000,000	71%
Transit		\$34,000,000	\$82,000,000				\$116,00,000	12%
Parks & Recreation		\$32,000,000					\$32,000,000	3%
Complete Streets		\$68,000,000	\$3,000,000				\$71,000,000	7%
Schools & Childcare					\$37,000,000	\$20,000,000	\$57,000,000	6%
TOTAL (BY SOURCE)	\$528,000,000	\$134,000,000	\$85,000,000	\$154,000,000	\$37,000,000	\$20,000,000	\$958,000,000	100%

NOTE: Over the course of Plan build out (roughly 25 years), the City expects to allocate funds among the public benefit categories in the amounts listed (or proportionally according to the category allocation percentages listed, should the final amount of revenues differ from what is shown here). However, the sequence of fund disbursement will be determined based on a variety of factors, including project readiness, community priorities, completion of any additional required environmental review, and other funding opportunities. The list of specific projects is subject to change and is not legally binding.

III. FUNDING STRATEGY

Affordable Housing

Market and Octavia Area Plan Objective 2.4, states that “Provide increased housing opportunities affordable to households at varying income levels”. The Hub area could have up to 2,200 affordable units. This includes an additional 430 affordable units that could be generated by the proposed amendment to the Market and Octavia Area Plan. The Market and Octavia Area Plan requires that the Market and Octavia Affordable Housing fee be spent in order of priority; (1) within the Market and Octavia Plan Area and the Upper Market NCT District, (2) within 1 mile of the Market and Octavia Plan Area and the Upper Market NCT District, and (3) citywide. As part of the Market Octavia Plan Amendment, the priorities for the Van Ness and Market Special Use District Affordable Housing fee are being established.

TABLE 2. TOTAL ESTIMATED COSTS AFFORDABLE HOUSING

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
2,200 BMR units	\$525,800,000	Inclusionary Housing Program (Planning Code Section (Sec.) 415)	Applicable to new residential projects. Individual developments may choose how to satisfy the program requirements, but revenues are generally expected to be split 50-50 between: 1) on-site Inclusionary Housing Program units provided directly by development projects; and, 2) off-site Inclusionary Housing units or units provided by MOHCD, funded by payment of the Affordable Housing Fee	MOHCD
643 BMR units	\$154,000,000	Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Sec. 416); Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Sec 424)	Applicable to new residential projects.	MOHCD
TOTAL	\$682,000,000			

DELIVERY AND TIMING

All of the funding sources for below-market rate (BMR) units in the Plan Area are provided through either direct provision or impact fees paid by new developments. As such, the delivery of BMR units is highly dependent on the volume of new development. On-site and off-site BMR units provided through the Inclusionary Housing Program are expected to be provided at the same time as market rate units of the affiliated project.

BMR units funded through impact fees at the time of development are directed to the Mayor’s Office of Housing and Community Development (MOHCD), which uses the money to identify and purchase sites and construct new affordable housing units, often in conjunction with nonprofit housing developers.

MOHCD may need to assemble the impact fees from several market-rate projects to obtain sufficient funds for each new affordable housing project. Thus, the development of these units may lag behind the market rate units, unless additional affordable housing funds are directed to the Plan Area in the interim.

In addition, MOHCD is increasingly exploring affordable housing preservation strategies, in which they convert existing housing units (such as rent-controlled apartments) into permanently affordable BMR units. The City’s Small Sites Program is one such tool, funding acquisition and rehabilitation of 5-to-25-unit rental buildings. The Hub could rely on both production and preservation strategies outlined in the Community Stabilization Initiative¹ in order to achieve the Plan’s affordable housing goals.

Transit

Market and Octavia Area Plan Objective 5.1, states that “Improve public transit to make it more reliable, attractive, convenient, and responsive to increasing demand”. New and enhanced public transportation infrastructure is fundamental to accommodating new housing units in this area.

TABLE 3. TOTAL ESTIMATED COSTS – TRANSIT

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Improvements to transit service and capacity including modernization of Van Ness Station	\$116,000,000	Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Funds may go to SFMTA to improve transit service and capacity including modernization of Van Ness Station.	SFMTA
TOTAL	\$116,000,000			

DELIVERY AND TIMING

Funds for local transit improvements would be directed to and administered by the San Francisco Municipal Transportation Agency (SFMTA). The funds derived from impact fees (the TSF, Market Octavia Infrastructure Impact Fee, and the Van Ness and Market Special Use District Infrastructure Impact Fee) will accrue as development projects receive their building permits, and are thus tied directly to the rate of new development.

In addition, the portion of revenues from Market Octavia Infrastructure Impact Fee and the Van Ness and Market Special Use District Infrastructure Impact Fee are programmed through the Interagency Plan Implementation Committee (IPIC) and the Market and Octavia Community Advisory Committee (MOCAC), described further in Section IV. The MOCAC, comprised of community stakeholders, provides annual recommendations for how to allocate fee revenues to high priority public projects. These proposals are subsequently evaluated, modified, and approved by the IPIC and the City Capital Planning Committee, and included in the City’s annual Capital Budget and 10-year Capital Plan (adopted biennially).

¹ <https://sfplanning.org/community-stabilization-strategy>

Parks & Recreation

Market and Octavia Area Plan Objective 7.2 states “Establish a functional, attractive and well-integrated system of public streets and open spaces in the Hub to improve the public realm”. Because the Hub is a relatively small area, many of the opportunities to create significant new parks and open spaces fall just outside the Plan area boundary. The Plan proposes to expand the area in which impact fee money can be spent to make improvements to existing facilities and create new open space opportunities to serve a wide variety of needs.

TABLE 4. TOTAL ESTIMATED COSTS – PARKS & RECREATION¹

BENEFIT	TOTAL REVENUES	FUNDING SOURCES ²	DESCRIPTION	LEAD AGENCIES
New Park at 11th and Natoma	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Development of a new park on 11th and Natoma.	Rec & Park
Improvements to Buchanan Mall	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Improvements to Koshland Park	\$2,000,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
New / Improved Civic Center Spaces	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Other open spaces in the Plan Area TBD	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Development of a new parks or recreation amenities in the Plan area to accommodate new growth.	Rec & Park
TOTAL	\$32,000,000			

DELIVERY AND TIMING

Revenues from impact fees will accrue concurrently with the pace of new development. The prioritization of projects is conveyed in table 4, with the highest priority for funding at the top of the table. However, this order may be amended, through input from the Market and Octavia Community Advisory Committee and Interagency Plan Implementation Committee, policy makers, and other public feedback, based on timing considerations (such as shovel readiness) and financial considerations (such as leveraging other funds).

¹ This list of projects is ordered by priority, based on community feedback and discussions with the Recreation and Parks Department. It is not legally binding and is subject to change in response to future open space opportunities and priorities in the Plan Area. The cost of parks and recreational benefits is highly subject to design decisions and identification of complementary funding sources. If the benefits listed all cost the City the maximum foreseeable, then the sum of these benefits will exceed the amount allocated.

Complete Streets

Market and Octavia Area Plan Objective 7.2 states “Establish a functional, attractive and well-integrated system of public streets and open spaces in the Hub to improve the public realm”. The current network of streets in the Plan Area provides a poor experience for people walking and riding bikes. In addition, with the freeway on and off ramps directly adjacent to this area, there is a strong presence of cars. The Plan calls for improvements to make walking and biking more safe and convenient, and encourage people to drive less. Funding generated by new development may be used to transform the vast majority of all major streets in the Plan Area into high quality streets for walking, biking, and transit.

TABLE 5. TOTAL ESTIMATED COSTS – COMPLETE STREETS

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Redesign of all major streets in the Plan Area		Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Redesign of all major streets (including portions of 11th, 12th, 13th, Gough, Market, Oak, Otis, South Van Ness, and Valencia Streets)	SFMTA, Public Works
Living Alleys		Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Create new living alleys in the plan area	Public Works
TOTAL	\$71,000,000			

DELIVERY AND TIMING

All funding dedicated to complete streets would be directed to the SFMTA and San Francisco Department of Public Works (Public Works) for planning, design, and construction. These funds are projected to be used in combination with other funding sources to redesign the vast majority of the major streets in the Plan Area and construct new living alleys. The Hub Public Realm Plan includes conceptual designs for the major streets, each street will need to undergo a more detailed design process, incorporating additional public feedback and environmental review as necessary, and including opportunities for incorporating environmental sustainability and green landscaping elements. Although improving the major streets is the highest priority, improvements may also be implemented to create more living alleys in the Plan Area as funding allows. Within the major streets, prioritization will be set by SFMTA and Public Works.

As noted in the Transit section above, revenues from the Market and Octavia Infrastructure Impact Fees receive additional oversight through the Market and Octavia Community Advisory Committee and the IPIC.

Alternatively, some improvements may be provided directly by private development in order to meet minimum Better Streets Plan requirements or to satisfy an In-Kind Agreement. These improvements would be completed at the same time as the affiliated development project.

Schools and Child Care

In terms of schools and child care, the Plan Area is expected to see an increase in the number of children as it continues to transition from a primarily industrial neighborhood to a mixed-use hub for jobs and housing. The Plan will generate funding to meet the demand for schools and childcare for youth ages 0-18 through existing City impact fees.

TABLE 6. TOTAL ESTIMATED COSTS – SCHOOLS & CHILDCARE

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Schools	\$37,000,000	School Impact Fee (State Education Code Sec. 17620)	Impact fees to meet demand for school facilities to serve growth generated within the Plan Area.	SFUSD
Childcare	\$20,000,000	Child Care Fee (Sec. 414, 414A); Market Octavia Impact Fee (Sec. 414 and 414.A)	Impact fees to meet demand for child care facilities to serve growth, located within the Plan area.	HSA Office of Early Care & Education
TOTAL	\$57,000,000			

DELIVERY AND TIMING

The School Impact Fee will accrue at the time projects receive building permits. It is directed to the San Francisco Unified School District for use at their discretion throughout the city. New school facilities are expected to serve a broader area than just the Market and Octavia Plan Area and will cost significantly more than the funds generated by the fees in the Plan Area. Additional fees, including those collected by the School Impact Fee in previous years, will be required to accrue enough to build new facilities.

Funds from the Child Care Fee and Market and Octavia Infrastructure Impact Fee will accrue at the time projects receive building permits. They will go to the Child Care Facilities Fund, which is administered jointly by the City's Human Services Agency Office of Early Care and Education and the Low-Income Investment Fund (LIIF). The Child Care Fee money can be spent throughout the City, while the Market Octavia fee must be spent within 1,250 feet of the Plan Area. Child care facilities are less costly than school facilities and might come online sooner. New developments have the option to satisfy their entire Market Octavia Neighborhoods Impact Fee requirement by directly providing publicly-accessible child care on-site through an In-Kind Agreement (IKA), which could result in faster delivery of services.

IV. ADMINISTRATION & MONITORING

Implementation of the Market Octavia Area Plan requires collaboration among a diverse group of stakeholders, city agencies, community members, and private actors. This section describes the interagency governance bodies and processes that are responsible for overseeing implementation of the Market and Octavia Area Plan and its public benefits. In addition, a number of the aforementioned funding sources each have their own processes for implementation, administration, and monitoring.

PLAN IMPLEMENTATION GOVERNANCE ENTITIES

San Francisco Controller's Office

The Controller serves as the chief accounting officer and auditor for the City and County of San Francisco, and is responsible for governance and conduct of key aspects of the City's financial operations. The office plays a key role in implementing area plans by managing the City's bonds and debt portfolio, and processing and monitoring the City's budget. The department produces regular reports and audits on the City's financial and economic condition and the operations and performance of City government.

The Controller's Office, working in concert with the Mayor's Office, IPIC, and other entities mentioned below, is responsible for overseeing a funding prioritization process for the Market and Octavia Area Plan to help ensure that funds are allocated to public benefits in a logical and equitable manner.

The City is required to regularly report on impact fees revenues and expenditures. San Francisco Planning Code Article 4, Section 409 requires the San Francisco Controller's Office to issue a biennial Citywide Development Impact Fee Report¹ including:

- All development fees collected during the prior two fiscal years, organized by development fee account;
- All cumulative monies collected and expended over the life of each fee;
- The number of projects that elected to satisfy development impact requirements through in-kind improvements;
- Any annual construction cost inflation adjustments to fees made using the Annual Infrastructure Construction Cost Inflation Estimate published by the Office of the City Administrator's Office of Resilience and Capital Planning; and
- Other information required pursuant to the California Mitigation Fee Act Government Code Section 66001, including: fee rate and description; the beginning and ending balance of the fee account; the amount of fees collected and interest earned; an identification of each public improvement on which fees were expended and the percentage of the cost of the improvement funded with fees; an approximate construction start date; and a description of any transfers or loans made from the account.

¹ The FY2014-2015 and 2015-2016 report is available at: <https://sfcontroller.org/sites/default/files/Documents/Budget/FY2014-15%20&%20FY2015-16%20Biennial%20Development%20Impact%20Fee%20Report.pdf>

Capital Planning Committee

The Capital Planning Committee (CPC) makes recommendations to the Mayor and Board of Supervisors on all of the City's capital expenditures. The CPC annually reviews and approves the 10-year Capital Plan, Capital Budget, and issuances of long-term debt. The CPC is chaired by the City Administrator and includes the President of the Board of Supervisors, the Mayor's Finance Director, the Controller, the City Planning Director, the Director of Public Works, the Airport Director, the Executive Director of the Municipal Transportation Agency, the General Manager of the Public Utilities System, the General Manager of the Recreation and Parks Department, and the Executive Director of the Port of San Francisco.

The IPIC fee revenue budgets and associated agency project work programs / budgets are incorporated as part of the 10-year Capital Plan. Updated every odd-numbered year, the Plan is a fiscally constrained expenditure plan that lays out infrastructure investments over the next decade. The Capital Plan recommends projects based on the availability of funding from various sources and the relative priority of each project. Enterprise departments (such as the San Francisco International Airport and Public Utilities Commission) can meet most needs from usage fees and rate payers. However, other fundamental programs that serve the general public (such as streets and fire stations) rely primarily on funding from the City's General Fund and debt financing programs.

Interagency Plan Implementation Committee (IPIC)

The Interagency Plan Implementation Committee (IPIC) is comprised of City staff members from various City Departments who are collectively charged with implementing capital improvements in connection with the City's Area Plans: Eastern Neighborhoods (comprised of separate Area Plans for Central SoMa, Central Waterfront, East Soma, Mission, Showplace Square / Potrero, and Western Soma), Market and Octavia, Rincon Hill, Transit Center District, Balboa Park and Visitacion Valley (including the Executive Park Subarea Plan and the Schlage Lock Master Development). Developments within these area plan boundaries are required to pay impact fees specific to the respective Plan geographies, which are allocated through the IPIC and Capital Planning processes towards priority projects and other infrastructure needed to serve new growth.

The IPIC is required to develop a capital plan for each Plan Area and an Annual Progress Report indicating the status of implementation of each of the Area Plans. This report includes a summary of the individual development projects (public and private) that have been approved during the report period, progress updates regarding implementation of the various community improvements in accordance with the Plan's projected phasing, and proposed departmental work programs and budgets for the coming fiscal year that describe the steps to be taken by each responsible department, office, or agency to implement community improvements in each plan area. The IPIC Annual Progress Report is heard each year before the Capital Planning Committee, the Planning Commission, and the Land Use and Economic Development Committee of the Board of Supervisors prior to finalization of the report. In addition, the IPIC Annual Progress Report, impact fee allocations, and related agency work programs and budgets are inputs to the City's 10-year Capital Plan, developed by the Capital Planning Committee.

Market and Octavia Community Advisory Committee (MOCAC)

The Market and Octavia Citizens Advisory Committee (MOCAC) is the central community advisory body charged with providing input to City agencies and decision makers with regard to all activities related to implementation of the Market and Octavia Area Plans. The group was established as part of the Market and Octavia Area Plan, and is comprised of 7 members representing the diversity of the plan areas, including renters, homeowners, low-income residents, local merchants, and established neighborhood groups within the Plan area.¹

The MOCAC is established for the purposes of providing input on the prioritization of public benefits, updating the community improvements program, relaying information to community members regarding the status of development proposals in the Market and Octavia Plan Area, and providing input to plan area monitoring efforts as appropriate (described further in the Plan Monitoring & Reporting section below). The MOCAC serves an advisory role, as appropriate, to the Planning Department, the IPIC, the Planning Commission, and the Board of Supervisors.

The MOCAC also advises on the allocation of development fees to public benefits in the Market and Octavia Plan Area. These recommendations are advisory, as an input to the IPIC and Capital Planning Committee processes described above.

PLAN MONITORING & REPORTING

City agencies are required to monitor and report on the implementation of the Market and Octavia Area Plan. The Planning Department, in coordination with the MOCAC, is required to produce the Market and Octavia Monitoring Report (scheduled to be updated in 2020, and at five-year intervals thereafter). This community and data-driven report provides information on the housing supply and development, commercial activities and transportation in the plan area. The report is required to be presented to the Board of Supervisors, Planning Commission, the Citizens Advisory Committee and Mayor.

¹ More information is available at: <https://sfplanning.org/project/market-octavia-community-advisory-committee-cac>

V. DESCRIPTION OF MARKET AND OCTAVIA AREA PLAN FUNDING SOURCES

This section provides further information on the purpose, administration, and uses of various funding sources at time of Plan Adoption. For the most updated information on these funding sources, consult the Planning Code and associated legislation.

AFFORDABLE HOUSING

Inclusionary Housing Program (Sec. 415)

The Inclusionary Housing Program (Planning Code §415) requires new market-rate residential development projects to provide funding for affordable housing, either through direct on-site provision or via payment of the Affordable Housing Fee. Revenues from this Fee are directed to the Mayor's Office of Housing and Community Development (MOHCD), which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Affordable Housing Fee may typically be used anywhere within the city. However, as discussed in Section III above, fees generated by projects within Market and Octavia Plan Area are required to be expended in order of priority, (1) within Market and Octavia, (2) within 1 mile of Market and Octavia, and (3) Citywide.

Jobs-Housing Linkage Fee (Sec. 413)

The Jobs-Housing Linkage Fee (§413) is a citywide impact fee levied on new non-residential developments of 25,000 GSF or greater. Revenues from this Fee are directed to MOHCD, which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Jobs-Housing Linkage Fee may typically be used anywhere within the city.

TRANSPORTATION

Transportation Sustainability Fee (Sec. 411A)

The Transportation Sustainability Fee (TSF; §411A) is a citywide impact fee assessed on both Residential and Nonresidential development, with funds directed to the Controller's Office and the San Francisco Municipal Transportation Agency (SFMTA) for programing and administration. Funds are allocated to projects specified in the Expenditure Program shown in table 7 below: state of good repair projects (capital maintenance), system capacity expansion, complete streets projects, and regional transit improvements. Some uses are exempt from paying the fee, including smaller market-rate residential projects (20 units or fewer), 100% affordable housing projects, and most nonprofit owned and operated uses. Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

TABLE 7. TSF EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION
Transit Capital Maintenance	61%
Transit Service Expansion & Reliability Improvements - San Francisco	32%
Transit Service Expansion & Reliability Improvements - Regional Transit Providers	2%
Complete Streets (Bicycle and Pedestrian) Improvements	3%
Program Administration	2%

Other Agency-Identified Transportation Funds

The SFMTA produces a biennial Capital Improvement Plan (CIP) that identifies projects that could be funded with a variety of funding sources including impact fees as presented in the CIP. The SFMTA is committed to funding projects listed in the CIP as funding becomes available. Many of the streets identified in this public benefits document are also listed in the SFMTA's FY2019-2023 CIP including; 11th Street, 13th Street, Otis Street, South Van Ness Avenue, Valencia Street and Market Street.

PUBLIC ART

San Francisco has a 1% Art Program that requires all projects involving new building, or the addition of 25,000 square feet or more in the Downtown and nearby neighborhoods, to provide public art equal to at least 1% of the total construction cost or to dedicate a portion of this requirement to the City's Public Art Trust. The program was established by the 1985 Downtown Plan and is governed by Section 429 of the Planning Code. Because the base zoning in this area is C-3-G, projects in the Hub would be subject to this fee.

PARKS & RECREATION

Downtown Park Fund (Sec. 412)

Office developments of a certain size are required to pay a fee to support new parks in the Downtown. The Fund are administered by the Recreation and Park Commission and the Planning Commission

Privately-Owned Public Open Spaces (POPOS) Requirement (Sec. 138)

Non-residential developments of a certain size are required to provide Privately-Owned Public Open Spaces (POPOS). This space can be located outdoors or indoors and must be accessible to the public open seven days a week. All new office projects are required to provide one square foot of POPOS for every 50 occupied square feet of office use. The Planning Department is the agency primarily responsible for reviewing and approving POPOS proposals as part of the associated development application.

SCHOOLS & CHILDCARE

School Impact Fee (CA Education Code Sec. 17620)

The School Impact Fee (enabled by CA State Education Code §17620) is a citywide impact fee on new/expanded Residential and Non-Residential developments, with funds directed to the San Francisco Unified School District (SFUSD) for new capital facilities serving the public school population. Funds are not required to be spent in the Plan Area; revenues are programmed at SFUSD's discretion based on current and future projections of growth in the school-aged population in each neighborhood.

Child Care Fee (Sec. 414 & 414A)

The Child Care Fee (Planning Code §414 & 414A) is a citywide impact fee collected on Office and Hotel projects greater than 25,000 GSF and on Residential and residential care developments adding more than 800 square feet of net new space. Funds are directed to the Human Services Agency Office of Early Care & Education and the Low-Income Investment Fund (LIIF, a non-profit child care developer contracting with the City) to develop new capital facilities for child care services. Funds may be spent citywide and are not required to be spent within the Plan area.

AREA-PLAN & MULTI-CATEGORY FUNDING SOURCES

Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Sec. 416)

The Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Planning Code §421) is an area plan impact fee that was adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market Octavia will continue to pay this impact fee that is used for affordable housing. The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC).

Market and Octavia Community Improvement Fund (Sec. 421)

The Market and Octavia Community Improvement Fund (Planning Code §421) is an area plan impact fee that was adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market Octavia will continue to pay this impact fee that is used for infrastructure. The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC). Funds are allocated into public benefit categories shown in table 8.

Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Sec 424)

The Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Planning Code §424) is an area plan impact fee that was also adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market and Octavia will continue to pay this impact fee. Funds are allocated to affordable housing and infrastructure based on the development site floor area ratio (FAR). The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC). Funds are allocated into public benefit categories shown in table 9 below.

TABLE 8. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	44%	61%
Transit	22%	20%
Recreation and Open Space	21%	14%
Childcare	8%	Not applicable
Program Administration	5%	5%

TABLE 9. VAN NESS AND MARKET DOWNTOWN RESIDENTIAL SPECIAL USE DISTRICT INFRASTRUCTURE FUND

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	44%	30%
Transit	22%	45%
Recreation and Open Space	21%	20%
Childcare	8%	Not applicable
Program Administration	5%	5%

OTHER SOURCES OF FUNDING

The fees and requirements discussed above are largely designed to mitigate the infrastructure needs created by new development. However, there are already substantial needs in the neighborhood. The responsibility for responding to some needs will need to be shared with a broader set of stakeholders than just new developments (sea level rise mitigation, for instance). As such, additional revenue sources will be needed to create a fully sustainable neighborhood. These additional revenue mechanisms will require interdepartmental efforts that continue after the Plan's adoption, and may require future authorization by the Mayor and Board of Supervisors. A few potential sources of additional funding are described below

General Fund

The City's discretionary property tax proceeds are deposited into the General Fund, and are available for the appropriation to any public purpose, including operations, programs, maintenance, and capital projects.

Theoretically, these revenues could be directed to the Plan Area to accelerate the delivery of public benefits, or to fund other public benefits not identified here.

Grants & Bonds

Many local, state, and federal agencies offer potential grants to fund needed capital projects. In particular, regional and state funds earmarked to facilitate higher density development near major transit

infrastructure (such as the One Bay Area Grants run by the Metropolitan Transportation Commission) are a good fit for the goals of the Plan and could potentially be paired with matching local funds.

Other local bond measures may provide additional opportunities to fund projects identified here or in the future. For instance, San Francisco voters have adopted multiple bond measures in recent years to fund new or renovated parks and open spaces.

Direct provision through Development Agreements and other negotiated conditions of approval

Project sponsors may elect to provide community benefits directly, through mechanisms such as a Development Agreement or other negotiated condition of approval. These benefits may be provided in-lieu of some other requirement, or they may be voluntarily provided above and beyond the development requirements. It is impossible to predict how many projects would opt to do this.

MARKET STREET

SOUTH VAN NESS AVENUE

PUBLIC REALM PLAN



San Francisco
Planning

DECEMBER 2019

PUBLIC REALM PLAN





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ACKNOWLEDGEMENTS

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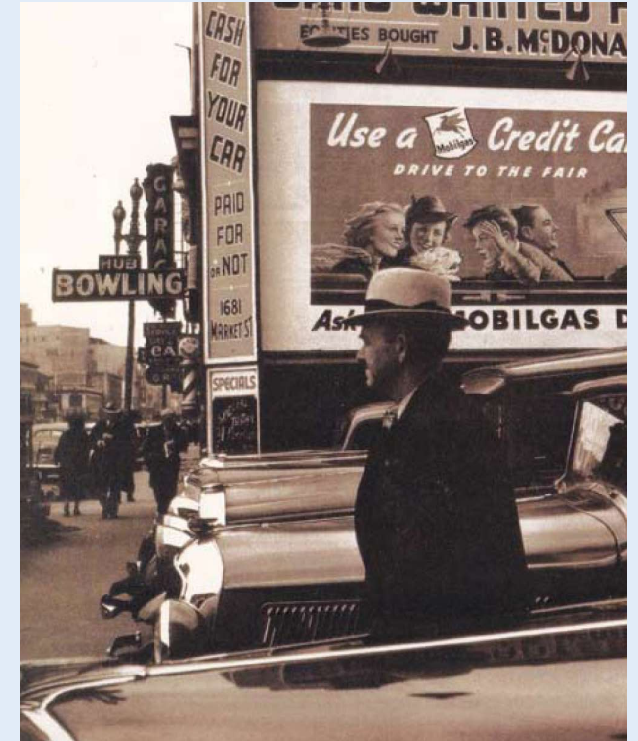
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THE HISTORY OF THE HUB

“[From] the 1880s through the 1950s, the intersection of Market, Valencia, Haight and Gough Streets was popularly known as the “Hub,” because no fewer than four streetcar lines converged there either on their way downtown or outbound to outlying neighborhoods... The name “Hub” eventually came to stand for the surrounding neighborhood as well as the intersection and was well-known to residents of the City. By the 1930s the neighborhood was alive with thriving businesses and a surrounding residential population. Many well-known businesses located here because of the...central location, including the Hub pharmacy (for many years San Francisco’s only 24-hour pharmacy), Hub Bowling and the McRoskey Mattress Company. “

From “The Story of the Market Street Hub Neighborhood” Introduction by Larry Cronander



THE FUTURE OF THE HUB

NEW HOUSING UNITS

8,000-9,700

MORE PEOPLE

50%

INCREASE IN THE NUMBER OF
PEOPLE CROSSING MARKET &
VAN NESS (AT PEAK HOUR)

8,800

PEOPLE ENTERING &
EXITING VAN NESS STATION
(AT PEAK HOUR)

NEW TRANSIT PROJECTS

VAN NESS BUS RAPID TRANSIT PROJECT, BETTER
MARKET STREET AND THE 14-R MUNI RAPID PROJECT,
IMPROVEMENTS TO VAN NESS STATION

NEW OPEN SPACE AMENITIES

52,862 SQ. FT. NEW OPEN SPACE AMENITIES
TO BE BUILT IN COORDINATION WITH PRIVATE
DEVELOPMENT, NEW OPEN SPACE AMENITIES AND
ENHANCEMENTS TO EXISTING PARKS

IMPROVED STREETS & ALLEYS

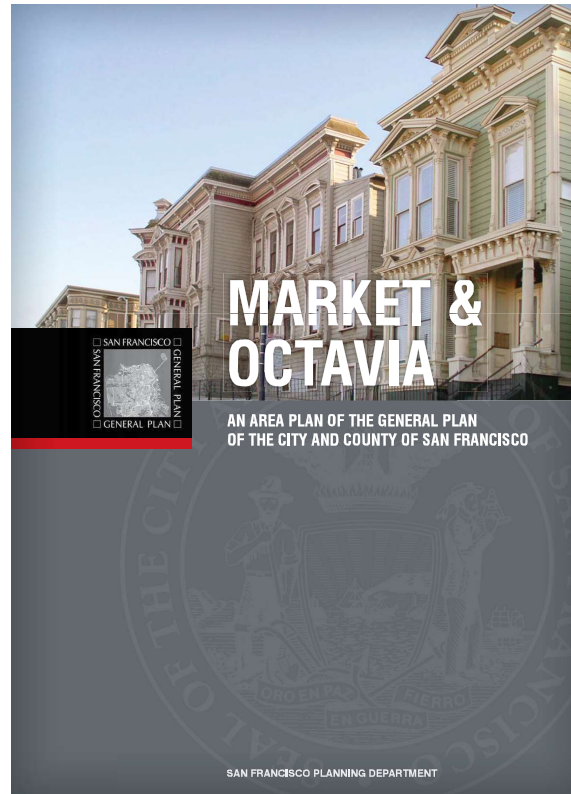
2 MILES (18 BLOCKS) OF STREETSCAPE
IMPROVEMENTS & 11 LIVING ALLEYS



INTRODUCTION

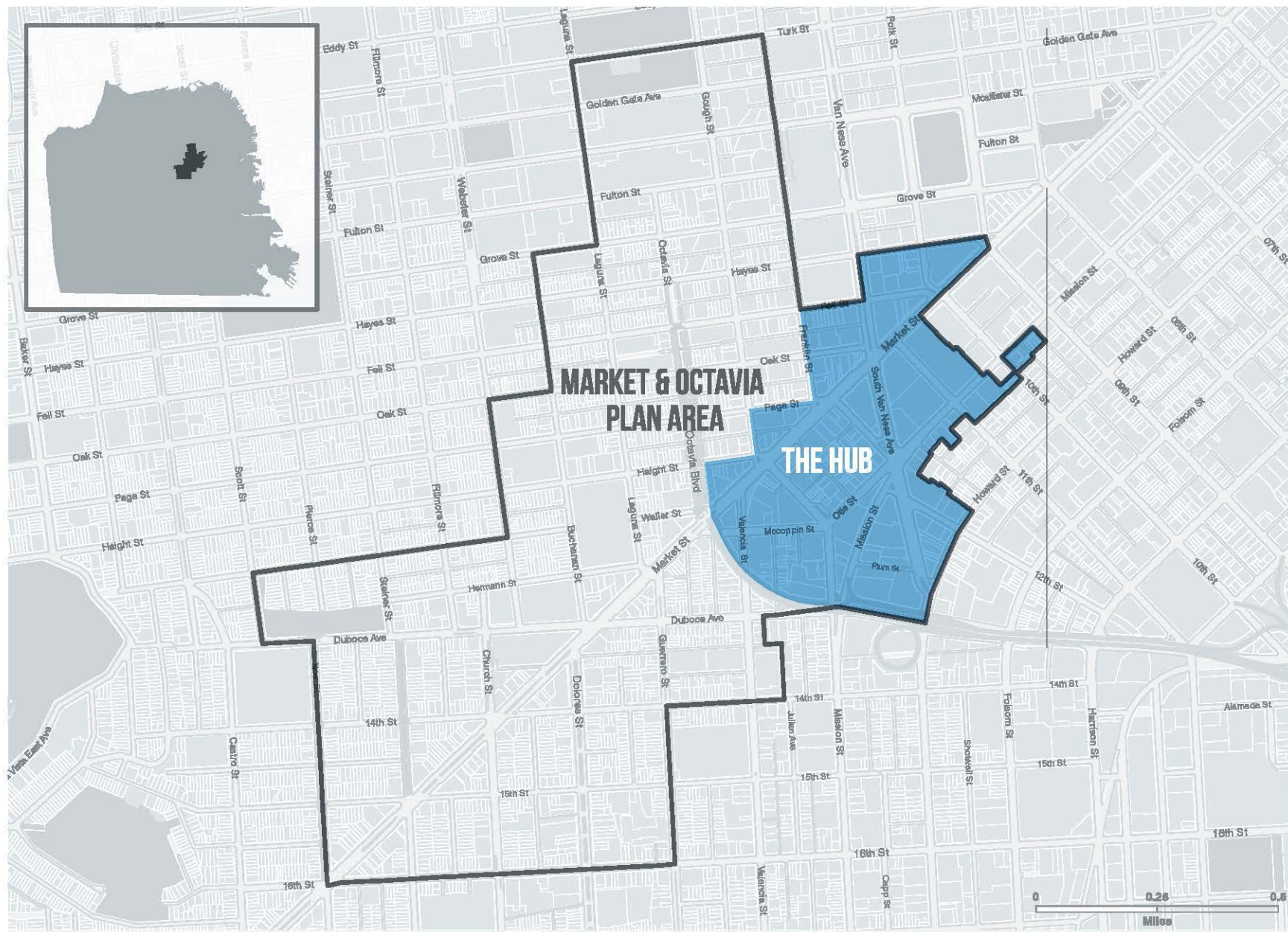
INTRODUCTION

In the early 2000s the “Hub” neighborhood was included within the boundaries of the Market and Octavia Area Plan, adopted in 2008. In the plan, the “Hub” area is characterized as “SoMa West” and envisioned as a “vibrant new mixed-use neighborhood.” Numerous policies in the plan support this vision. The plan created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD encourages the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and Van Ness, with towers ranging from 250 to 400 feet and reduced parking.



Credit: Michael David Rose / MDRP.NET



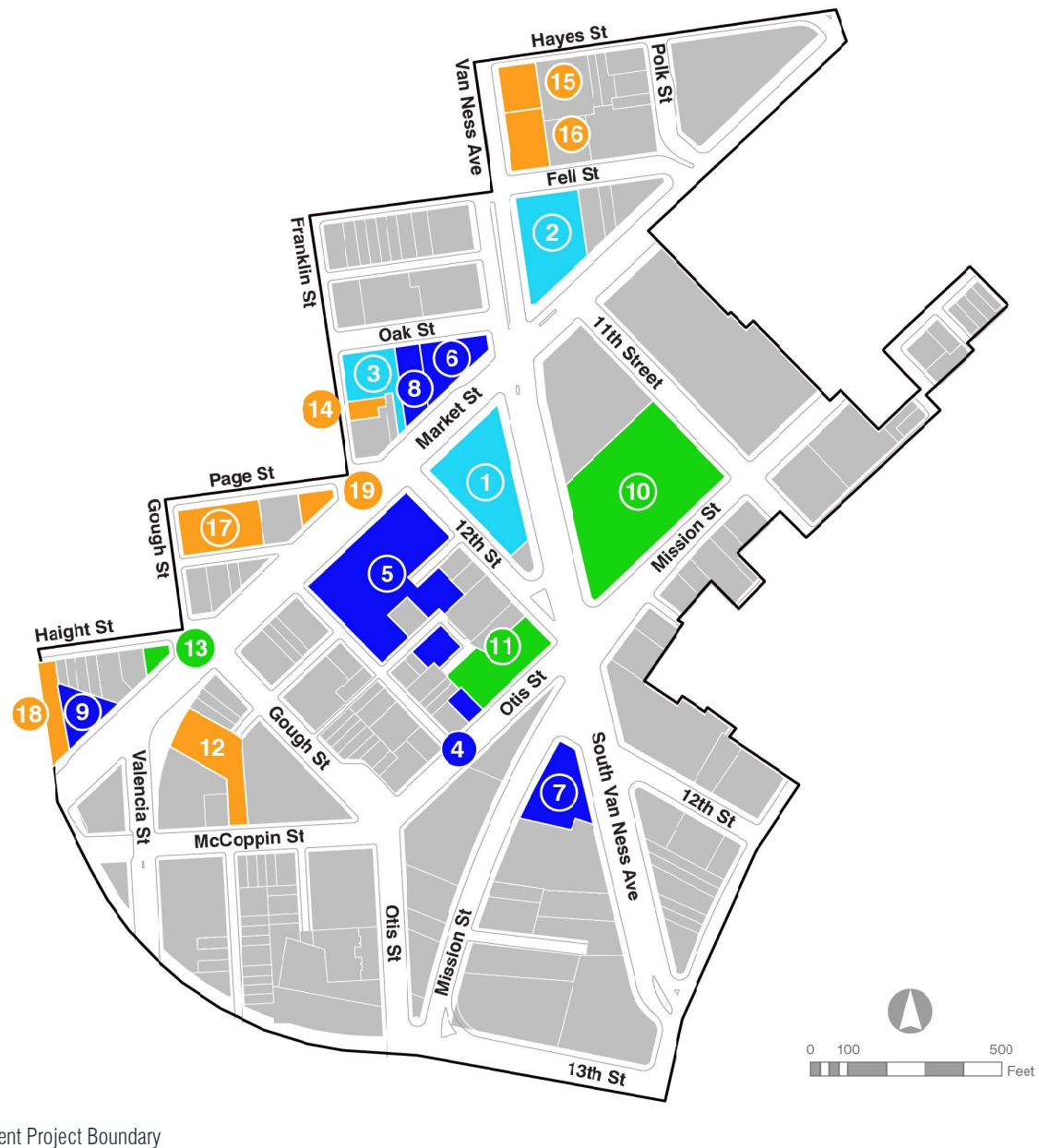


The Hub covers the eastern-most portions of the Market and Octavia Area Plan.

The Market & Octavia Area Plan anticipated that most of the housing in the Hub would come from the development of relatively large sites. These larger projects take longer to develop, and due to the recession of the late 2000s, the area generally did not receive much attention from developers following the Plan's adoption in 2008. However, in the current economic climate, this area is now receiving concentrated attention from the development community. The map to the right includes entitled projects, projects under review, projects under construction and recently built projects as of December, 2019.

Some projects are currently seeking to move forward under existing zoning, while other projects may wait and take advantage of height changes proposed as part of the Market Octavia Plan Amendment. For more information visit <http://sf-planning.org/market-street-hub-project>.

Given the changes that are anticipated for this area, this is an important moment to think about how the public spaces should be designed and function to best serve the needs of the people that live, work and visit the area.





This Public Realm Plan sets forth a vision for how streets, alleys and open spaces could be designed. The plan addresses an area centered around a major transit hub at Market Street and Van Ness Avenue and is the high-density core of the Market and Octavia Plan area. The recommendations in this Plan build on the intent of the Market and Octavia Area Plan, which included preliminary ideas for the public realm. (See diagram to the right).

This plan was created by a multi-agency team led by the Planning Department, and was developed and vetted in close coordination with neighborhood stakeholders and other city agencies including the SFMTA and Public Works. The recommendations include specific designs and design strategies for streets, alleys and open spaces. Further refinement will be needed as these projects advance to the design development phase.

Public Realm improvements will be implemented over time. Some improvements may be led and funded by the City and other improvements may be implemented in coordination with private development. Because these projects will be implemented at different times, it is important to set forth a clear direction for how these spaces should be designed and function.

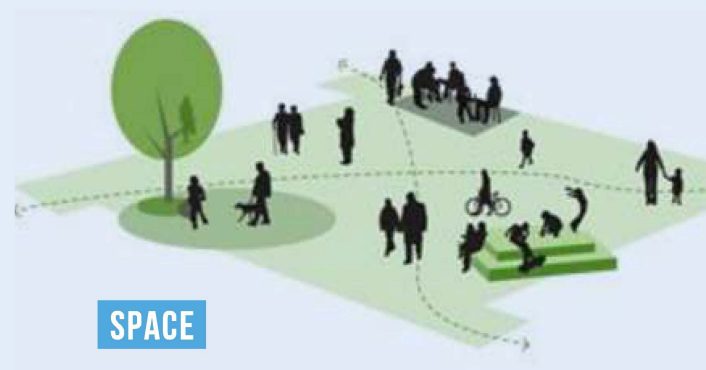


Market Octavia Public realm Improvements for "SoMa West"

WHAT IS THE PUBLIC REALM?

The public realm is the space between the buildings. It includes sidewalks, streets, plazas, parks, any space that the public can access. These spaces provide an opportunity for public life, a place for people to gather or play. In addition to design, the success of these spaces relies on programming, management, and activation of the space.

The public realm also creates an opportunity for public life. Sidewalks, streets, parks and other public spaces can be designed and programmed to encourage people to pause, gather and play.

**LIFE****SPACE****BUILDINGS**

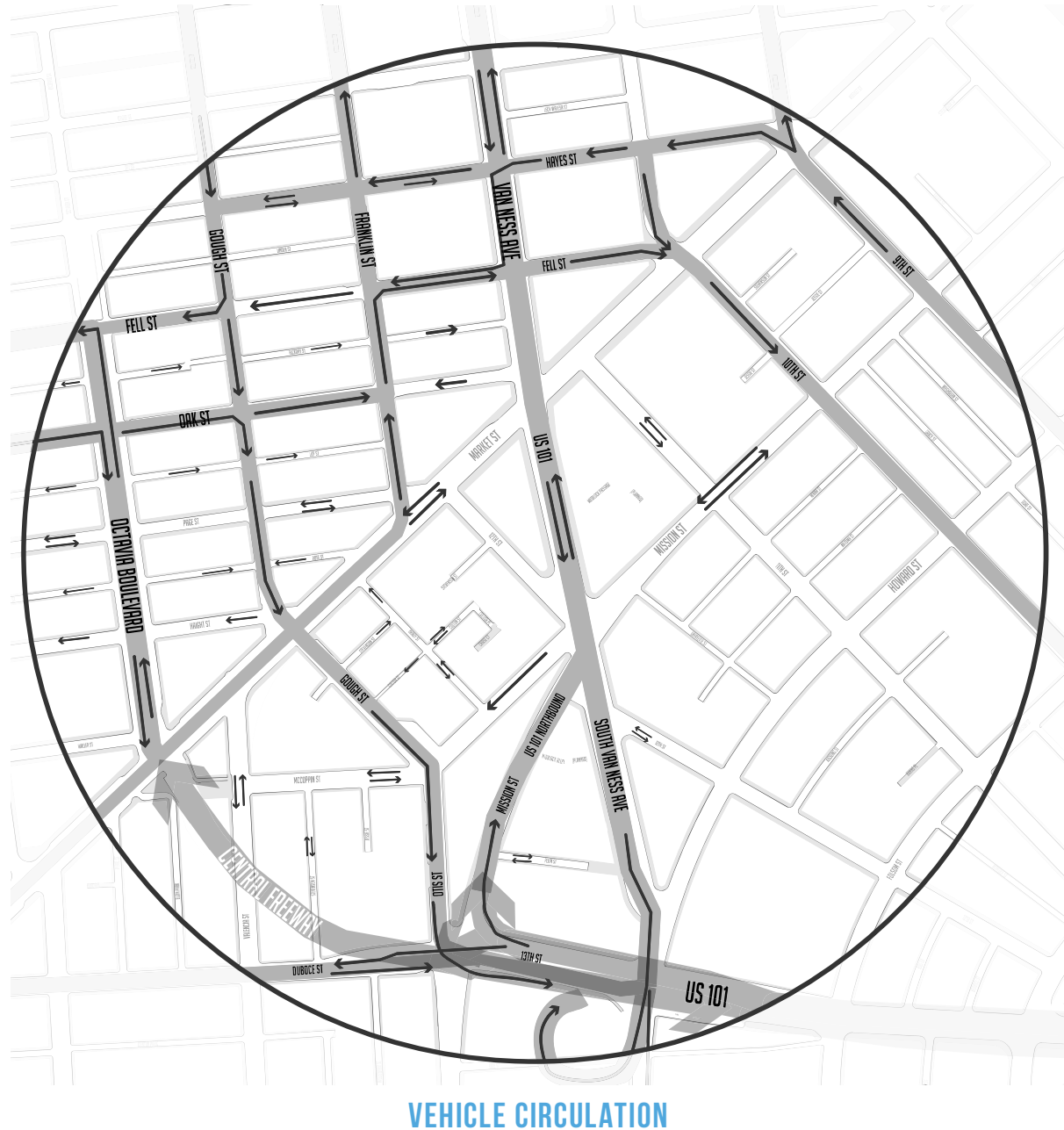


EXISTING CONDITIONS

STREETS & TRANSPORTATION NETWORK

The public realm recommendations outlined in this plan have been developed in the context of the larger transportation networks. The diagrams below highlight the existing vehicle circulation, transit, pedestrian circulation and bicycle network.

For vehicles, there are many major routes that run through the neighborhood. These include a major state route, 101, which runs elevated on the Central Freeway above 13th Street, and South Van Ness (southbound), Van Ness (southbound) and Mission Street (northbound). Other major vehicular routes include Franklin, Gough, Otis, Fell, Oak, Hayes, 9th, 10th, Howard, Folsom, and Duboce Streets, as well as Octavia Boulevard.



The Market Octavia Plan Amendment (Hub) area is fortunate to be located in some of the most transit-rich parts of the City. A multitude of major transit lines run through the neighborhood. All Muni Metro subway lines, run beneath Market Street, and all stop at Van Ness Station, among the busiest in the City. A major new Bus Rapid Transit (BRT) line is currently under construction on Van Ness and South Van Ness Avenues, which will significantly upgrade transit capacity and service on this major corridor. Numerous bus lines as well as the F-Market streetcar run on Market Street, while two major, high-capacity Rapid Network bus lines, the 14R and 9R, run on 11th and Mission Streets, respectively, along with Frequent local service. Finally, while it does not stop in the neighborhood, the underground BART tunnel makes its transition from Market to Mission Streets directly beneath the neighborhood.



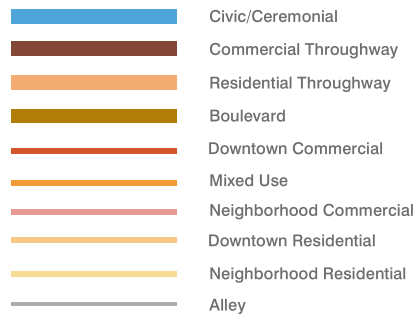
The street network in the Market Octavia Plan Amendment (Hub) area includes a number of alleys. All are narrow streets, with rights-of-way no more than 35' in most cases, and significantly less in others. These alleys are important connections for people walking within the neighborhood.



The neighborhood has a few existing bicycle routes that are important connections. The most important route of these is Market Street, one of the busiest bikeways in the United States today, especially during morning and evening commute hours. Valencia Street is another major street on the bicycle network, with heavy volumes in the am and pm peak periods. Mission and Otis provide a connection to Market Street from the Howard Street bike lane, and 11th and Polk Streets provide connections from Market Street to the south and north, respectively.

**BICYCLES**

The Better Streets Plan provides a basis for the design and function of all streets in San Francisco. Within the Market Octavia Plan Amendment (Hub) area are a rich and diverse collection of streets. All streets are classified in the Better Streets Plan based on the existing zoning district. The street types in the Market Octavia Plan Amendment (Hub) area range from major ceremonial streets such as Market Street to a variety of Commercial and Residential Streets, and even one of the City's major boulevards. As streets change with time, so too do Better Streets Plan designations, to better reflect streets' function and purpose over time.



BETTER STREETS PLAN

The Vision Zero High Network was created by assigning intersection-level injury counts to street segments and then using spatial mapping tools to identify corridor-level patterns of injuries. This high-injury network includes all modes including people walking, riding bikes, driving and riding motorcycles. With its many high-speed, multilane roads, the Market Octavia Plan Amendment (Hub) area is unfortunately also the location of a high proportion of streets on the Vision Zero High Injury Network. These include the most major and iconic streets that form the core of the neighborhood: Market Street and Van Ness/ South Van Ness Avenues.



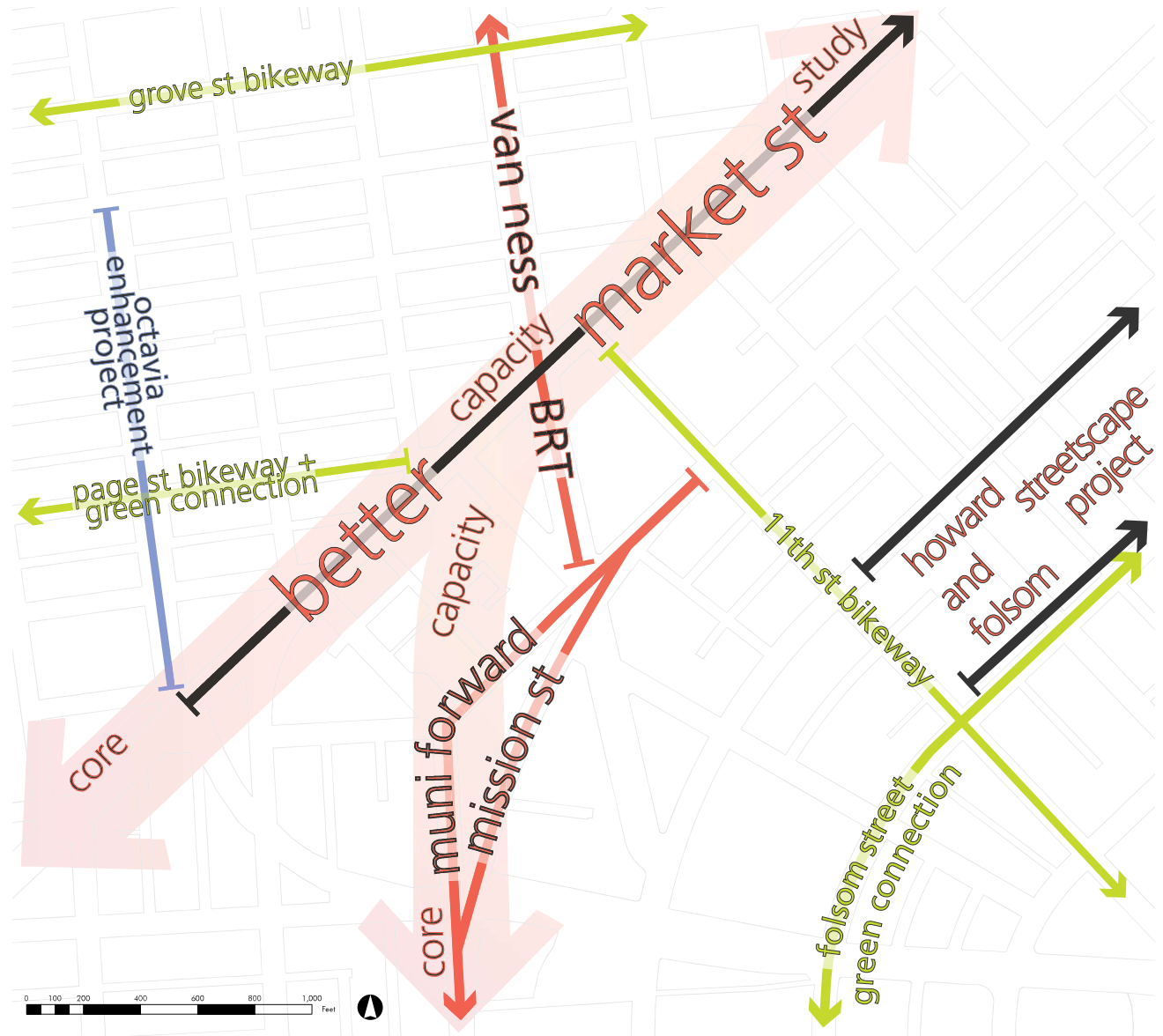
VISION ZERO HIGH-INJURY NETWORK

TRANSPORTATION PROJECTS & STUDIES UNDERWAY

There are a number of active transportation and infrastructure projects in the area.

These projects reinforce the important role that transportation plays in this area and aim to increase capacity and make it safer and more pleasant to walk, bike and take transit.

The public realm recommendations for the Hub take into account the proposed designs and plans for active transportation projects. These projects are summarized on the following pages.



11TH STREET IMPROVEMENT PROJECT

11th Street is an important connecting route between Market Street and Division Street. The street will be upgraded to make 11th Street safer and more comfortable for bicycling and walking, and to better facilitate multimodal transportation. Preliminary design is underway.

PROJECT STATUS: SCOPING

PROJECT WEBSITE: [HTTPS://WWW.SFMTA.COM/PROJECTS/11TH-STREET-IMPROVEMENT-PROJECT](https://www.sfmta.com/projects/11th-street-improvement-project)

14 MISSION RAPID PROJECT

This project will provide dedicated transit-only lanes to allow buses to bypass traffic, reducing delay and making for a smoother ride. It will also consolidate stops along the route for improved efficiency and increased frequency during the AM and PM peak, making for a less crowded and more reliable ride.

PROJECT STATUS: CONSTRUCTION

PROJECT WEBSITE: [HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/14-MISSION-RAPID-PROJECT](https://www.sfmta.com/projects-planning/projects/14-mission-rapid-project)

BETTER MARKET STREET

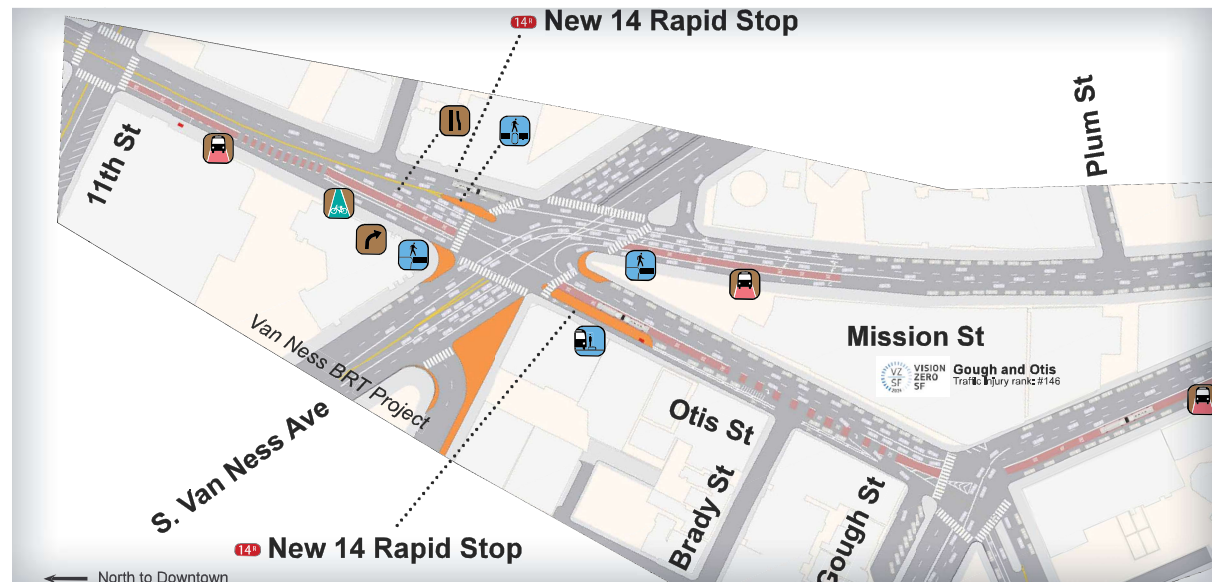
San Francisco's vision for a Better Market Street will reconstruct the City's premier cultural, civic and commercial corridor and the region's most important transit street to make it easier and safer for people to get around and creating a vibrant and inclusive destination where people want to live, work and visit.

PROJECT STATUS: DESIGN

PROJECT WEBSITE: [HTTP://WWW.BETTERMARKETSTREETSFO.ORG/](http://www.bettermarketstreetsf.org/)



Rendering of Better Market Street Project



14 Mission Rapid Project

CONNECT SF

Connect SF is a multi-agency collaboration process to build an effective, equitable and sustainable transportation system for our future. It will develop a Long-Range Vision that will guide plans for the City and its transportation system toward one collective goal.

PROJECT STATUS: PLANNING **PROJECT WEBSITE:** [HTTP://CONNECTSF.ORG/](http://connectsf.org/)

GROVE STREET BIKEWAY

Planning is underway for walking and biking improvements to Grove Street as a part of the Civic Center Public Realm Plan. Grove Street improvements could include pedestrian and bicycle safety upgrades and other streetscape enhancements

PROJECT STATUS: PLANNING **PROJECT WEBSITE:** [HTTP://CIVICCENTERSF.ORG/](http://civiccentersf.org/)

FOLSOM / HOWARD STREETSCAPE PROJECT

This project, identified in the Central SoMa Plan, will improve safety for all users on Folsom and Howard Streets, address the future transportation demands of additional residential and commercial development in the SoMa neighborhood, encourage comfortable and safe bicycling and walking for all users, and enhance the role of transit to more effectively serve the neighborhood.

PROJECT STATUS: DESIGN

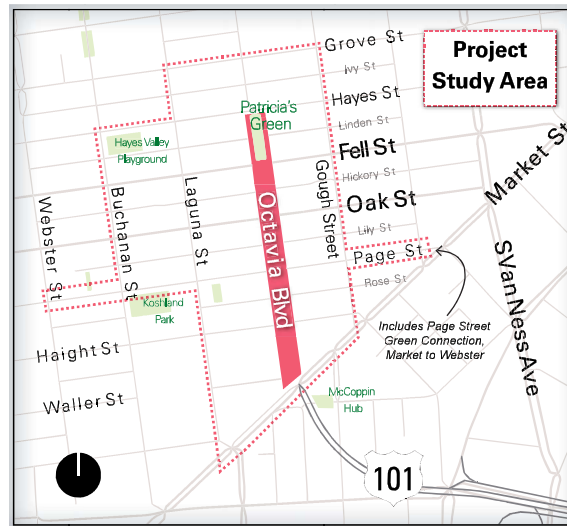
PROJECT WEBSITE: [HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/FOLSOM-HOWARD-STREETSCAPE-PROJECT](https://www.sfmta.com/projects-planning/projects/folsom-howard-streetscape-project)

OCTAVIA BOULEVARD ENHANCEMENT PROJECT

The Octavia Boulevard Enhancement Project will evaluate travel conditions between Market Street and Hayes Street, as well as the intersecting corridors such as Oak and Fell streets. The project will implement engineering improvements that enhance safety, comfort and livability for people who travel through, work and live in the area.

PROJECT STATUS: DESIGN

PROJECT WEBSITE: [HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/OCTAVIA-BOULEVARD-ENHANCEMENT-PROJECT](https://www.sfmta.com/projects-planning/projects/octavia-boulevard-enhancement-project)



Octavia Boulevard Enhancement Project Boundary

PAGE STREET BIKEWAY/GREEN CONNECTION

Page Street is receiving attention as part of the Octavia Enhancement Project and the Lower Haight Public Realm Plan. Improvements will build on the recent addition of a center-running green bike lane and green bike turning boxes, and will capitalize on Page Street's important role as a key east-west Green Connection route through the Upper and Lower Haight neighborhoods.

PROJECT STATUS: PLANNING, DESIGN

PROJECT WEBSITE: [HTTP://SF-PLANNING.ORG/LOWER-HAIGHT-PUBLIC-REALM-PLAN](http://sf-planning.org/lower-haight-public-realm-plan)



Page Street, looking west

RAIL CAPACITY STUDY

This strategy identifies near-term and long-term investments to reduce crowding of the MUNI Metro system and improve transit service. A long-term transportation investment is under consideration for the Division Street corridor. Source: Draft SFMTA Rail Capacity Strategy, February 2016

PROJECT STATUS: PLANNING

PROJECT WEBSITE: [HTTP://CONNECTSF.ORG/](http://connectsf.org/)

VAN NESS BUS RAPID TRANSIT (BRT) AND STREETSCAPE PROJECT

The new Van Ness BRT will improve transit service along Van Ness Avenue, by reducing transit trip times by as much as 32%. In addition, this project will improve pedestrian safety and comfort, enhance the street's urban design, and strengthen the identity of Van Ness Avenue. Construction began in late 2016.

PROJECT STATUS: CONSTRUCTION

PROJECT WEBSITE: [HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/VAN-NESS-IMPROVEMENT-PROJECT](https://www.sfmta.com/projects-planning/projects/van-ness-improvement-project)

VAN NESS STATION CAPACITY STUDY

The SFMTA is leading a study of Van Ness Station to understand how the station currently functions and how people access and move through the station. A final report including recommendations and cost estimates is scheduled to be released late Fall 2019

PROJECT STATUS: PLANNING



Rendering of Van Ness Bus Rapid Transit Project



RECOMMENDATIONS

STREETS

ALLEYS

OPEN SPACES

The recommendations on the following pages represent preliminary conceptual designs for streets, alleys and open spaces. The designs build on the ideas laid out in the Market Octavia Area Plan and have been further refined with input from City agencies and members of the public.



RECOMMENDATIONS

STREETS



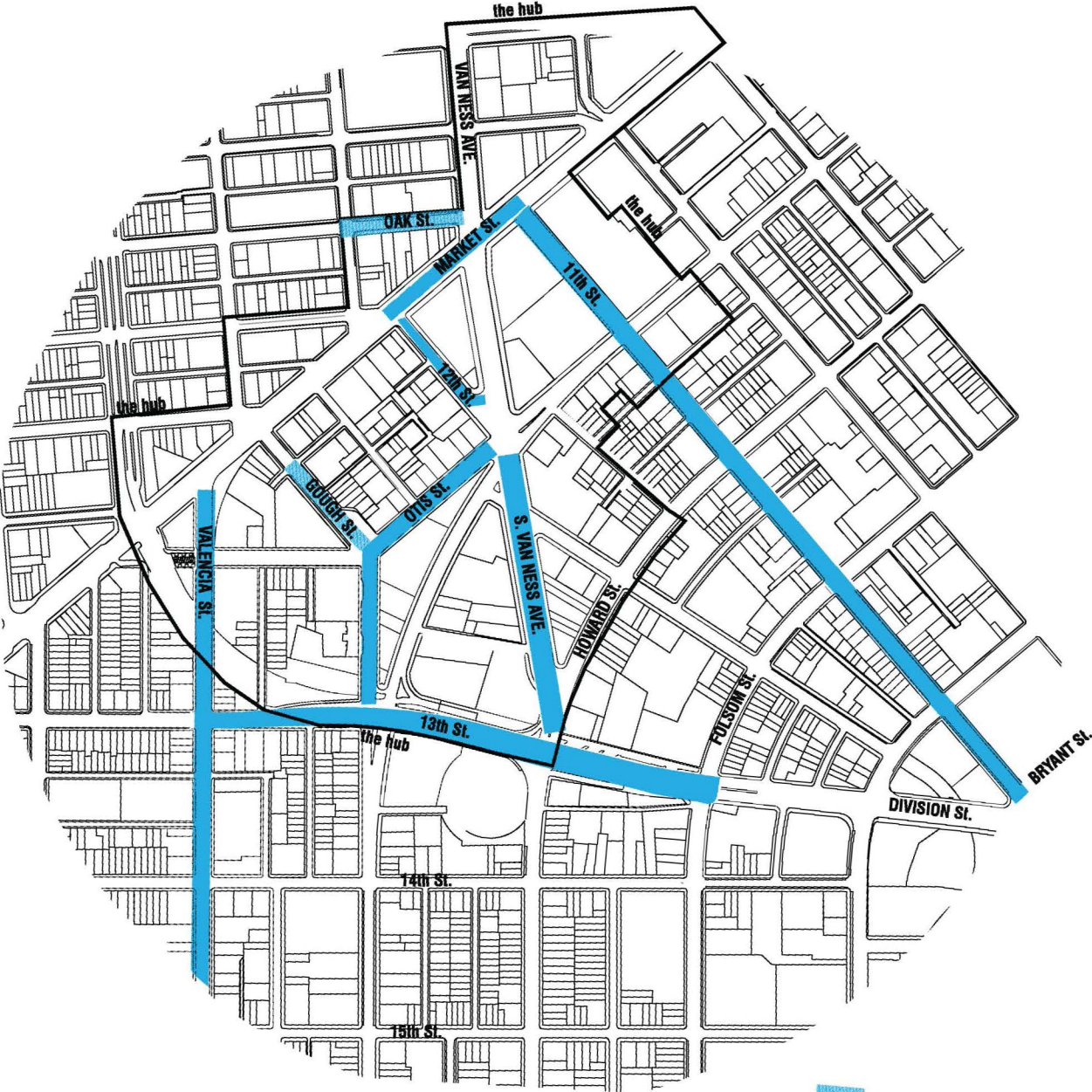
STREETS

STREETS IDENTIFIED FOR IMPROVEMENT

Specific design recommendations have been developed for the following streets with the Market Octavia Plan Amendment (Hub) Area:

- 11th Street, from Market Street to Bryant Streets
- 12th Street, from Market to Otis Street/South Van Ness Avenue
- 13th Street, from Valencia to Folsom Streets
- Gough Street, from Stevenson to Otis Street
- Market Street, from 11th to 12th Streets
- Oak Street, from Franklin Street to Van Ness Avenue
- Otis Street, from Duboce Street to South Van Ness Avenue
- South Van Ness Avenue, from Mission to 13th Streets
- Valencia Street, from Market to 15th Streets

The design recommendations have been developed assuming the existing central freeway is in place. However, the recommendations do not preempt any future study of the freeway.



 Streets proposed for improvements

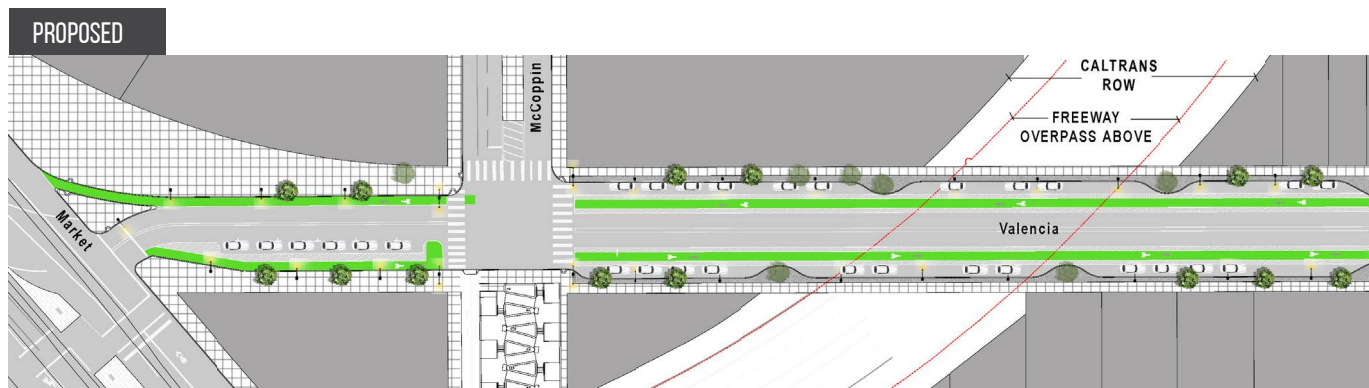
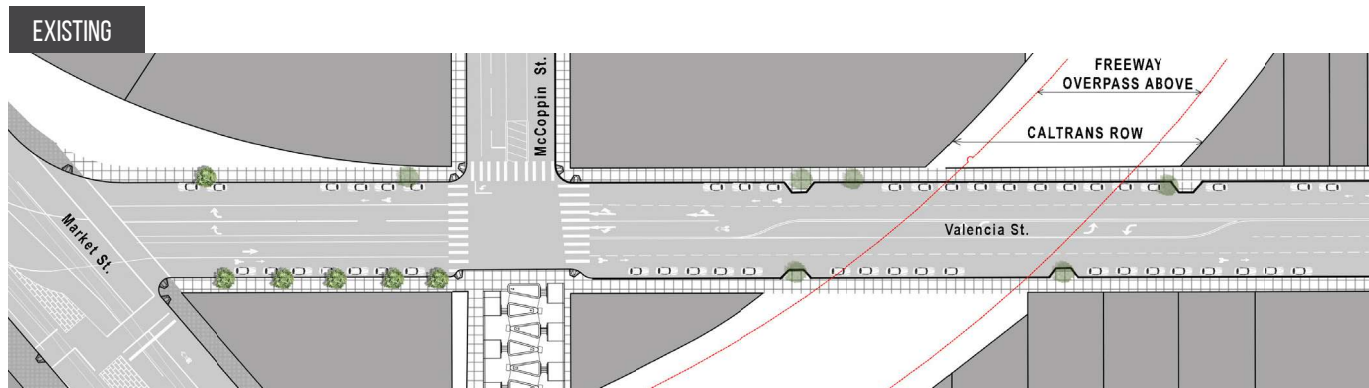
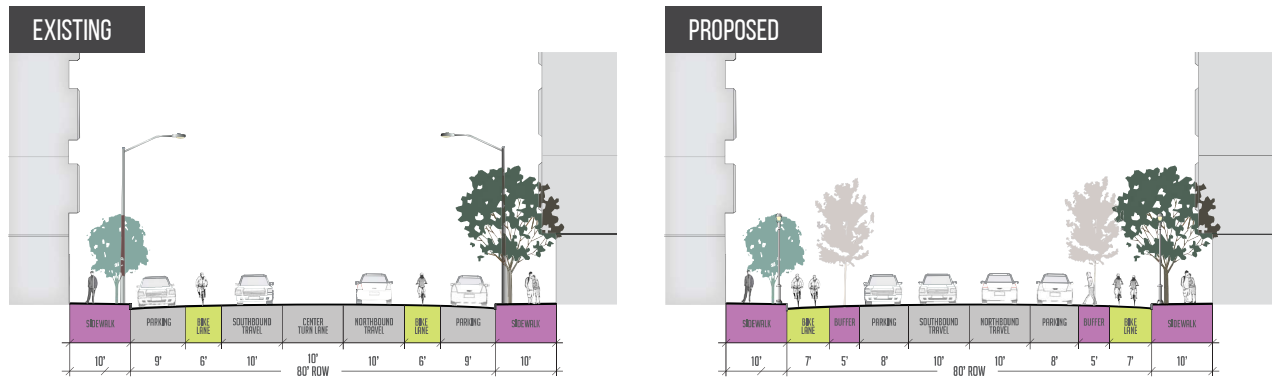


VALENCIA ST: MARKET ST TO 15TH ST

Valencia is a neighborhood commercial street and an important north-south connection for pedestrians and people riding bikes. Public realm improvements were implemented south of 15th Street in 2010. This proposal would connect to these recent improvements with a redesign from 15th Street and Market Street that creates a protected bicycle facility with enhanced pedestrian safety improvements.

DESIGN STRATEGIES

1. Redesign one of San Francisco's busiest bike streets with one-way parking-protected bikeways for maximum safety, comfort, and long-term use
2. Add corner bulb-outs at all intersections for the safety of all users, and add greening, seating, or other street furnishings at site-specific bulb-out locations
3. Add raised crosswalks at all alleys, including Clinton Park, Brosnan, and Rosa Parks
4. Explore opportunities for public art on blank facades
5. Add infill street trees planting and, where appropriate, sidewalk greening
6. Add pedestrian-scale lighting.



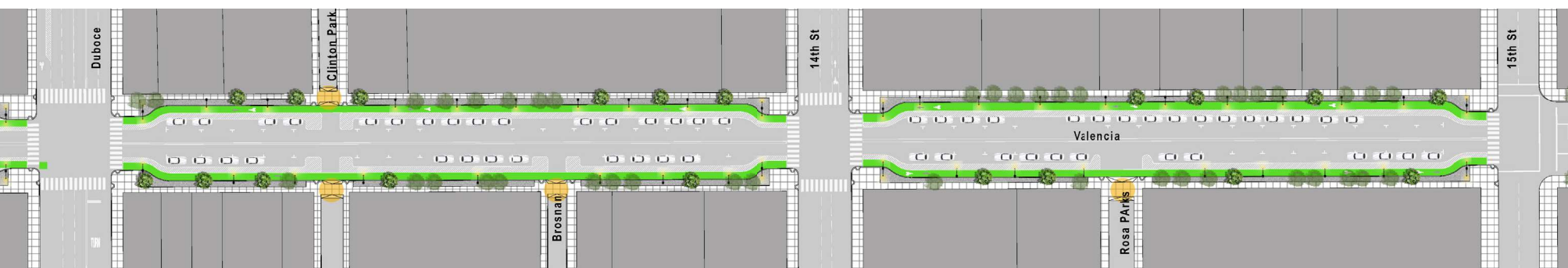
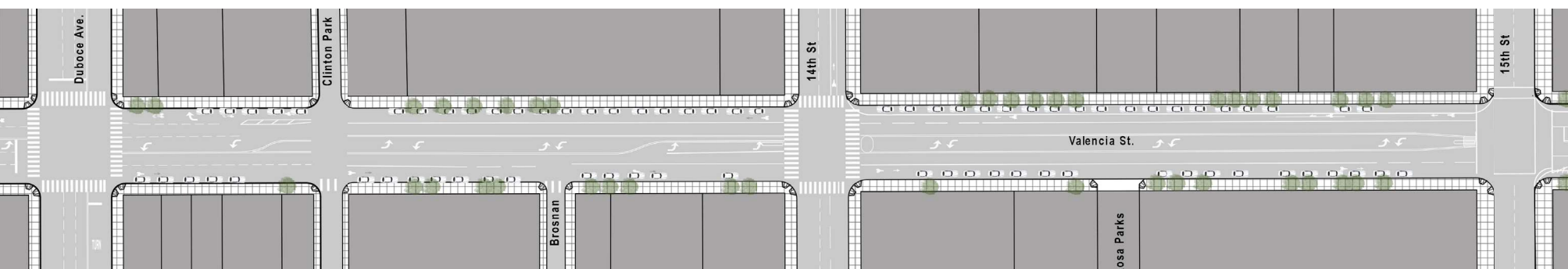
VALENCIA ST: MARKET ST TO 15TH ST



Market & Valencia Intersection



Valencia and Duboce looking south



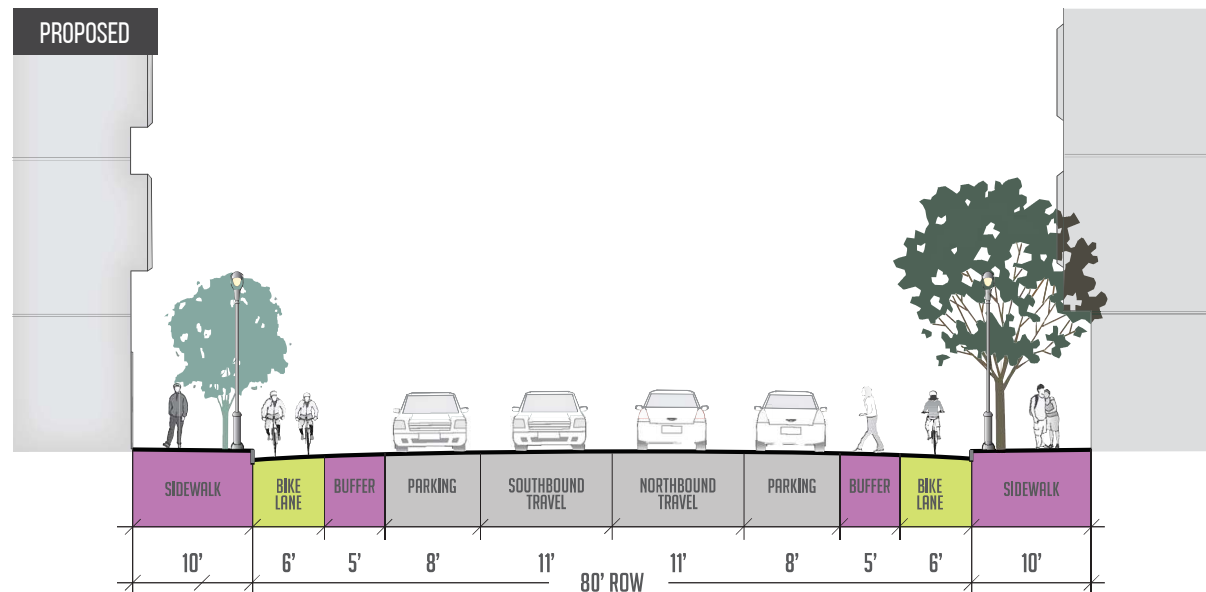
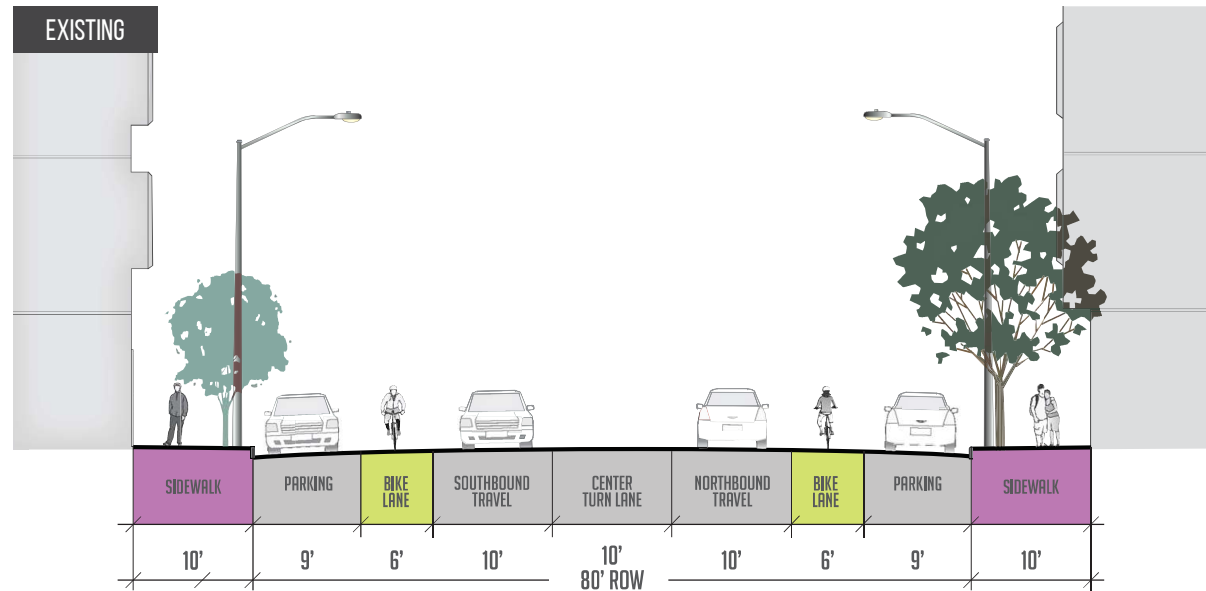
Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

11TH ST: MARKET ST TO BRYANT ST

11th Street is an important street for transit and bicycles connecting SoMa to Market Street. Currently the street has three lanes of traffic, including a center turn lane; bicycle lanes; and curb-side parking lanes. The center turning lane would be repurposed 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.

DESIGN STRATEGIES

1. Redesign the street with transit boarding islands, corner bulb-outs, and a parking-protected bike lane for the safety and comfort for all users
2. Reconfigure parking to accommodate curb-side bike lanes
3. Integrate new boarding islands with protected bike lanes
4. Add raised crosswalks at all alleys
5. Explore opportunities for public art on blank facades
6. Add infill street trees planting and, where appropriate, sidewalk greening
7. Upgrade pedestrian lighting along sidewalks



11TH ST: MARKET ST TO BRYANT ST



Market & 11th Street, looking east



11th Street, looking south

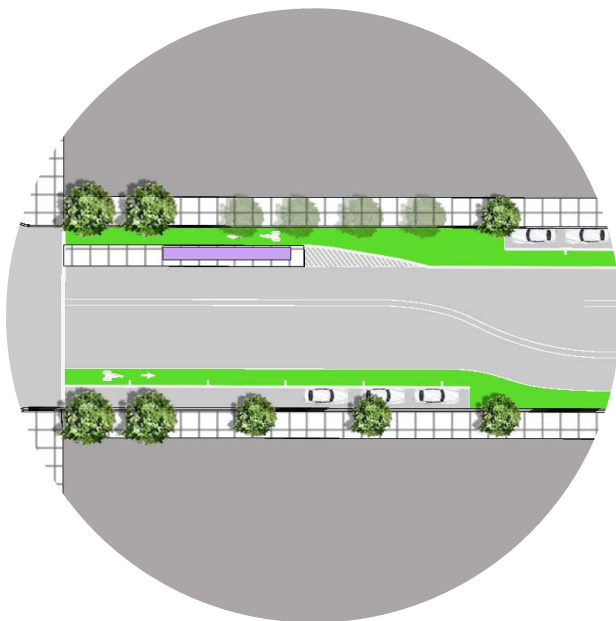


Figure 1. Market St intersection

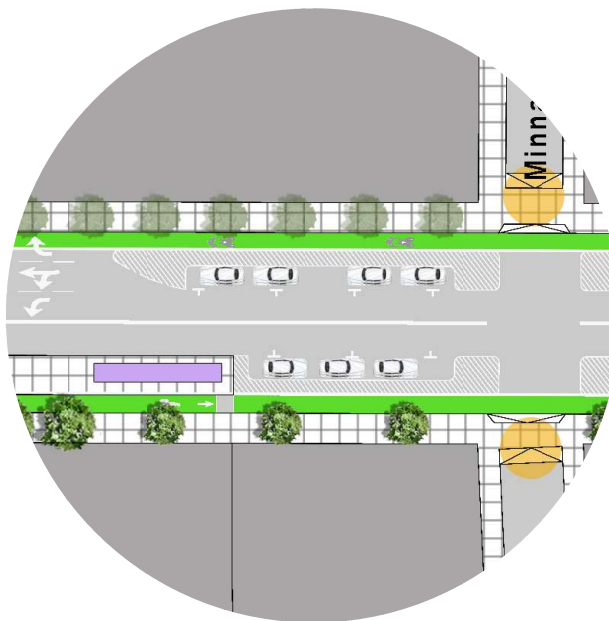


Figure 2. Typical Bus Platform design

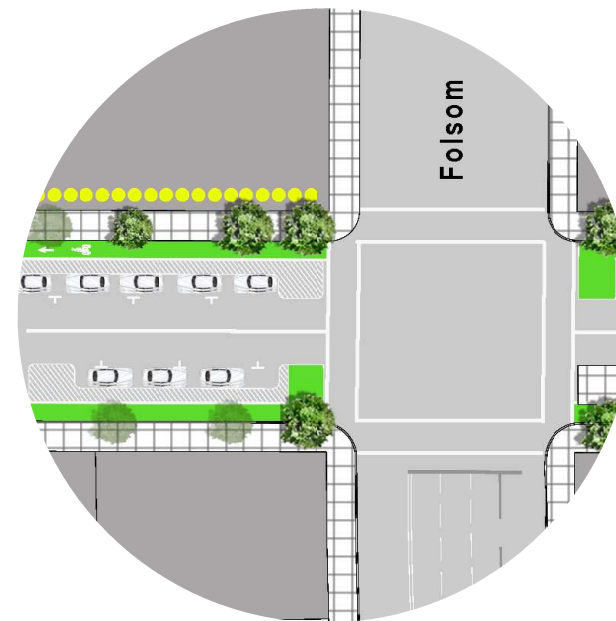


Figure 3. Folsom St intersection

11TH ST: MARKET ST TO BRYANT ST

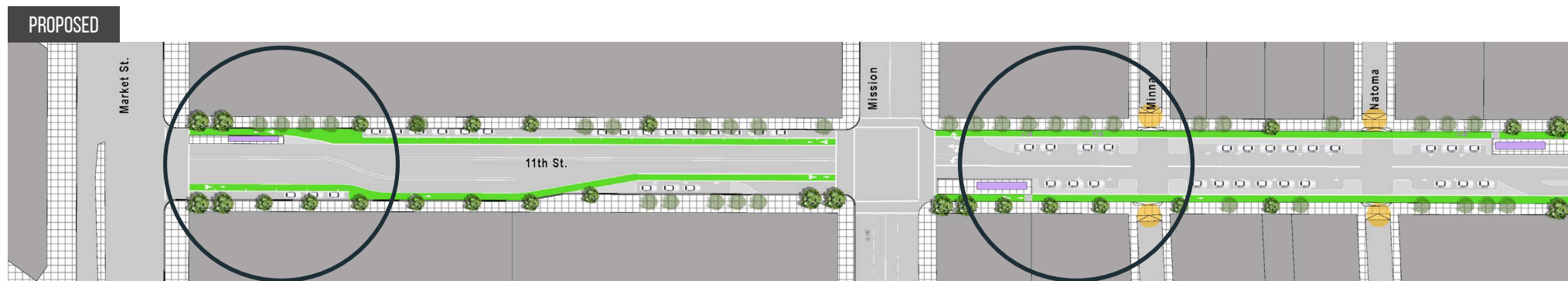
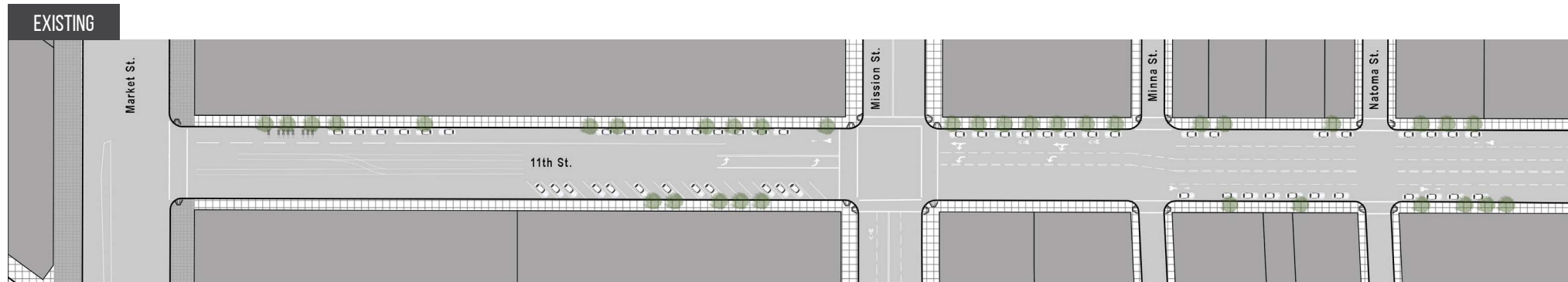


Figure 1. Market St intersection

Figure 2. Typical Bus Platform design

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

11TH ST: MARKET ST TO BRYANT ST

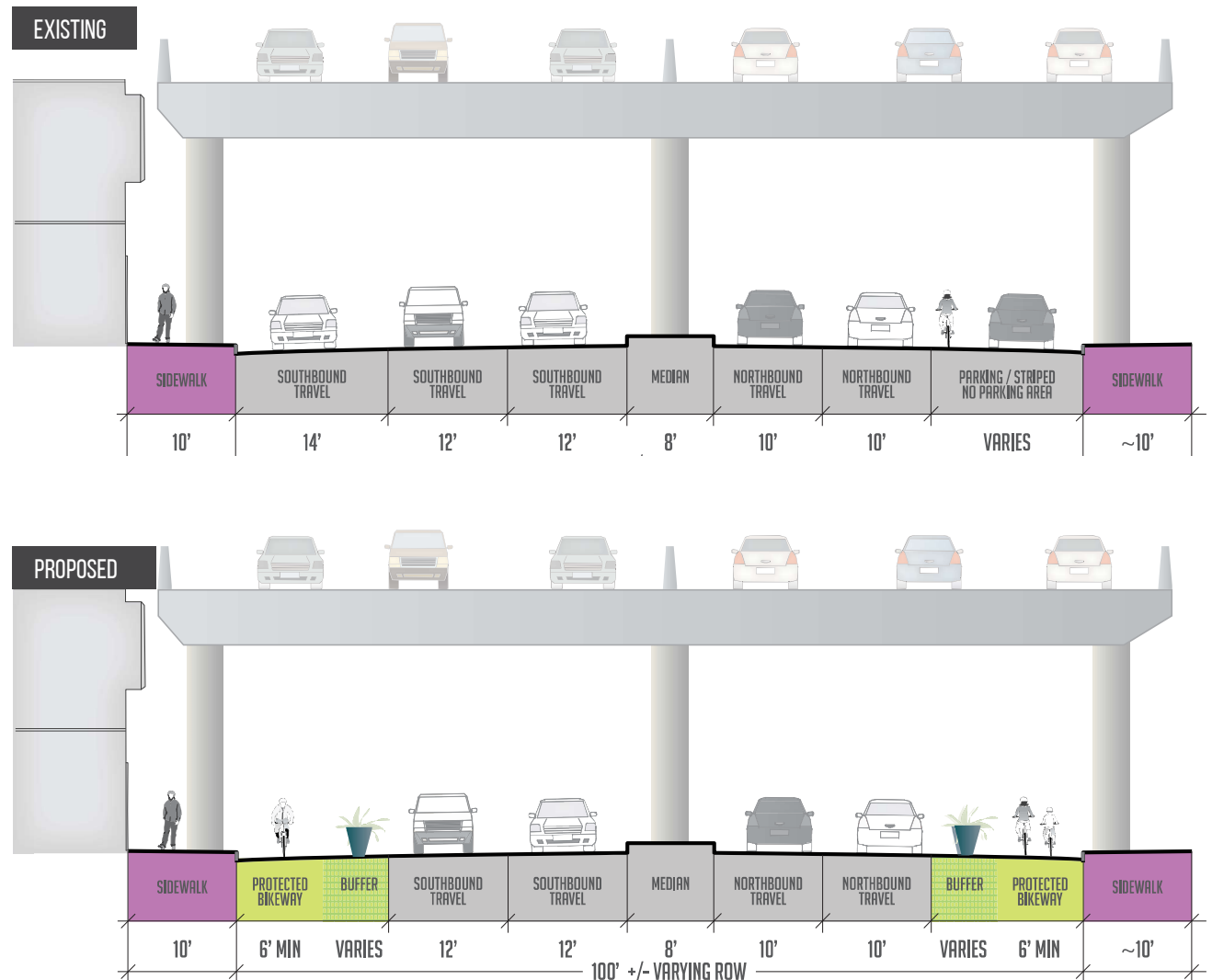
*Figure 3. Folsom St intersection*

13TH ST: VALENCIA ST TO FOLSOM ST

13th Street is a heavily-trafficked and auto-dominated street associated with the entry and exit to the Central Freeway. Though it runs beneath the freeway, 13th Street is also used by people walking and riding bikes because it is flat and provides a direct connection from SoMa to the Mission. Excess roadway would be repurposed to create new protected cycletracks in both directions, with intersections redesigned to improve safety for all users.

DESIGN STRATEGIES

1. Improve the sidewalk connection between Mission and Howard Street on north side of 13th St
2. Reorganize Caltrans parking under off-ramp with pedestrian space and protected bike lane
3. Add extended bulb-outs at all corners for the safety of all users
4. Add protected bike lanes from Valencia to Howard; east of Howard, redesign service lane and parking to add pedestrian space and a protected bike lane
5. Add raised crosswalk at Woodward Street for pedestrian safety
6. Add infill tree planting wherever possible
7. Add pedestrian lighting on extended sidewalk on north side of 13th street.
8. Explore opportunities for public art on freeway columns
9. Enable safe biking crossing of Mission Street with new split signal phase



13TH ST: VALENCIA ST TO FOLSOM ST



Mission & 13th Street/Duboce, looking south



13th Street/Duboce, looking west

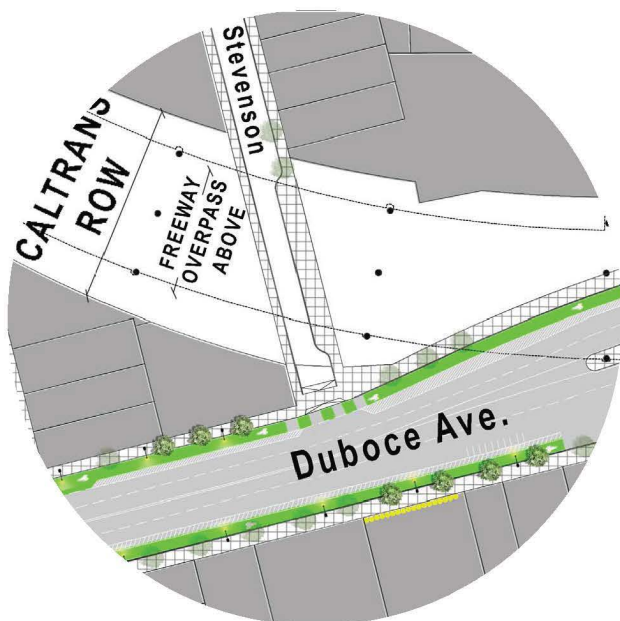
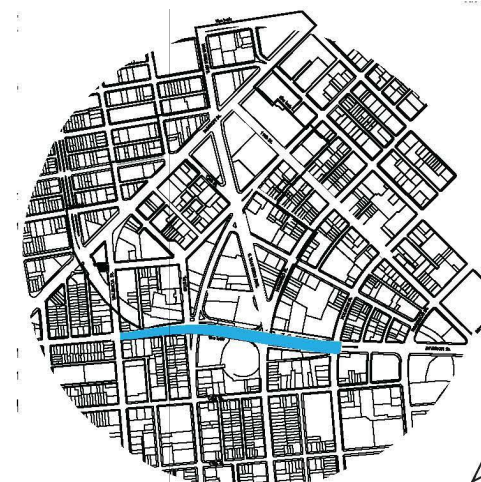


Figure 1. Valencia St intersection



Figure 2. Mission-Otis Intersection

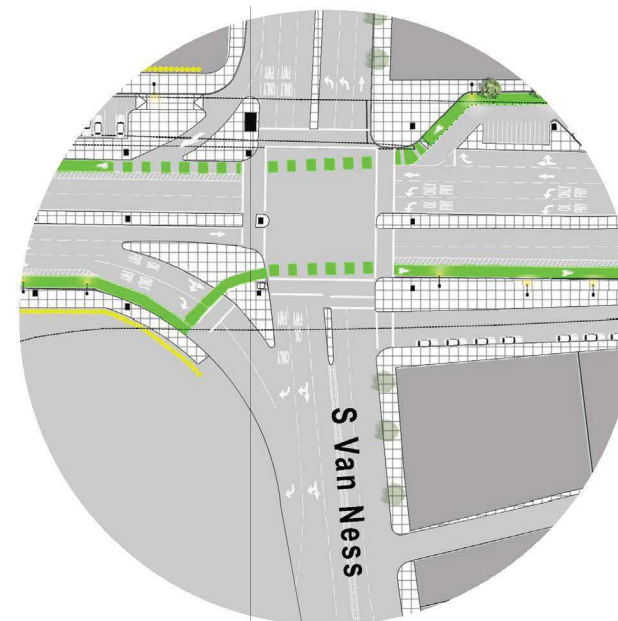


Figure 3. S Van Ness intersection

13TH ST: VALENCIA ST TO FOLSOM ST

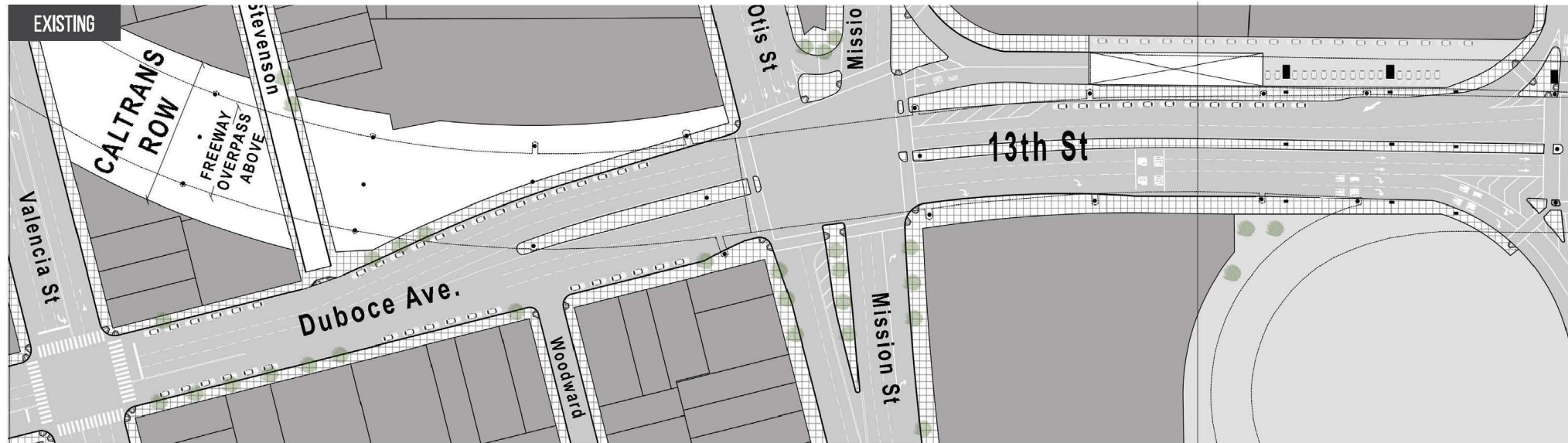


Figure 1. Valencia St intersection

Figure 2. Mission-Otis Intersection

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

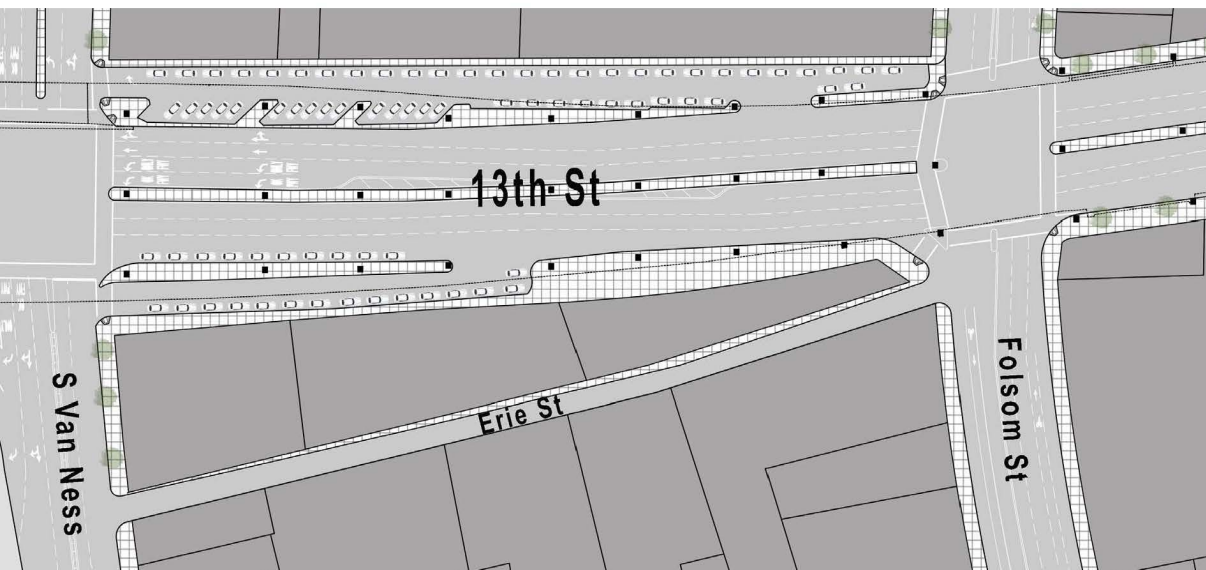
13TH ST: VALENCIA ST TO FOLSOM ST

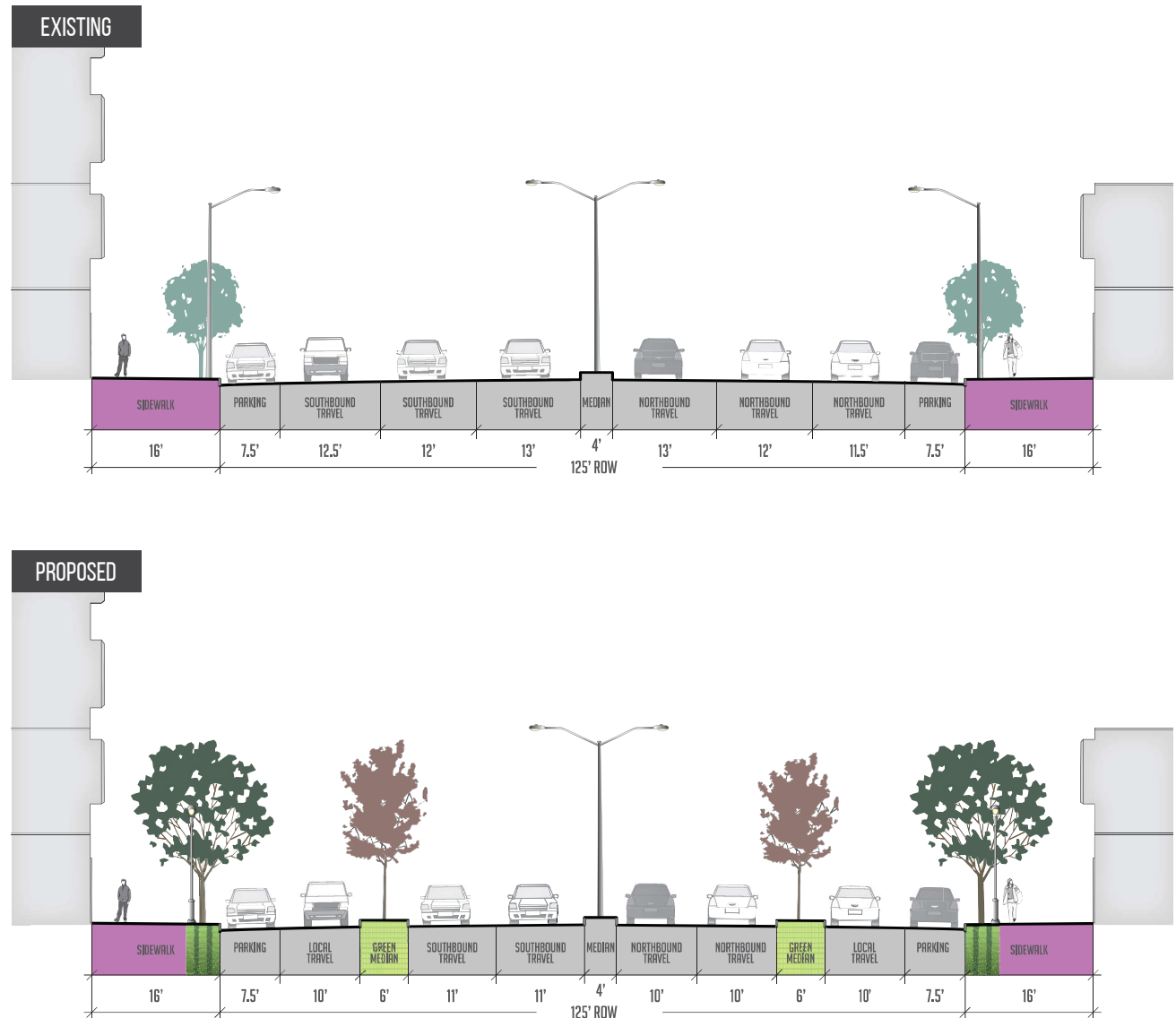
Figure 3. S Van Ness intersection

SOUTH VAN NESS AVE: MISSION ST TO 13TH ST

As the on-street route of State Highway 101, South Van Ness Avenue is a heavily trafficked and auto-dominated street associated with the entry and exit to the Central Freeway. The street would be transformed into a boulevard design with planted medians to visually narrow the roadway and improve safety. The boulevard design would accommodate but calm vehicular traffic while also improving the street for residents and pedestrians.

DESIGN STRATEGIES

1. Redesign as a boulevard for safety, traffic calming and livability for residents, with through vehicle lanes separated from local lanes by planted medians
2. Upgrade sidewalks with 8' wide furnishing zone, including new pedestrian lighting
3. Add a decorative railing along the central median, with combined pedestrian and roadway lighting fixtures, and infill median lights
4. Add large new bulbouts at Mission and South Van Ness, and at 12th and South Van Ness for pedestrian safety
6. Add signalized new mid block pedestrian crossing between 12th and Howard
7. Add large new bulb-out pedestrian space at Howard with placemaking elements



SOUTH VAN NESS AVE: MISSION ST TO 13TH ST



South Van Ness & 12th Street, looking east



Mission & South Van Ness, looking south

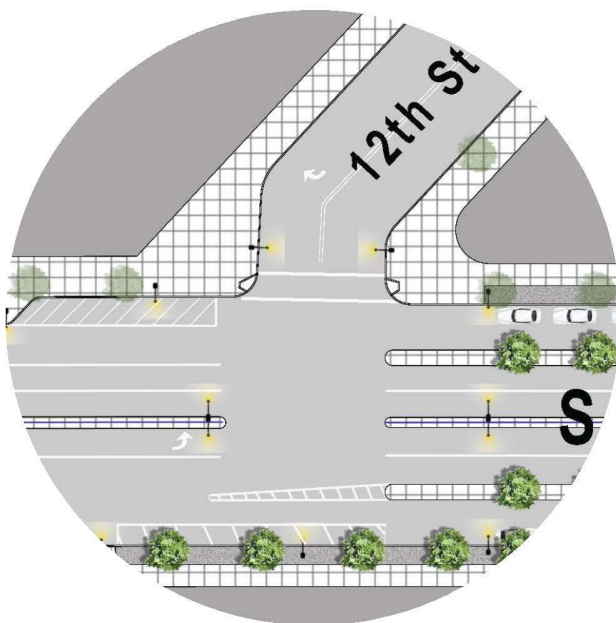


Figure 1. 12th Street intersection

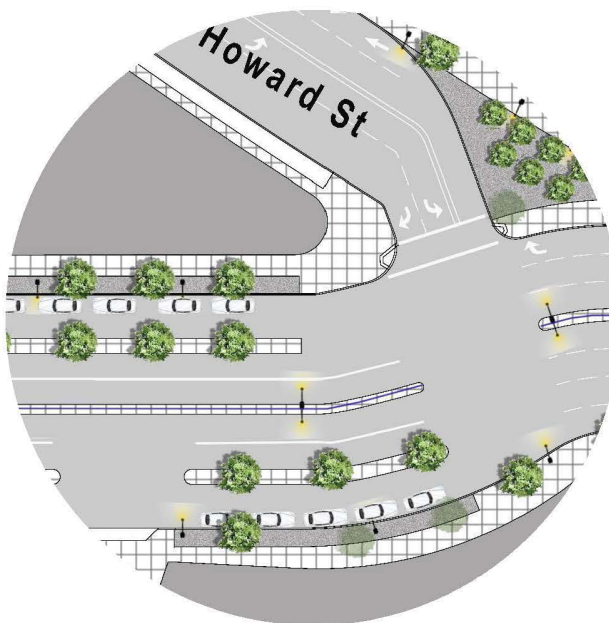


Figure 2. Howard St intersection

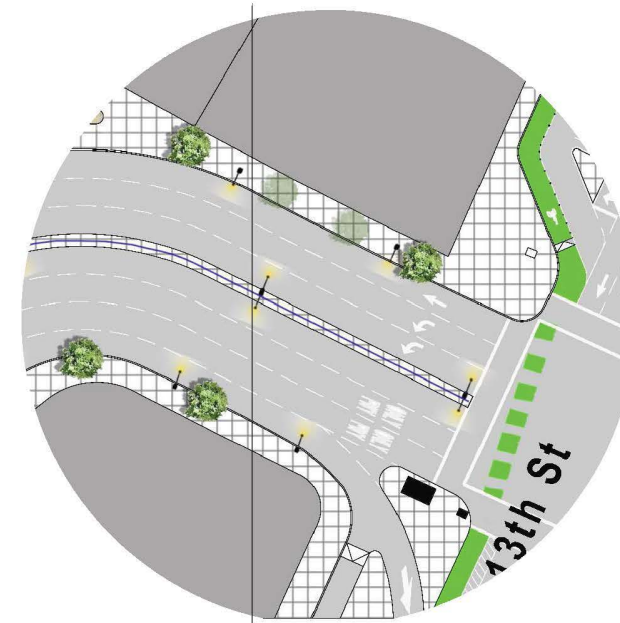


Figure 3. 13th St intersection

SOUTH VAN NESS AVE: MISSION ST TO 13TH ST

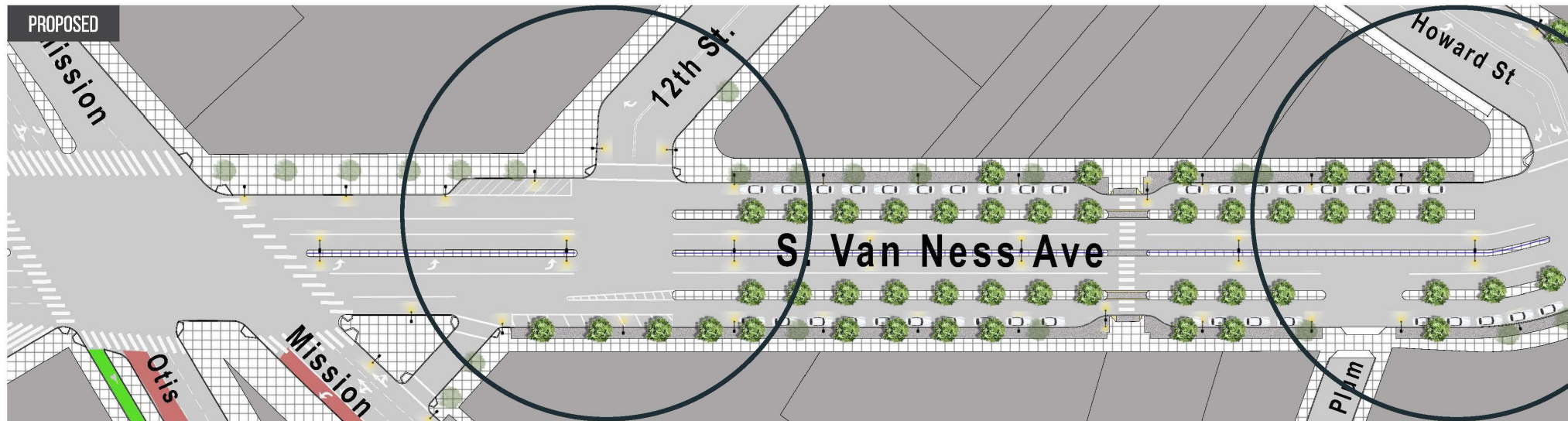
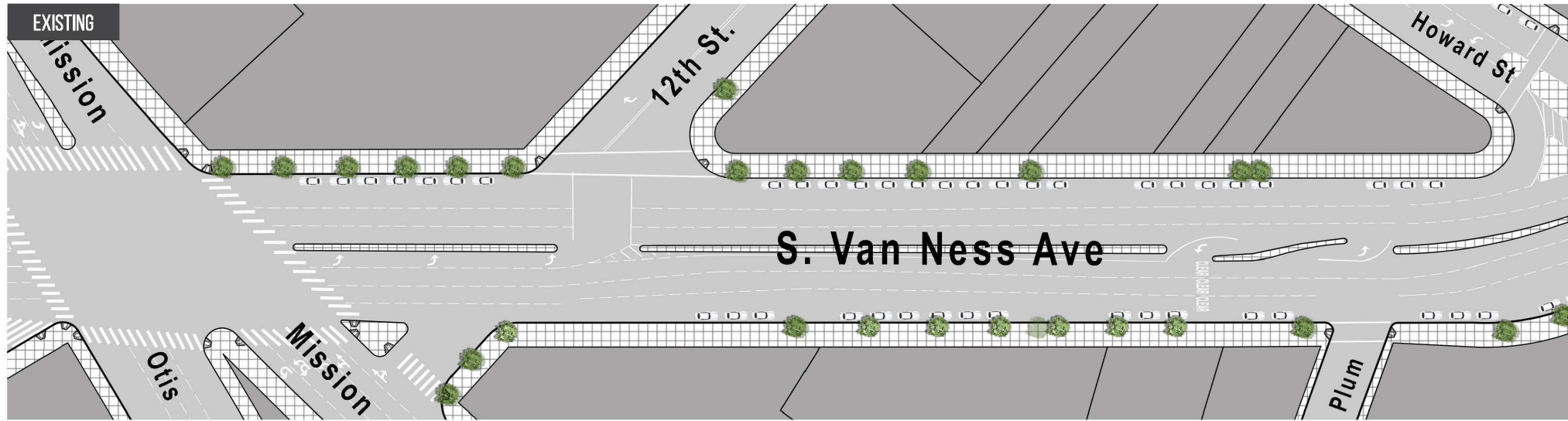


Figure 2. 12th St intersection

Figure 2. Howard St intersection

Note: Caltrans approval and coordination required. Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

SOUTH VAN NESS AVE: MISSION ST TO 13TH ST

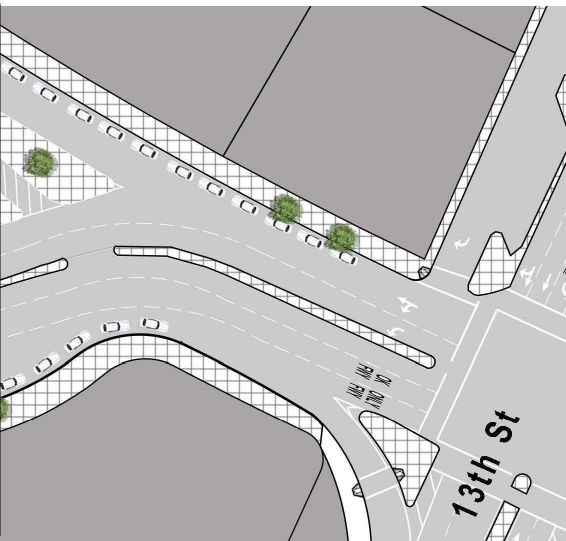


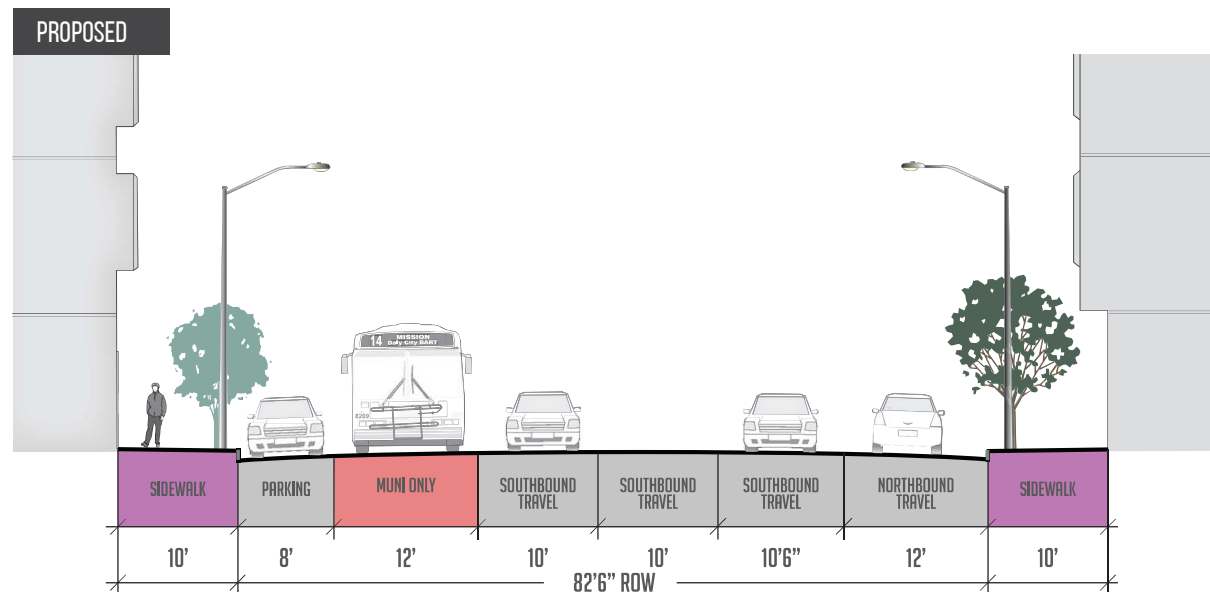
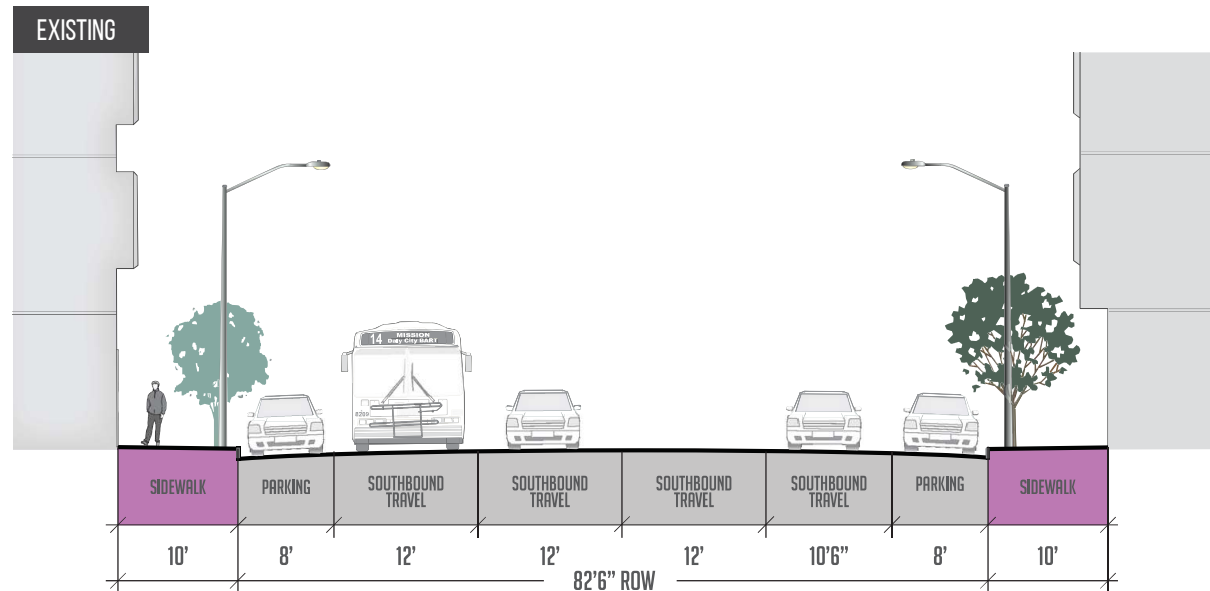
Figure 3. 13th St intersection

OTIS ST: DUBOCE AVE TO SOUTH VAN NESS AVE

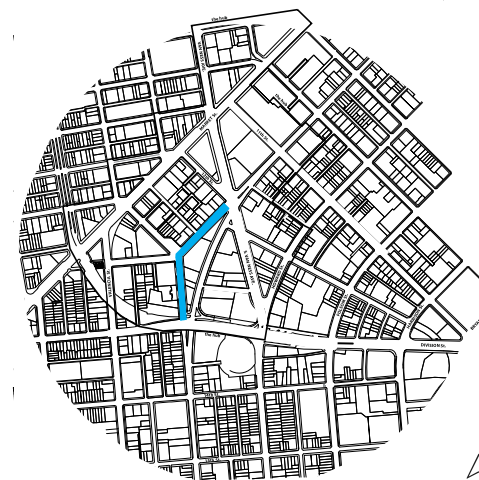
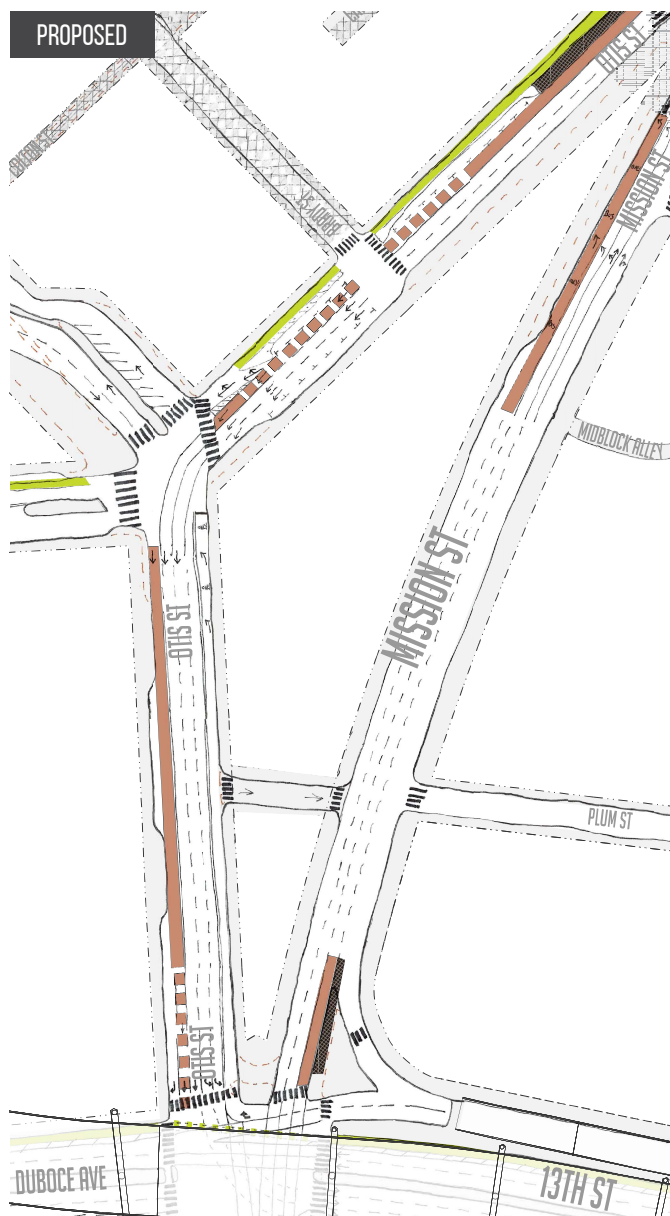
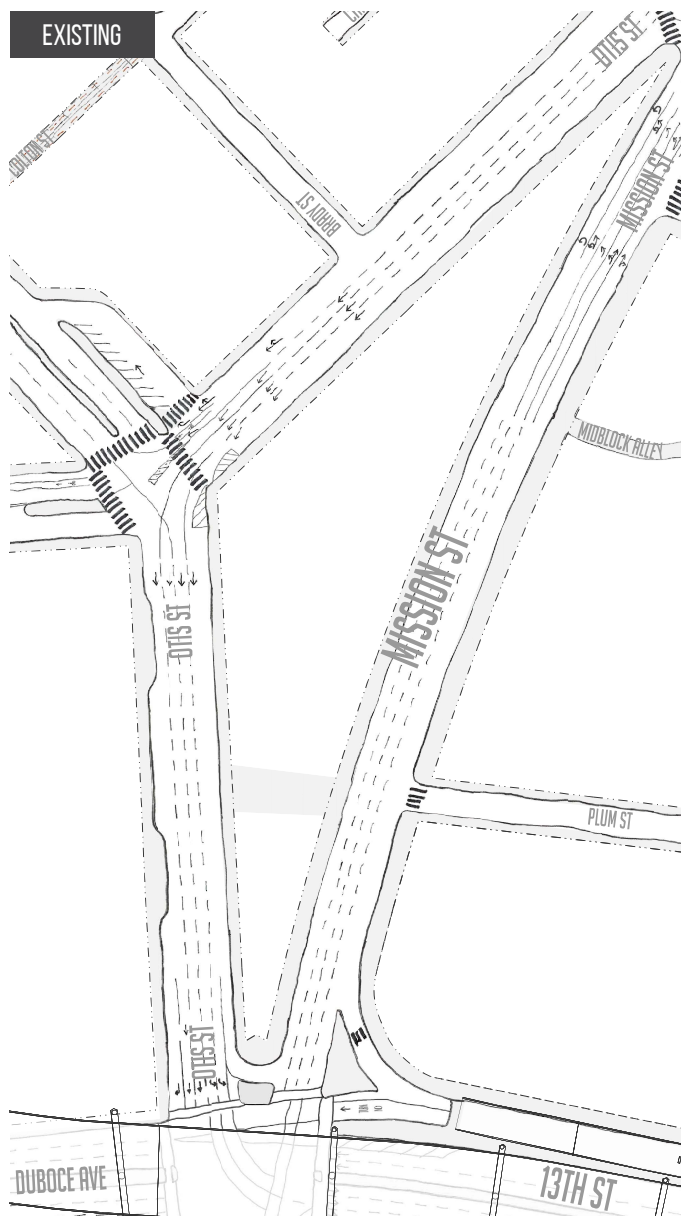
Otis is a one-way, two-block street that functions as a couplet with Mission Street. Between South Van Ness and Gough, parking would be reconfigured to create a transit-only lane, a protected bikeway, and wider sidewalks at South Van Ness and Mission. From Gough to 13th Street, parking would be removed on the east side of the street to create a northbound travel lane to improve circulation and access from the Mission and the Central Freeway to Market and Franklin Streets, while also addressing pedestrian safety issues at South Van Ness and Mission.

DESIGN STRATEGIES

1. Redesign Otis Street to allow vehicles to travel north between Duboce and Gough Street
2. Create a new public space at the intersection of Gough Street and Otis Street
3. Reallocate additional right of way to slow traffic, enhance transit, and improve bicycle safety on Otis Street between South Van Ness Avenue and Gough Street
4. Upgrade streetlights to city standard, incorporate pedestrian lighting where appropriate
5. Infill Street Trees



OTIS ST: DUBOCE AVE TO SOUTH VAN NESS AVE



Otis & Gough, looking south



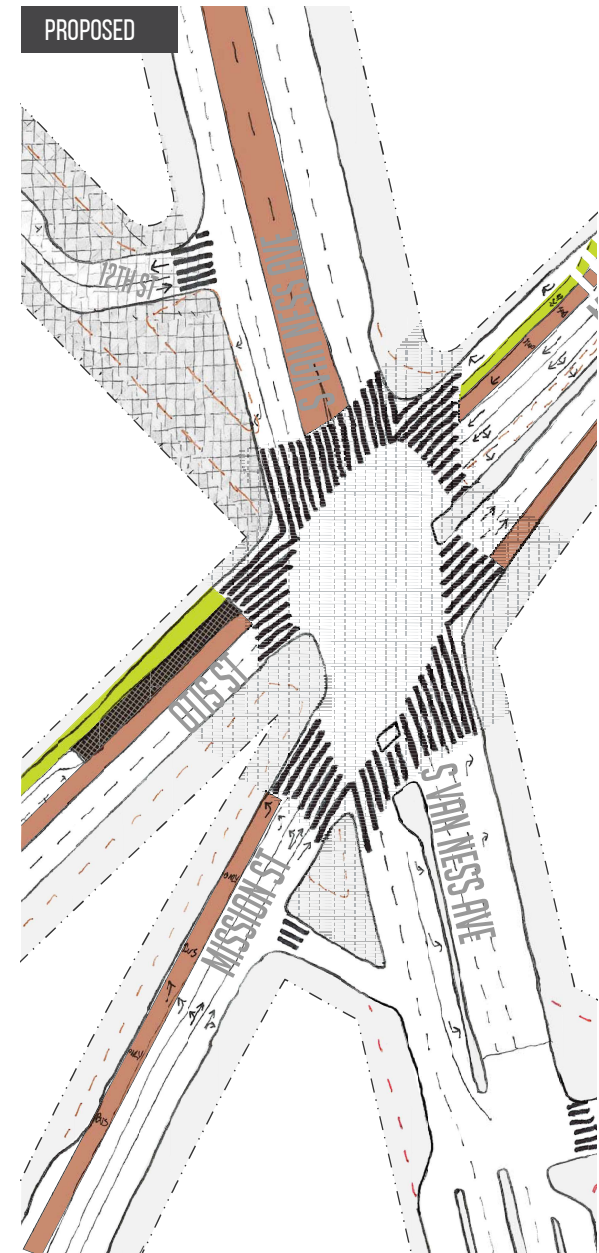
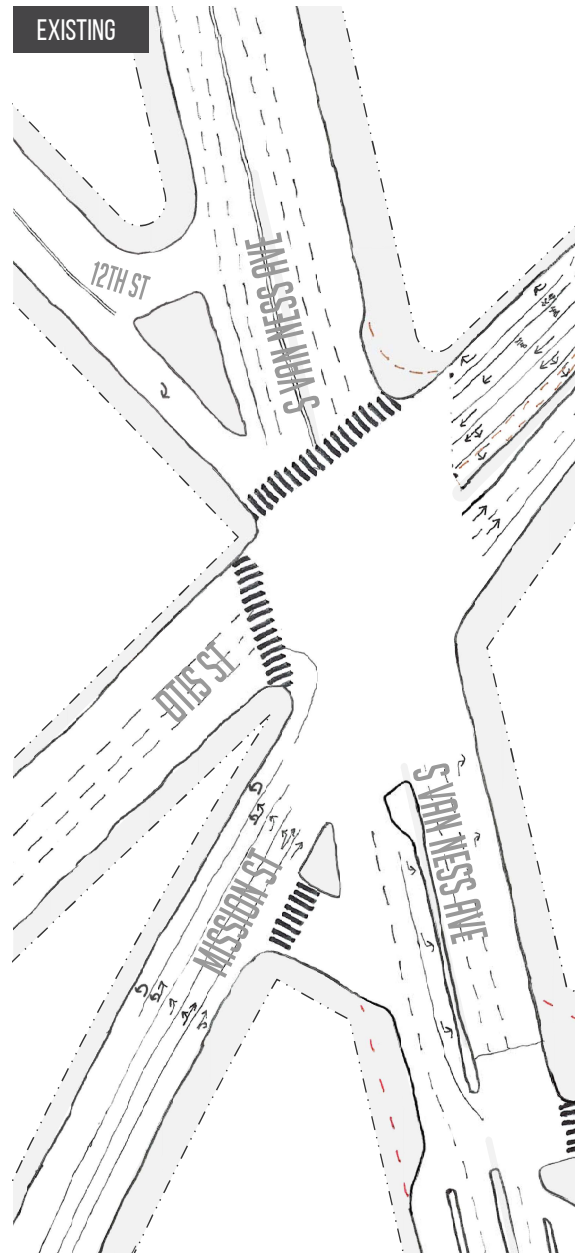
Otis & South Van Ness, looking south

MISSION / SOUTH VAN NESS INTERSECTION

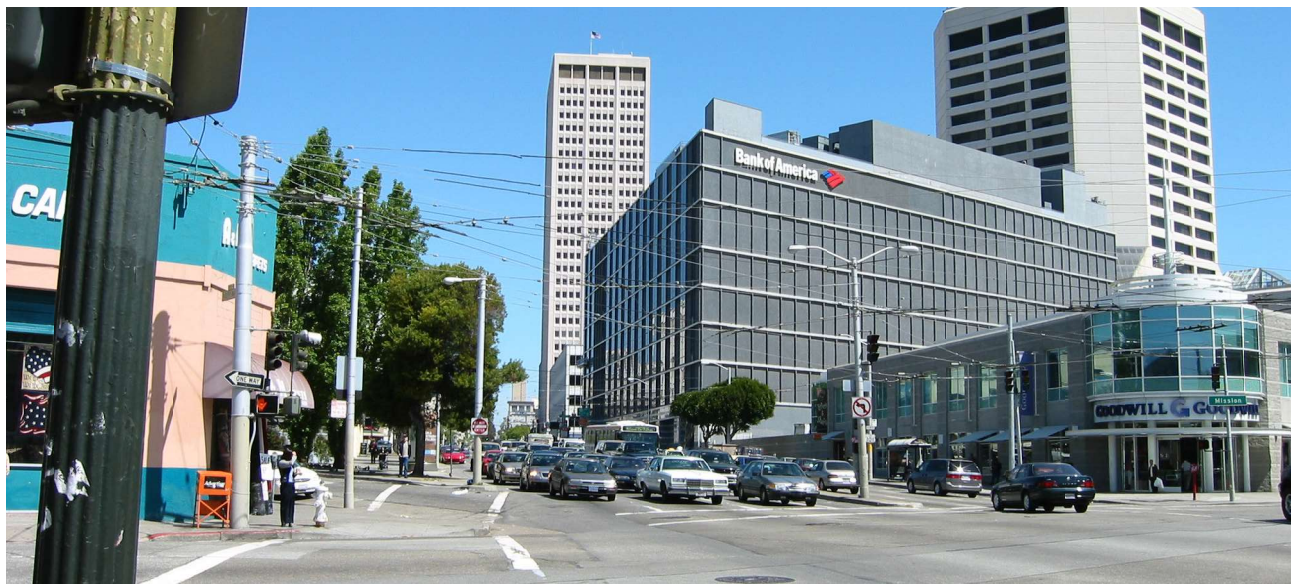
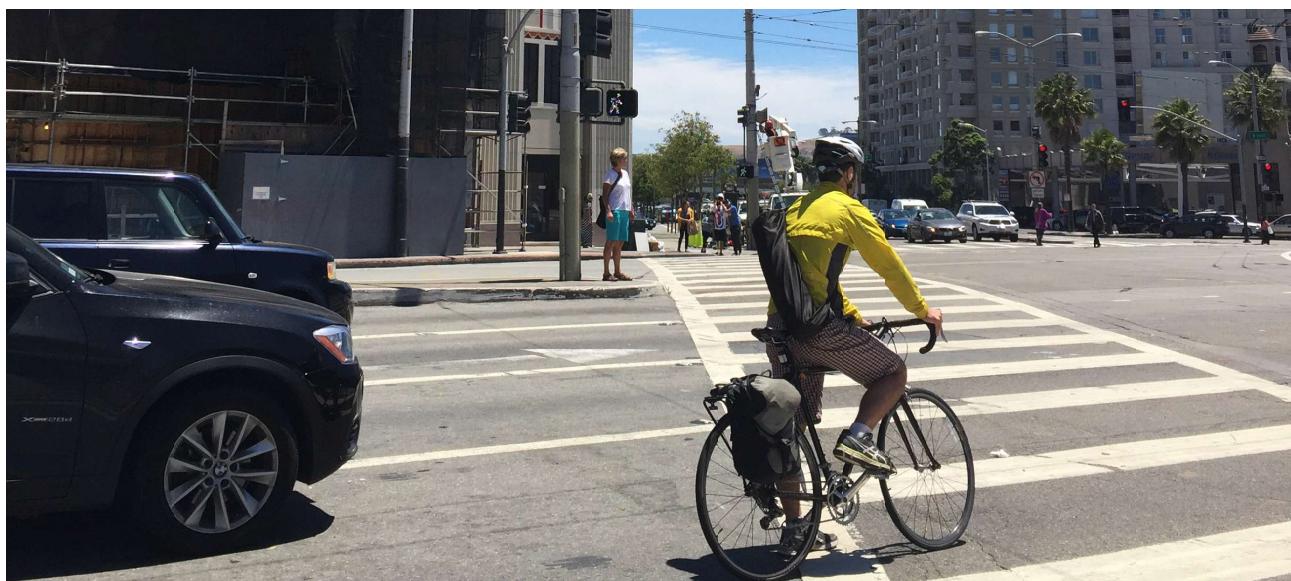
The Mission and South Van Ness intersection is a convergence of six different streets at different scales and unusual geometries. It has high rates of injury for all users, and is particularly uncomfortable for the high numbers of pedestrians who use it, with long crossings and wait times, and high-speed, high-volume traffic. While the intersection is heavily used by people walking, it also plays an important role for State Route 101 and as a result, there are some limitations for major transformation. The proposal includes realigning 12th Street to create a new 12th Street plaza in coordination with the Van Ness BRT project. Other changes to the intersection would aim to calm traffic and simplify turning movements to improve safety for all users and enhance the pedestrian experience.

DESIGN STRATEGIES

1. Visually define and mark the crosswalks
2. Add a pedestrian refuge on Mission Street east of Van Ness Avenue
3. Simplify the intersection for pedestrians and provide more crossing time for pedestrians by eliminating U-turn from east bound Mission onto westbound Otis



MISSION / SOUTH VAN NESS INTERSECTION

*Mission & South Van Ness, looking north**Mission & South Van Ness, looking south*

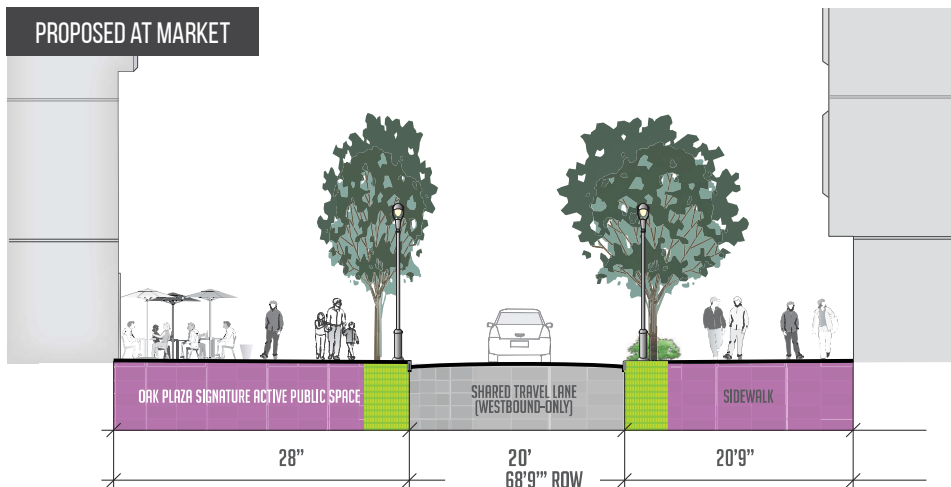
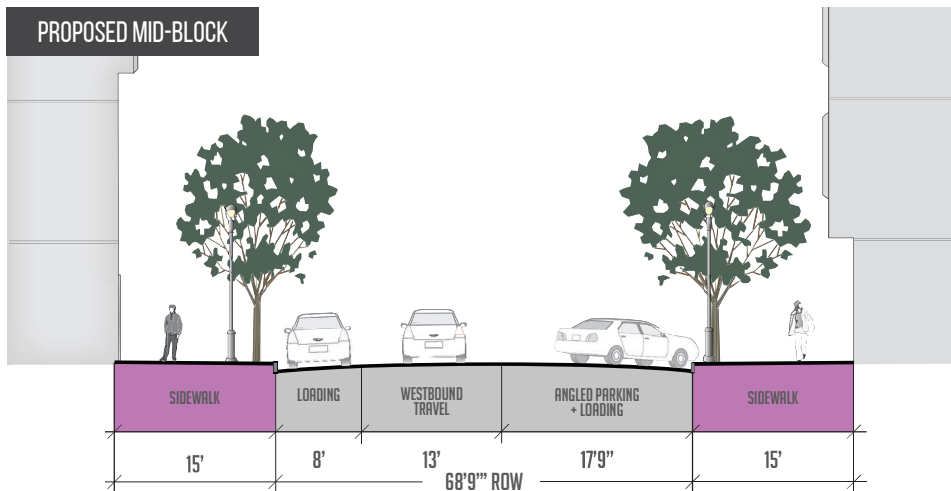
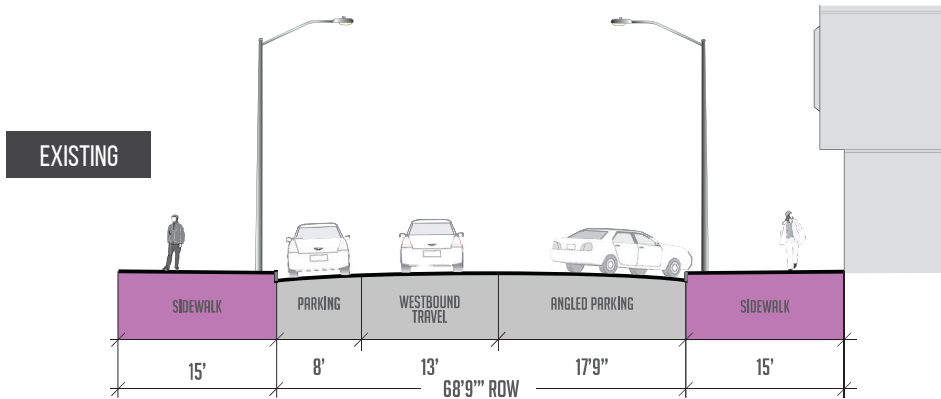
OAK ST: MARKET ST TO FRANKLIN ST

The final block Oak Street, between Franklin and Market, is much different street in character from the rest of Oak Street. While still relatively wide, it is a one-lane, one-way street - in the opposite direction as the rest of Oak Street. San Francisco Fire Department Station 36 is one block away, and Oak Street is used in a contra-flow direction for fire trucks traveling towards SoMa. Three new developments will line Oak Street with active ground floor uses and residential uses above. Some of the roadway will be repurposed to create a high quality civic street, while maintaining parking on the north side of the street and providing space for passenger loading and deliveries.

DESIGN STRATEGIES

1. Create an iconic, vibrant and active street
2. Add pedestrian lights, street trees and other streetscape amenities to enhance the pedestrian experience
3. Accommodate on-street commercial loading and passenger drop off
4. Accommodate fire trucks traveling from the Fire Station to Van Ness Avenue

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency



OAK ST: MARKET ST TO FRANKLIN ST



12TH ST: MARKET ST TO MISSION ST

This block of 12th Street is a wide street with very low traffic volumes. Three new developments will line 12th Street with active ground floor uses and residential uses above. The Market & Octavia Area Plan identified the need to redesign 12th Street to recapture space for pedestrians. This proposal builds on the intent of the Area Plan by repurposing the roadway to create wider sidewalks and a more active and green pedestrian environment.

DESIGN STRATEGIES

1. Create a safe, urban residential street with active ground floor uses
2. Widen sidewalks, add raised crosswalks, and create new linear public green spaces with street trees
3. Consistent with Van Ness Improvement Project, realign 12th Street at South Van Ness, and create new public gateway plaza at southern end of street
4. Require cars traveling north on 12th street to make a left turn to outbound Market Street, to simplify and improve safety at the 12th/Page/Market Street intersection
5. Upgrade streetlights to city standard, add pedestrian lights and other streetscape amenities to enhance the pedestrian experience
6. Accommodate on-street loading for commercial deliveries and passenger drop-off



12th Street, looking north

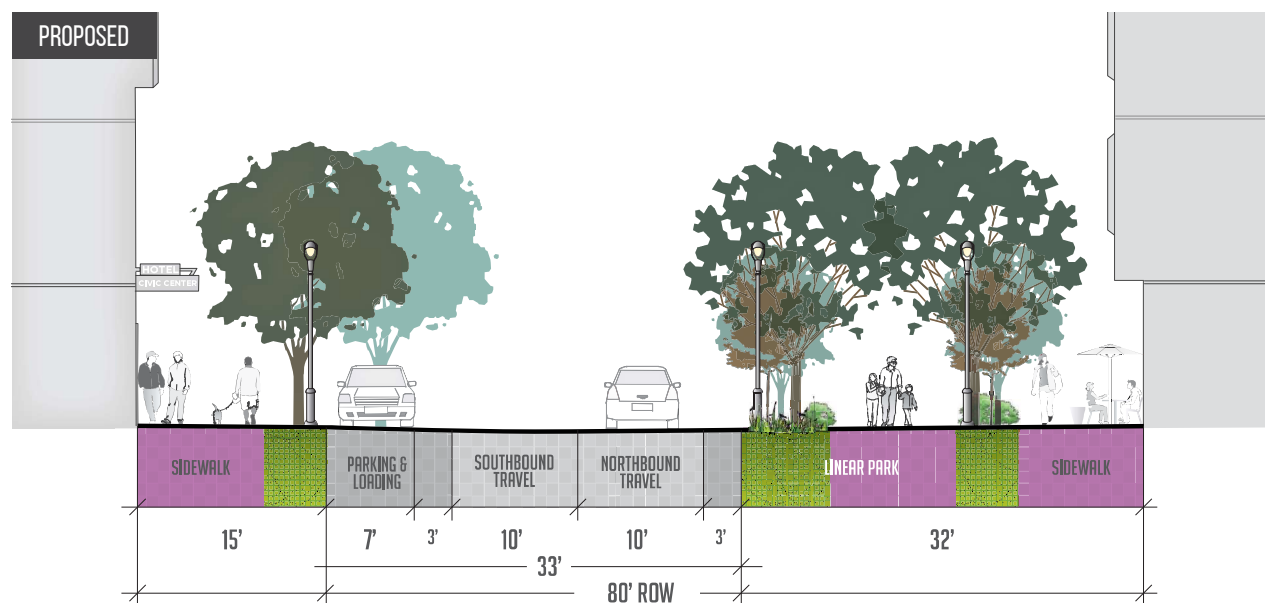
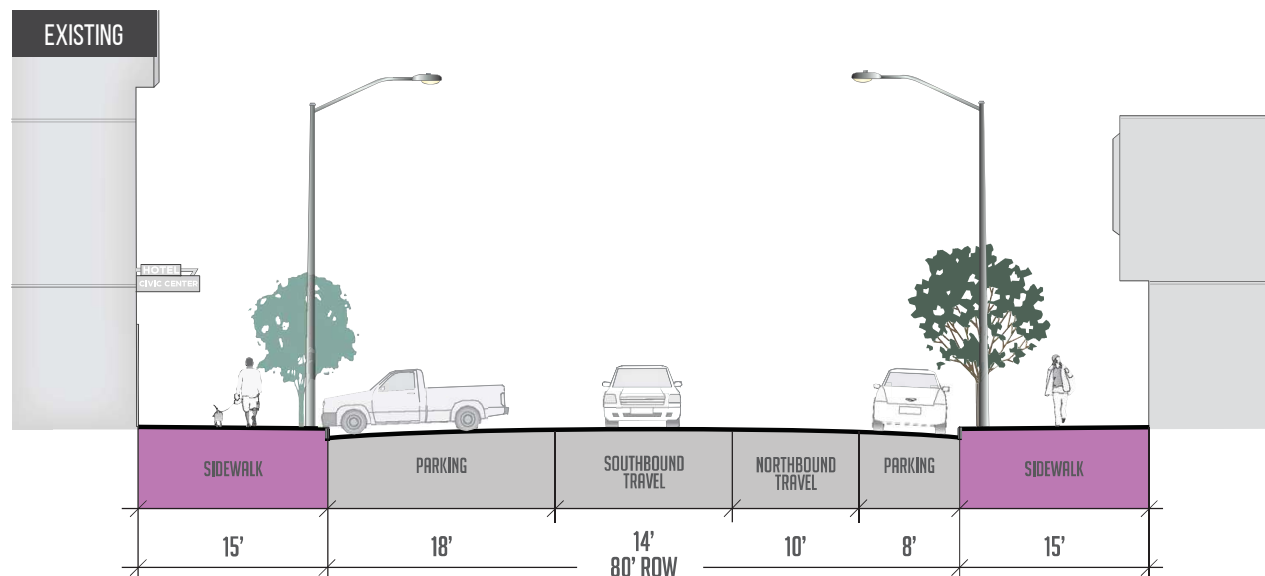


12th Street, looking south

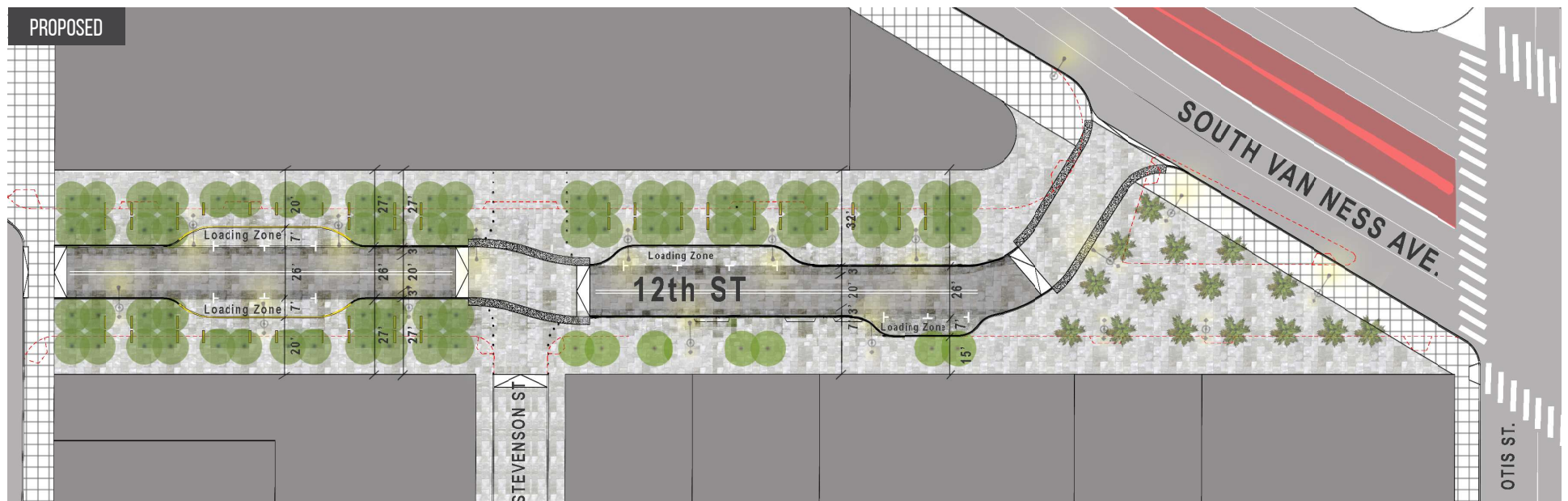
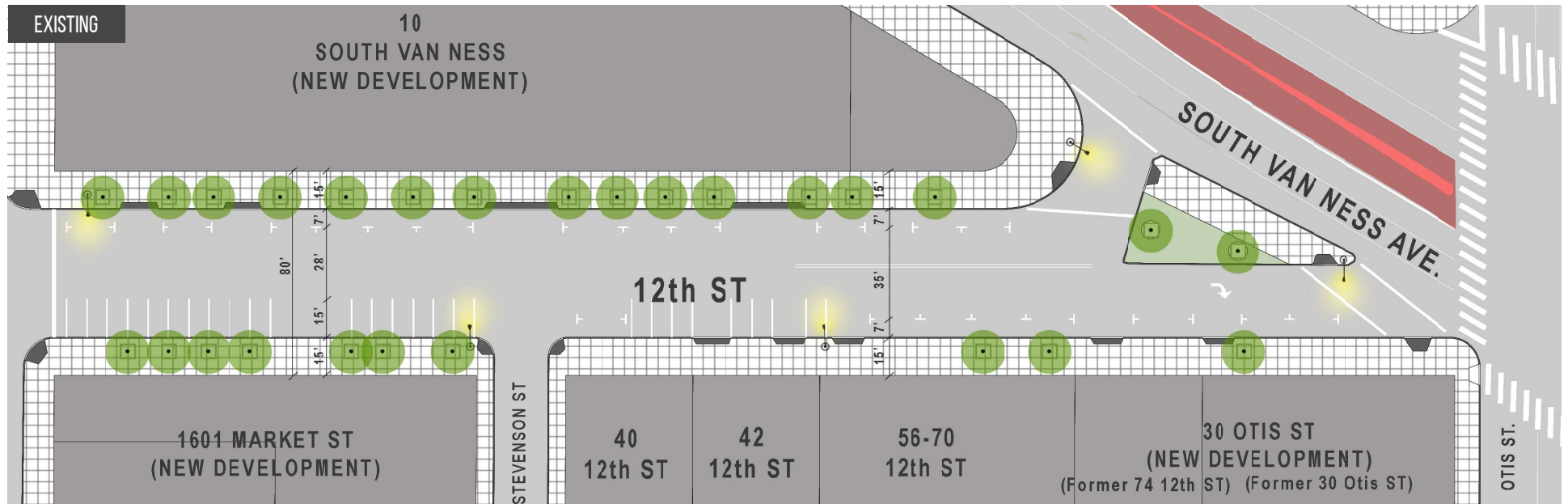


12th Street, looking south

12TH ST: MARKET ST TO MISSION ST



12TH ST: MARKET ST TO MISSION ST



12TH ST: MARKET ST TO MISSION ST

EXISTING

*Market & 12th Street, looking south down 12th*

PROPOSED

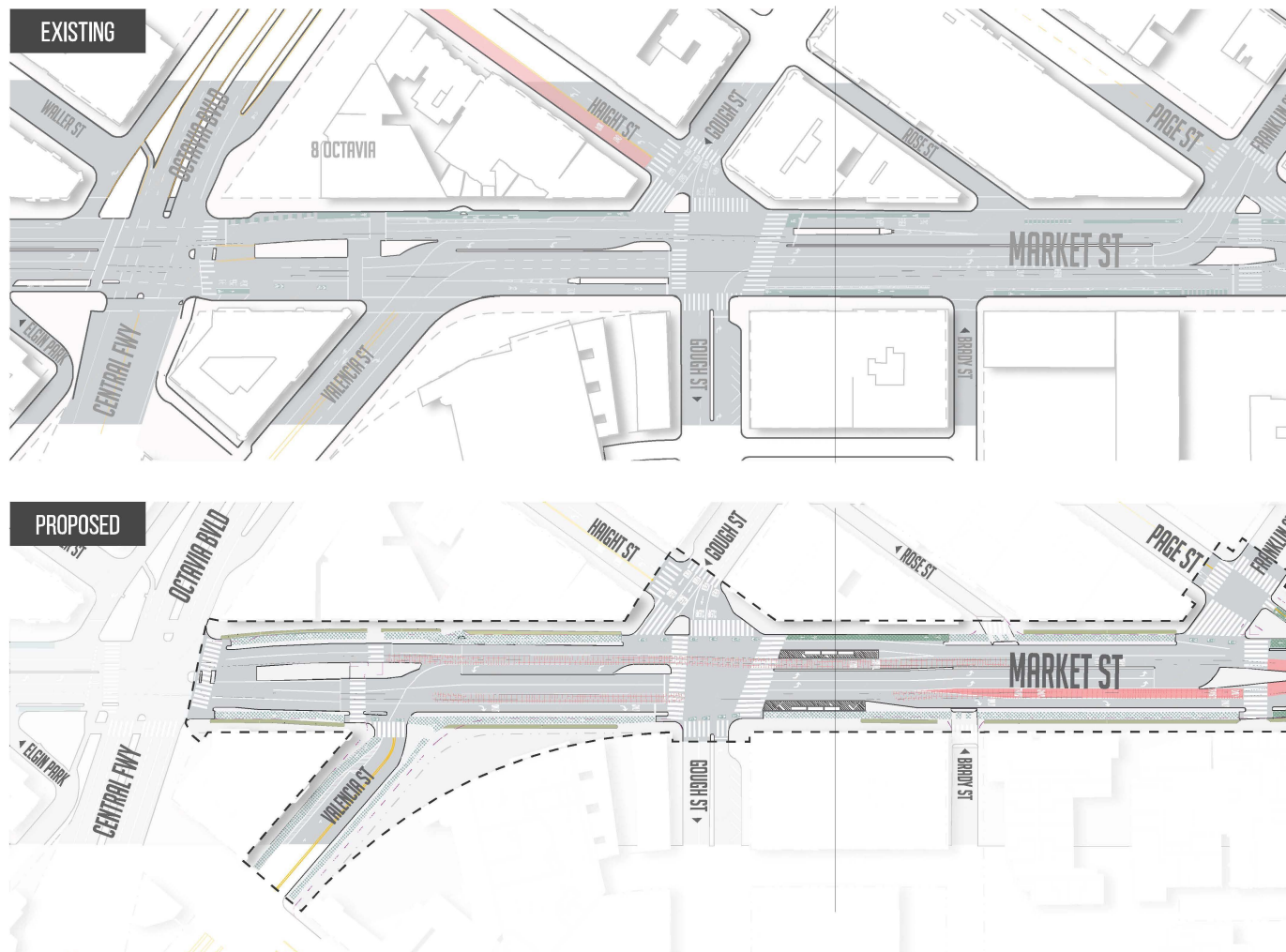
*Market & 12th Street, looking south down 12th*

MARKET ST: 9TH ST TO GOUGH ST

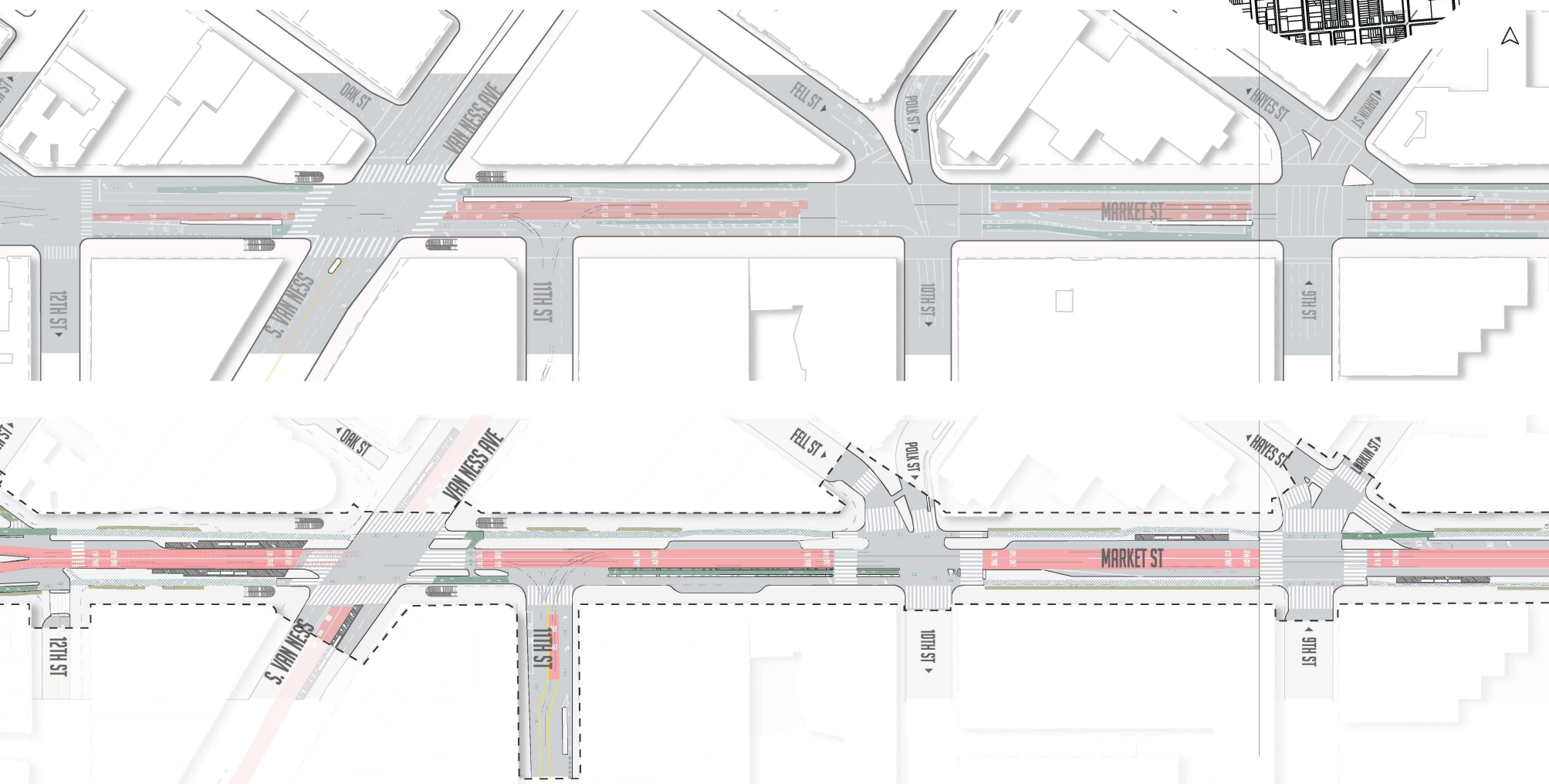
Market Street, San Francisco's Main Street, is the City's premier thoroughfare for pedestrians, the major transit spine, and the busiest street for cyclists. With these heavy demands, accommodating private vehicles is a challenge. Today it is in the impossible role of trying to be all things for all modes of travel. The City has already developed designs to improve Market Street as part of the Better Market Street Project and environmental review is underway. This proposal, which emerged from the Market Octavia Plan Amendment public outreach process, is studying additional circulation changes to Market Street between 9th and Gough Street, as part of the Better Market Street project.

DESIGN STRATEGIES

1. Widen sidewalks and create dedicated safe space for bikes and transit to reduce conflicts and improve safety and comfort for all users at Van Ness & Market intersection
2. Additional MUNI subway entrances incorporated into new buildings, when feasible
3. Augment Better Market Street vehicle access restrictions with additional access restrictions to enhance safety and pedestrian priority at Van Ness & Market:
 - No commercial vehicles would be allowed on Market Street between 12th and 11th Streets
 - Eastbound vehicles would turn right off Market at 14th, Duboce, or Gough Streets, with 12th Street as a final option for local traffic
 - All westbound commercial vehicles would be directed right at Hayes Street.



MARKET ST: 9TH ST TO GOUGH ST

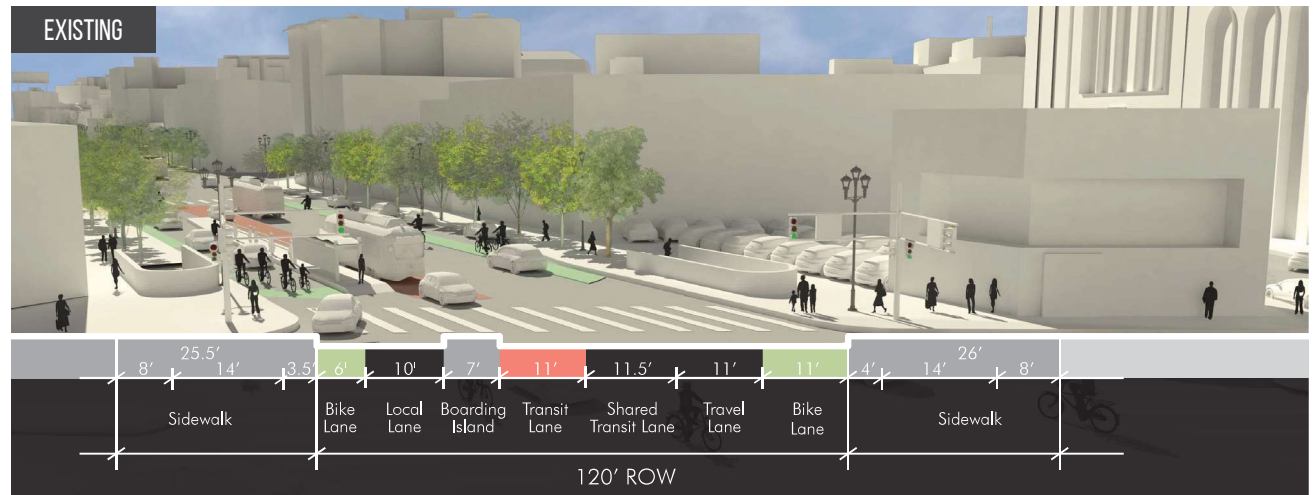


MARKET AND VAN NESS INTERSECTION

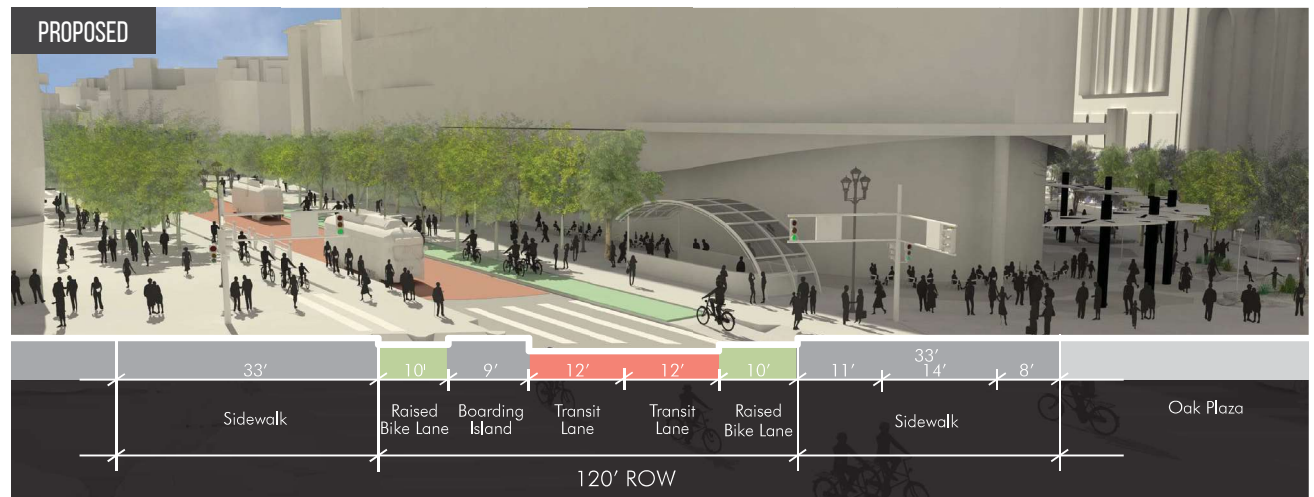
Today, the intersection at the heart of the Hub neighborhood is primarily a crossroads, with little to draw people and even less to make them stay. Few buildings activate the street, conflicts between different users are constant, space is highly contested, and there is nothing to define or identify the space. A bold move on Market Street can jumpstart the process of bringing this key place to life.

STREET REDESIGN STRATEGIES

1. Restrict private vehicle access on Market Street
2. Widen sidewalks at the corners to create more pedestrian space and to encourage and accommodate active outdoor retail and street life along Market Street
3. Integrate transit boarding islands into the widened sidewalk, to create seamless, safe, and comfortable transfers
4. Create separated space for bicyclists approaching and through the intersection to improve safety and comfort
5. Add distinctive canopies to Muni Metro portals, and add new Muni Metro entrances to major new corner buildings
6. Add a double allée of trees to block wind, provide additional greenery and soften the visual appearance of the street
7. Add wind canopies where appropriate



Market & Van Ness, looking southwest down Market Street



Market & Van Ness, looking southwest down Market Street

EXISTING



Market & Van Ness, looking southwest down Market Street

PROPOSED



Market & Van Ness, looking southwest down Market Street

MARKET AND VAN NESS INTERSECTION

URBAN DESIGN STRATEGIES

1. Leverage high-quality design in both the private and public realms to enhance Van Ness and Market's sense of place and clearly define its role as the center of the new Hub neighborhood for people
2. Pull buildings back from the corner, and integrate grand new station entrances within buildings when possible, especially in the 10 South Van Ness and 30 Van Ness development projects



MARKET AND VAN NESS INTERSECTION

3. Widen, visually define and specially mark the crosswalks to more logically follow pedestrian desire lines
4. Add more greening and improve the pedestrian experience and pedestrian comfort at the ground plane by adding wind canopies, street trees, and espaliers (green planted screens)
5. Connect living alleys and pedestrian passageways to help make the intersection feel more intimate





RECOMMENDATIONS

ALLEYS



ALLEYS

ALLEYS IDENTIFIED FOR LIVING ALLEY TREATMENTS

Specific design recommendations have been developed for the following alleys:

- Brady Street
- Chase Court
- Colton Street
- Colusa Place
- Stevenson Street
- Jessie Street
- Lafayette Street
- Lily Street
- Minna Street
- Plum Street
- Rose Street



INTRODUCTION

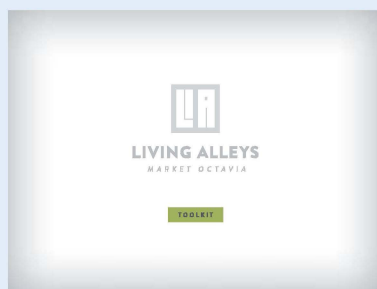
Alleys are small-scale streets that typically only carry low numbers of vehicles accessing adjacent properties. Their character varies across the city, from residential to service alleys. Alleys should be designed to reinforce the right of way as a pedestrian space. Vehicle speeds should be kept low via traffic calming. Materials should spark visual interest via high quality materials, finishes, and detailing. Alley amenities can include seating, landscaping, and pedestrian lighting to create usable public spaces that are unique and comfortable. The Market & Octavia Area Plan identified a number of alleys for living alleys improvements. The design recommendations on the following pages build on this idea.



LIVING ALLEYS TOOLKIT

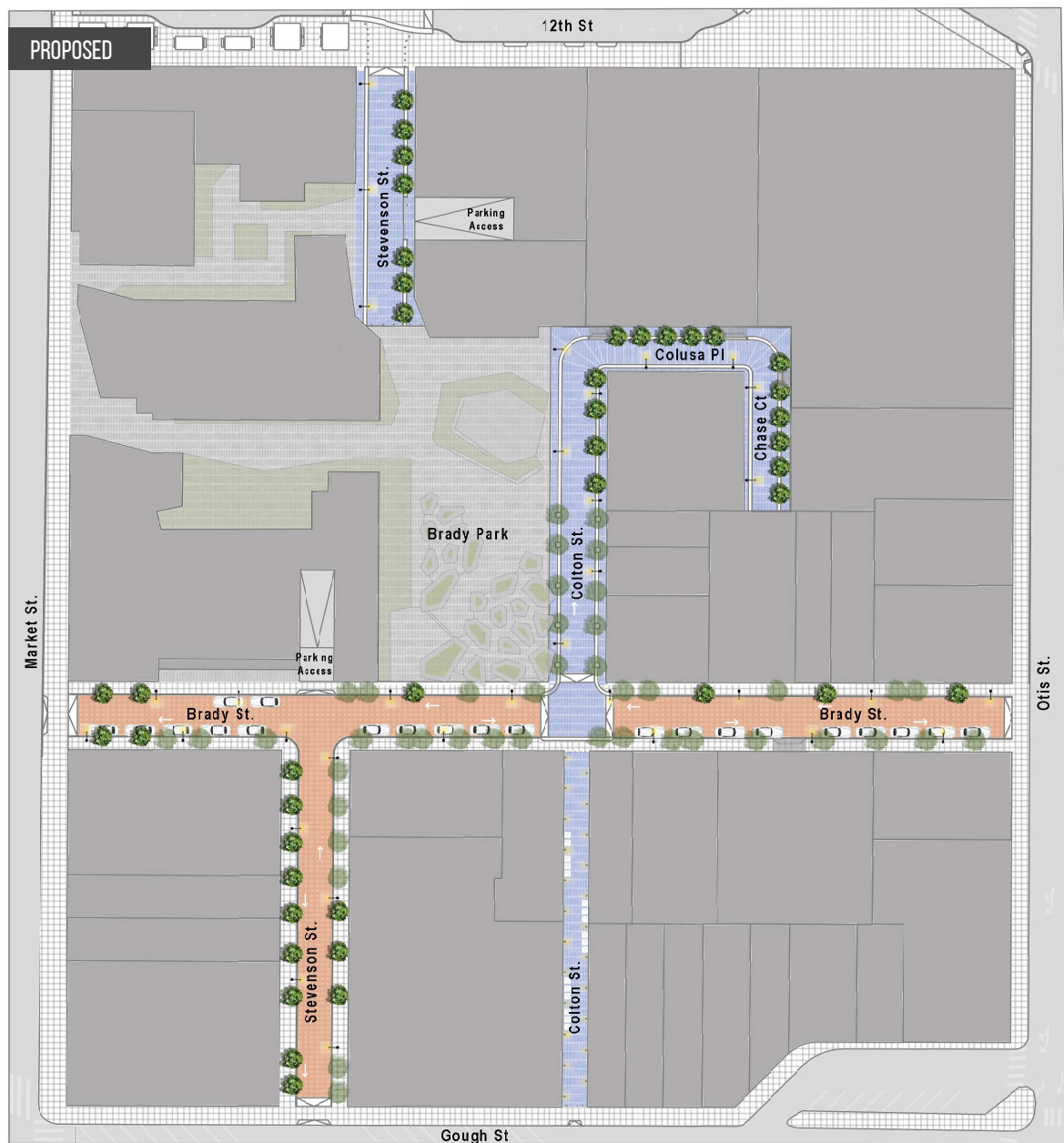
The living alley toolkit is a resource for community members and designers to develop and implement living alleys. The toolkit includes 20 design tools and well as example prototypes, to give community members a range of options and inspiration for creating living alleys in the Market Octavia Plan Area, though much of this information is applicable to alleys throughout San Francisco. In addition to the design tools, constraints and opportunities are discussed so project designers and residents can understand the full breadth of the project. This toolkit was created to give members of the community an understanding of the design elements and processes involved in creating a living alley.

For more information:
<http://sf-planning.org/living-alleys-toolkit>



BRADY ST: MARKET ST. TO OTIS ST
 COLTON ST: BRADY ST. TO GOUGH ST
 STEVENSON ST: BRADY ST. TO GOUGH ST
 COLUSA PLACE
 CHASE COURT





DESIGN STRATEGIES

1. Add raised crosswalks at Gough & Stevenson, 12th and Stevenson, Brady and Otis and Brady and Market Street entrances to this internal neighborhood block
2. Add drop off and loading zones as required by the development project at 1601-1637 Market
3. Add infill olive trees along Brady, Stevenson, and Colton
4. Reconfigure Stevenson St. to accommodate east-west vehicular traffic, and make Colton from Brady to Gough a pedestrian-only street, as feasible (see notes below)
5. Add raised intersection at Brady and Colton as a connector between Colton Street and Brady Park
6. Redesign Colton east of Brady as a shared street with special paving with collapsible bollards at both ends, pending further study (see notes below).

Notes:

Operational/Maintenance constraints require additional review and approval with San Francisco Public Works and San Francisco Municipal Transportation Agency

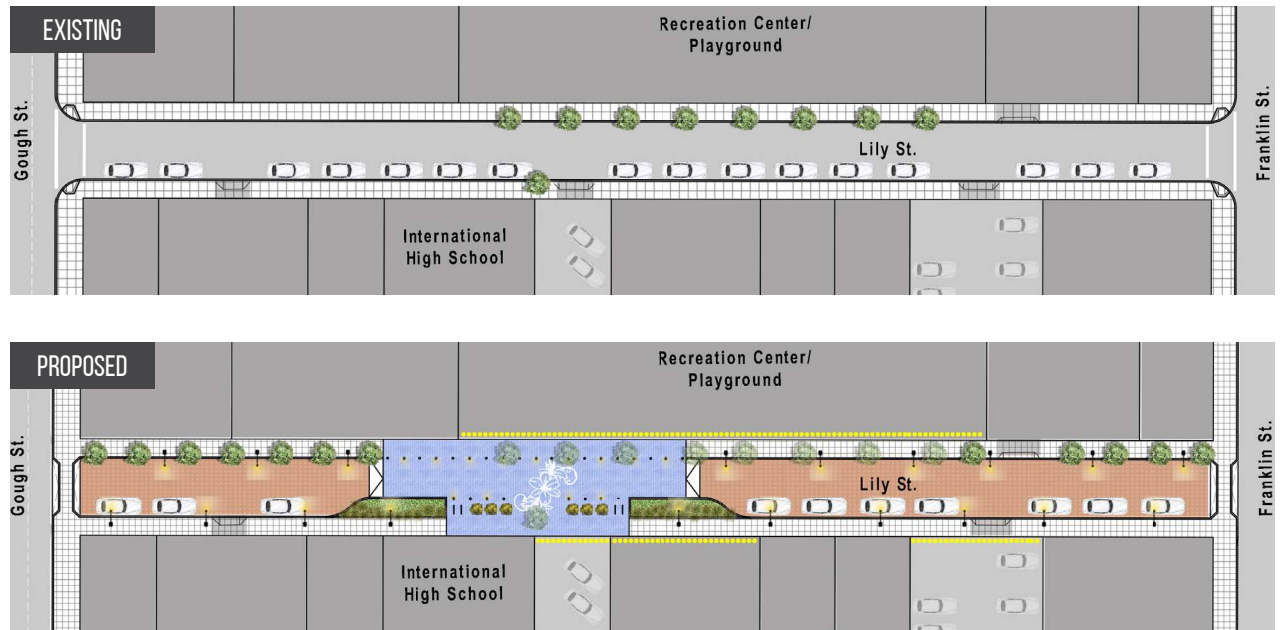
Shared Street require additional review and approval from Fire Department, Mayor's Office of Disability for accessibility, San Francisco Public Utilities Commission for conveyance of 100 year storm, San Francisco Public Works for maintenance concerns

Stevenson St, from 12th Street to Brady Park (privately built and maintained by others), is currently an unaccepted street and must be brought to code before the City can accept for maintenance

LILY ST: FRANKLIN ST TO GOUGH ST

DESIGN STRATEGIES

1. Add raised crosswalks at Franklin and Gough Street ends of alley
2. Add mid-block raised intersection to connect two properties of International School, with special paving, artwork bollards, green bulb-outs, and other elements for pedestrian safety
3. Typical street improvements include infill tree planting on north side of alley, special street paving, raised planters and pedestrian lighting
4. Explore opportunities for public art on blank facades



Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency



LAFAYETTE ST: MISSION ST TO HOWARD ST AND MINNA ST: 10TH ST TO LAFAYETTE ST

DESIGN STRATEGIES

1. Add raised crosswalks, special paving, and gateway features to mark the entrances to this neighborhood
2. Add raised intersections protected by truncated domes and bollards on Lafayette at both Minna and Natoma
3. Typical street improvements include infill tree planting, street paving and bollard lighting
4. Special paving and infill planting for the Natoma end of street for temporary outdoor events/games; potential play street.

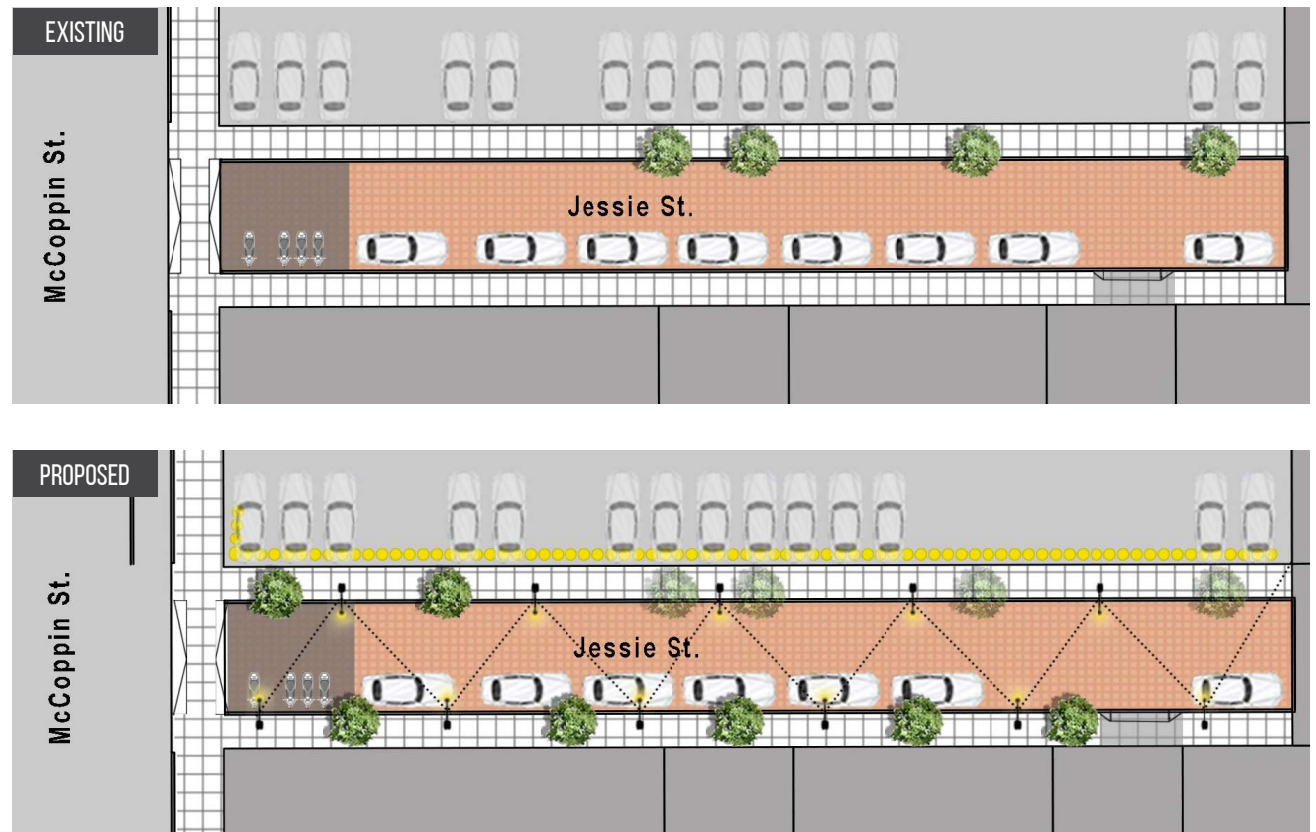


Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

JESSIE ST: OFF MCCOPPIN ST

DESIGN STRATEGIES

1. Add infill trees and pedestrian lighting.
2. Upgrade chain link fences per San Francisco Green Landscape Ordinance

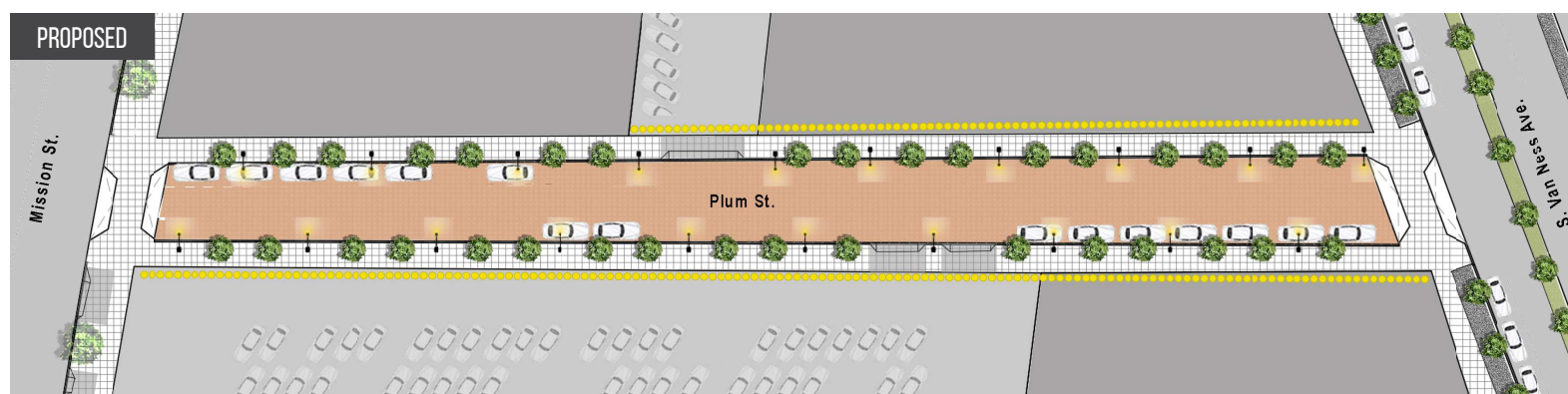
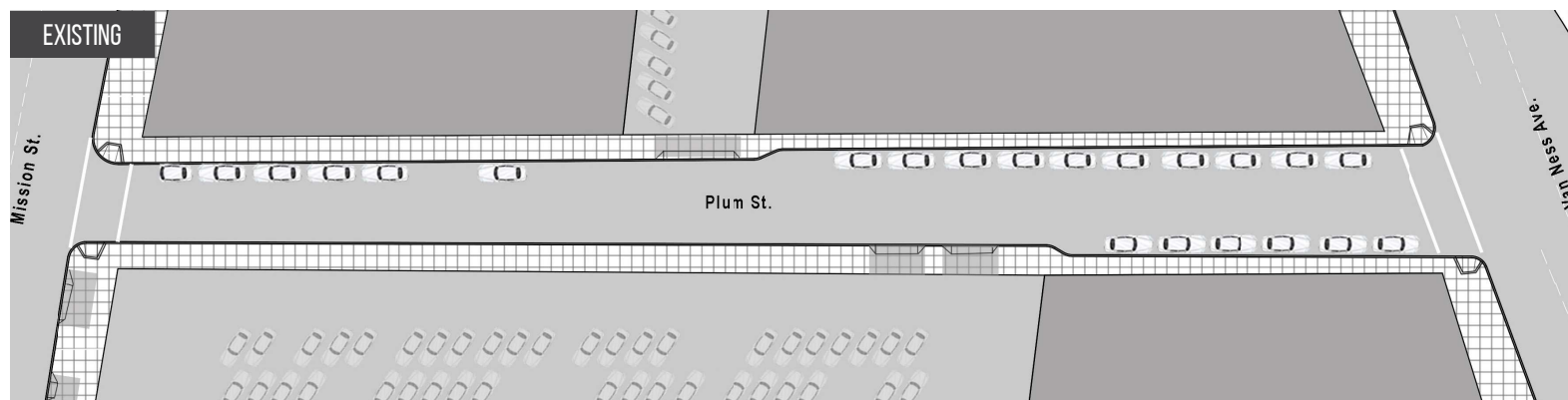


Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

PLUM ST: MISSION ST TO SOUTH VAN NESS AVE

DESIGN STRATEGIES

1. Add raised crosswalks, trees, and pedestrian lighting
2. Extend sidewalk to match adjacent alignment

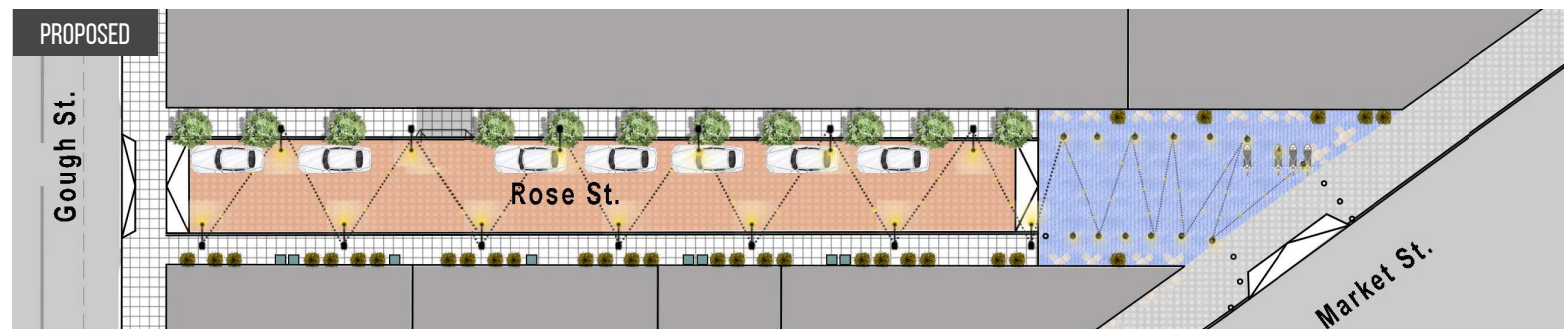
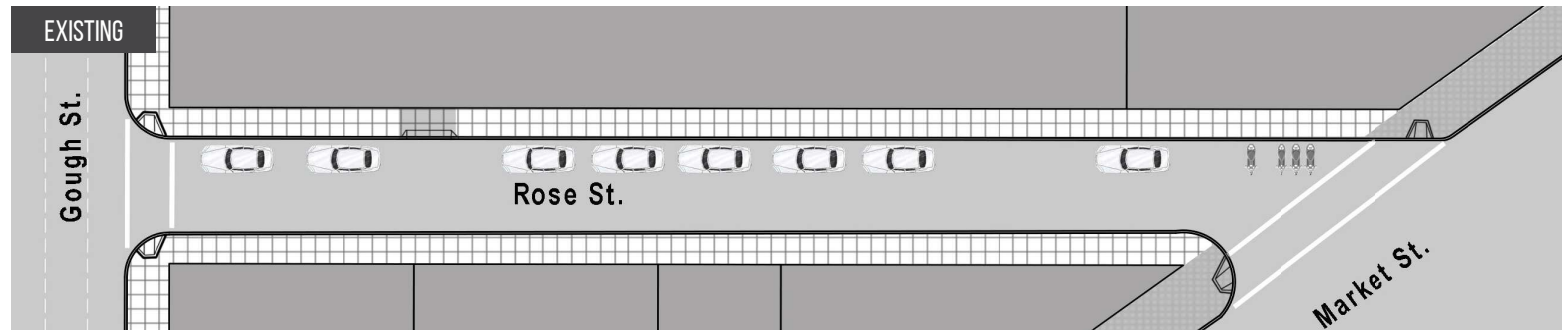


*Note: Operational/
Maintenance constraints
require additional review
and approval from San
Francisco Public Works and
San Francisco Municipal
Transportation Agency*

ROSE ST: GOUGH ST TO FRANKLIN ST

DESIGN STRATEGIES

1. Add raised crosswalks at Market and Gough; include special paving, string lights and outdoor seating for adjacent businesses
2. Typical street improvements include infill tree planting, street paving, raised planters to screen trash bins and string lighting
3. Include flexible loading/valet drop off and motorcycle parking



Note: Operational/ Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

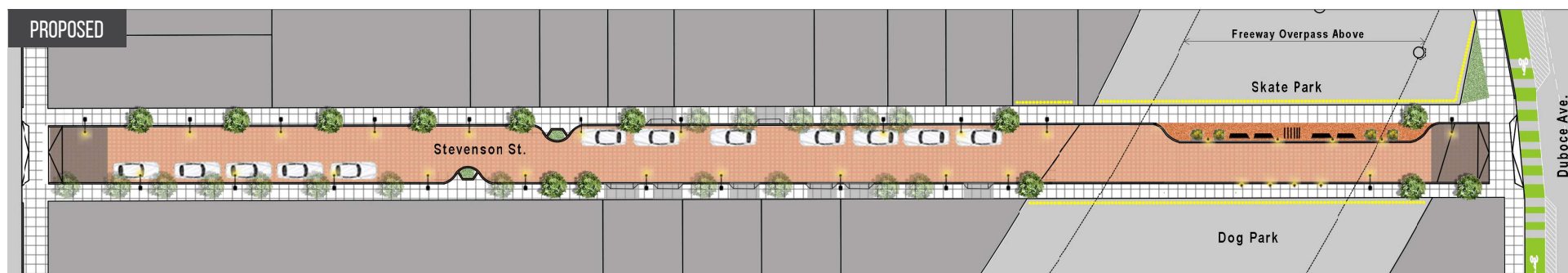
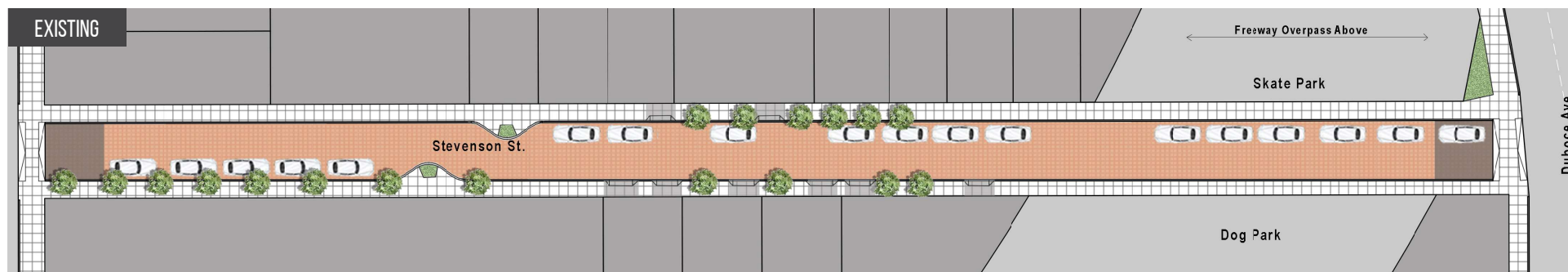
STEVENSON ST: DUBOCE AVE TO MCCOPPIN ST

DESIGN STRATEGIES

1. New bulb-out at Duboce with seating, bike parking, bollard lights and raised planters.
2. Typical street improvements include infill tree planting, raised planters and lighting.



Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency





RECOMMENDATIONS

OPEN SPACES

FUTURE OPEN SPACES

There is an opportunity to create new public spaces and enhance existing open spaces to better serve people who live and work in and adjacent to this area by reclaiming underutilized land for public use.

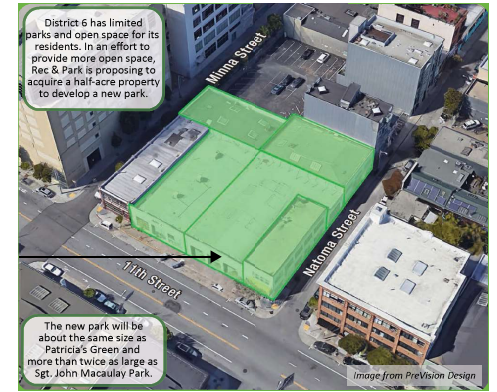
Four new public spaces could be developed in the area by reclaiming underutilized land for public use. These spaces would be built in coordination with private development. Three of the spaces (Oak & Van Ness, 12th St & Otis, and Valencia Hub) are within the public right of way. The fourth, Brady Park, is owned by UA Local 38 Plumbers & Pipefitters Union and BART, and will be developed as a park as part of the development at 1601–1637 Market Street.

The full details for how these spaces will be designed, managed and maintained will be formalized as part of the entitlement process for each development project. These spaces should compliment each other to create a network of spaces to serve the neighborhood. Programming, activation and maintenance will be key to their success. Therefore the adjacent private development plays a critical role in helping to activate and steward the space.

Because the Hub is a relatively small area, many of the new opportunities for larger open space fall directly adjacent to the Hub boundary. This includes:

1. A new park at 11th and Natoma Streets, on land recently purchased by the City for this use.
2. Improvements to Buchanan Mall, an existing open space in the Western Addition neighborhood.
3. Improvements to Koshland Park, an existing open space in the Lower Haight neighborhood.
4. New/Improved Civic Center Public Space identified in the Civic Center Public Realm Plan.
5. Other open spaces in the Plan Area to be determined, either existing or new.

These open spaces could serve people who live and work in the area, as well as provide additional open space amenities for adjacent neighborhoods including the Mission, Soma, Hayes Valley, Civic Center and the Western Addition.



New park and 11th & Natoma Streets



Planned Civic Center Public Space (From Civic Center Public Realm Plan)



Buchanan Mall

POTENTIAL OPEN SPACE AMENITIES

New open spaces could include amenities such as a dog park, a plaza fronted by commercial uses, a playground or a community garden.



Dog park/run



Living Street & Alley



Plaza fronted by commercial uses



Playground



Community Garden

PROGRAMMING IDEAS

New open spaces could be programmed in different ways to ensure that the space is active and well-used. Programming could be permanent or temporary. Ideas include cultural and arts events, outdoor markets or a farmers market, temporary kiosks or food trucks, public art, or moveable seating.



Culture & arts events



Outdoor Market



Temporary kiosks like food trucks



Public Art



Moveable seating

GENERAL DESIGN STRATEGIES

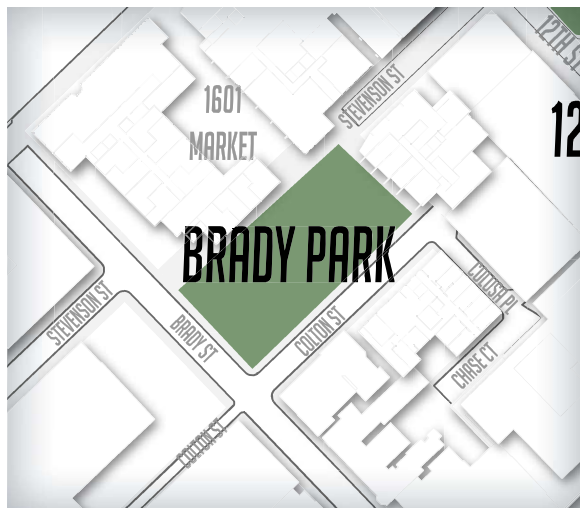
- The space should be designed to feel welcoming and invite active public use.
- The space should be integrated into the larger street or alley network and coordinated in design with other spaces, where appropriate.
- The space should not be developed without a clear maintenance plan, developed in close coordination with adjacent property owner(s)
- The space should include standard improvements, including lighting, seating, and greening, and should use high quality materials throughout.
- The space should be designed to include an appropriate level of programming to ensure the space is active, well-used and open to all.
- The space should be bordered by active uses with a high level of transparency to attract users and to promote visual permeability between building and open space. Adjacent retail uses that take spatial advantage of the new open space are ideal.
- The space should serve a diverse range of users including those of different ages, socioeconomic status, and abilities.
- The space should be safe and welcoming 24 hours a day, 7 days a week.



SITE SPECIFIC DESIGN STRATEGIES

BRADY PARK

A new 20,725 sq. ft. park will be built as part of the development at 1601-1637 Market Street.



Brady Park Open Space

DESIGN AND PROGRAMMING RECOMMENDATIONS

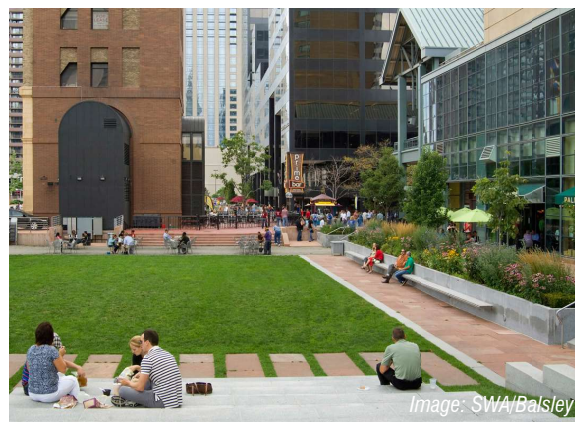
- Create a neighborhood-serving public park to add safe new green open space for new families and residents throughout the Hub
- Provide outdoor retail/service opportunities associated with the 1601-1637 Market Street development such as a coffee/food/service kiosk on the Park
- Ensure that the frontage bordering the park includes active retail to promote public interaction and to provide a vibrant and inviting experience at the park's edge.
- Residential units at grade adjacent to a public open space should provide a primary entrance that is accessible to that space, as per the

Ground Floor Residential Design Guidelines.

- Coordinate programming and activation opportunities with other public spaces, such as the open space at 12th Street & Otis, for a cohesive and continuous public realm experience.
- Along with points of activity, consider spots of respite and reflection conducive to an interior block space bordered by retail and residential uses.
- Periodically host cultural and other events. Events may include; markets, festivals, music performances, dance performances and outdoor movies.



Bryant Park - New York, NY



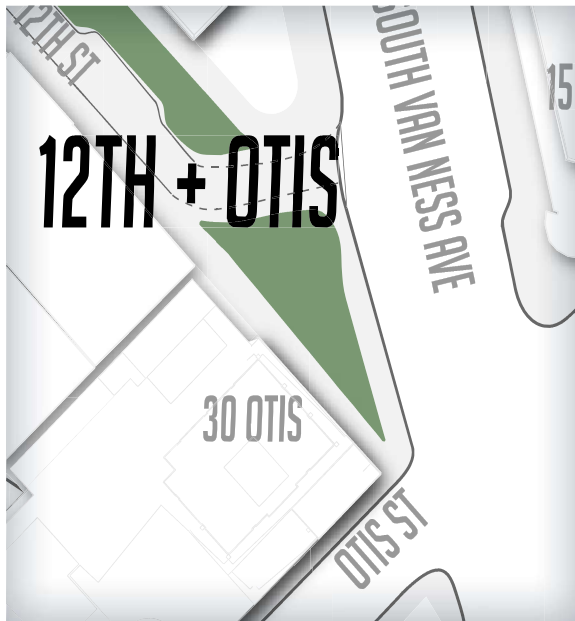
Skyline Park - Denver, CO



World Wide Plaza - New York, NY

12TH ST & OTIS ST

A new 9,328 sq. ft. public plaza is planned by reconfiguring the public right of way on 12th Street. The open space will be built as part of the 30 Otis development project, and is consistent with plans developed by the Van Ness Improvement Project. Design, programming and activation will be done in coordination with the development of 30 Otis. The plaza will connect to a linear open space along the east side of 12th Street, built in coordination with the 10 South Van Ness development project.



12th & Otis

DESIGN AND PROGRAMMING RECOMMENDATIONS

- Consider 12th Street for occasional partial or full street closure to host events such as 'off the grid', markets, fairs, and performances, including from the adjacent ballet school.
- Ensure that the development at 30 Otis provides a transparent and active frontage immediately adjacent to the plaza. Retail uses on the plaza are strongly preferred. More intensive building uses should be provided at the corner of Otis and 12th Street.
- Coordinate programming and activation opportunities with nearby neighborhood areas including Brady Park for a cohesive and continuous public realm experience.



Image: Steven Kyle Weller

Jane Warner Plaza - San Francisco, CA



Image: CMG Landscape Architecture

Mint Plaza - San Francisco, CA



Image: Align Real Estate

30 Otis Development

VALENCIA HUB

A new open space of 8,500 sq. ft. will be built as part of the development at 1699 Market Street (former Flax site). The open space is located on excess public right of way that is currently used for parking. In the future, the open space could be expanded to a total of 19,050 sq. ft. along Valencia to McCoppin and programmed in coordination with the development at 1707 Market (Travel Lodge).



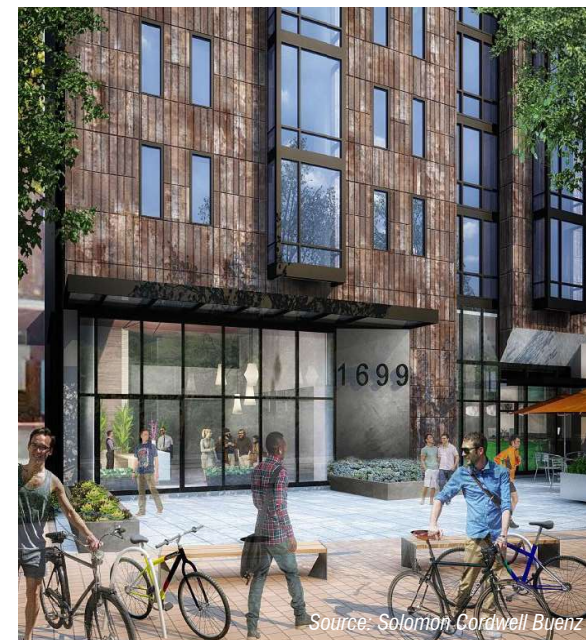
Valencia Hub

DESIGN AND PROGRAMMING RECOMMENDATIONS

- Use high-quality materials that clearly define the area as a public space. Employ changes in materials/detailing to clarify various zones of use (e.g. sidewalk throughway vs. cafe seating areas, etc.)
- Call-out the corner of Valencia and Market Street as the historic transportation and street car hub, via artwork and/or interpretive streetscape elements.
- Provide elements such as moveable seating, that complement and support adjacent retail uses associated with the 1699 Market Street development, as well as future Valencia development.
- Consider installing a bike maintenance station that serves the intersection of two major city bike routes.



Duboce Park - San Francisco, CA



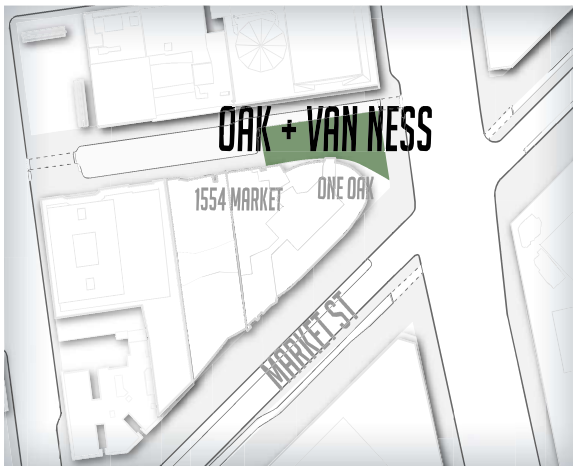
1699 Market St Development



Community Bike Maintenance Station

OAK ST & VAN NESS AVE

A new 5,779 sq. ft. open space could be built by extending the sidewalk adjacent to the development at One Oak, just west of Van Ness Avenue. The open space would be built in coordination with the development of One Oak.



Oak & Van Ness



One Arts Plaza - Dallas, TX

DESIGN AND PROGRAMMING RECOMMENDATIONS

- Require active retail directly fronting on and utilizing the plaza to provide all-day activation
- Create flexible retail/cafe kiosks on the north side of the block, in coordination with 25 Van Ness, to activate both sides of the street
- Use design elements including, visual corridors, programming, and paving to clearly signal this plaza as a public space; Reflect the themes of the area's cultural institutions in the design and programming of the space.
- Provide seating, planting, and other site elements that will complement the adjacent retail use proposed as part of the 1 Oak Street development and proposed 25 Van Ness kiosks.
- Create a privately-funded entity to program and maintain the space in the long-term
- Create a one-stop arts district ticket booth to catalyze and highlight nearby arts and cultural uses
- Periodically host cultural and event programming. Events may include; markets, festivals, music performances and dance performances. The space should be flexible enough to accommodate a wide-range of events and programming.
- Utilize transit signage and transportation design themes to facilitate easy and intuitive access to transit and neighborhood amenities.
- Integrate design requirements from Better Market Street and Van Ness BRT into the space so that it is well-integrated into the Van Ness and Market Street public realms.



Bryant Park - New York, NY



Outdoor Music Performances

IMPLEMENTATION

MECHANISMS TO BUILD AND FUND PUBLIC IMPROVEMENTS

Public Realm improvements can be built and funded by several different mechanisms:

CITY SPONSORED PROJECT

Some public realm projects may be fully or partially funded by the City. City-sponsored street improvement projects associated with repaving and utility replacement may also include a streetscape component and are often completed using grant or bond funds. Other City programs, such as the GroundPlay program, allow for sponsors to implement short-term, temporary installations that can improve the public realm and test new design and programmatic ideas.

DEVELOPMENT FEES

Development projects may also be subject to project-specific impact fees that can be used, at the discretion of the Market and Octavia Community Advisory Committee (CAC), for streetscape improvements. This Public Realm Plan will help guide implementation as these funds become available. A project sponsor also has the option to provide public improvements through an in-kind agreement, in lieu of paying the applicable impact fees. The in-kind fee waiver must be reviewed by the Market and Octavia CAC, and approved by the Interagency Plan Implementation Committee (IPIC) and by the Planning Commission.

DEVELOPMENT REQUIREMENTS

The San Francisco Planning Code requires that projects of a certain size make improvements to the street frontage adjacent to the property. Most new development projects within Market Octavia Plan area will be required to implement streetscape improvements, many of which may be street or alleyway improvements guided by the street design guidelines in San Francisco's Better Streets Plan and supported by San Francisco's Complete Streets policy, Vision Zero goals, and other relevant policy

goals. These specific improvements can include traffic calming improvements designed to improve pedestrian safety as well as placemaking elements such as special paving, seating, lighting, tree planting, landscaping, site furnishings or "living alley" improvements.

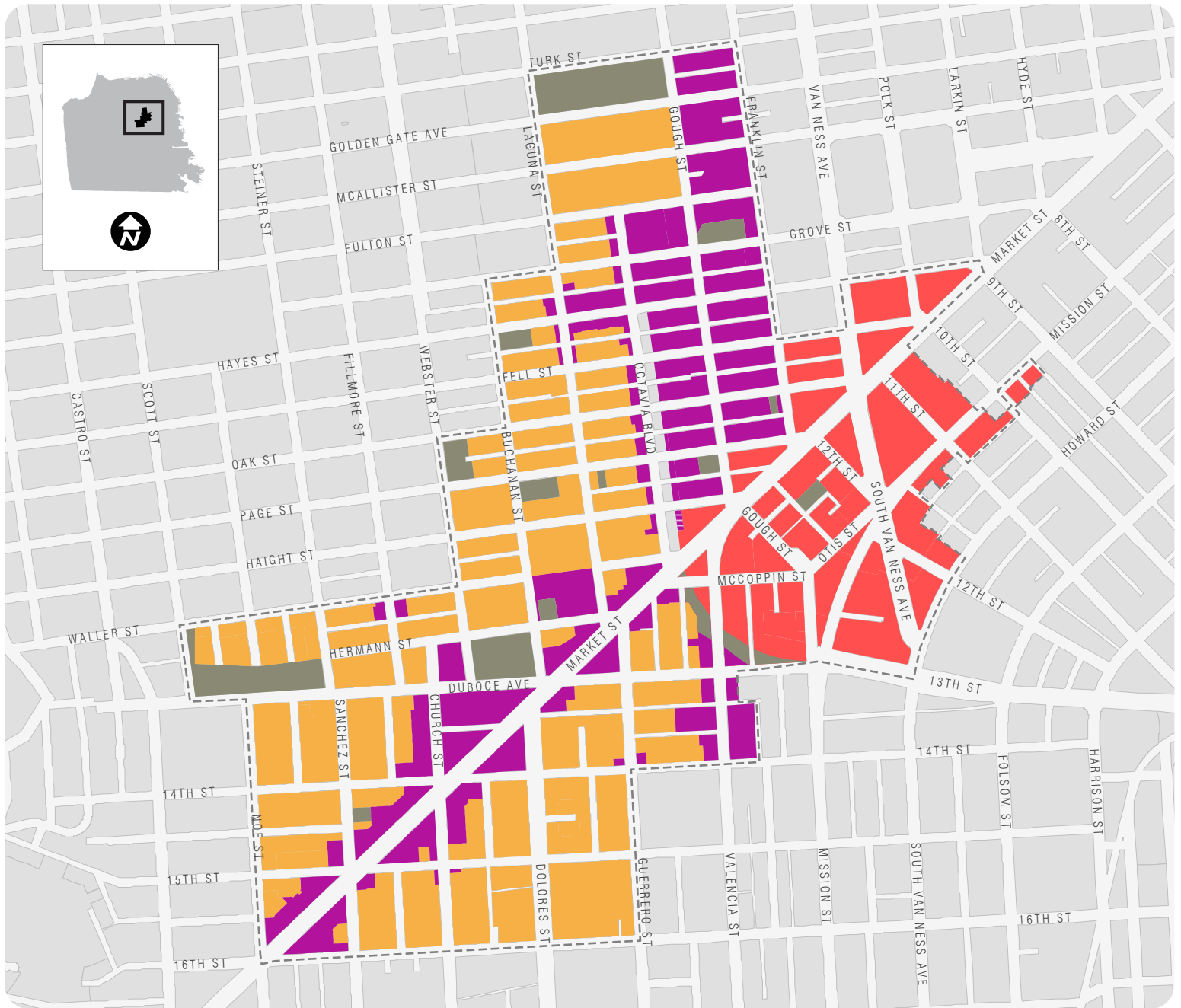
PRIVATE SPONSOR IMPROVEMENTS

Public realm improvements, including Living Alleys, Parklets, plazas, and other open spaces, can be proposed, implemented, maintained, stewarded, and activated with programming by a private sponsor. Sponsors may include benefit and improvement districts, community-based organizations, schools, residents, property owners, business owners, and merchants. Private activation of public spaces can sometimes be the best way to assure consistent activation and programming of public spaces, and the City strongly encourages these public-private partnerships to benefit the public in the long-term with well-activated and stewarded public spaces. The City offers many programs for private sponsors to design and implement improvements to the public realm.

Projects of a certain size are required to make improvements to the street frontage adjacent to the property. As such, many of the street and alley improvements envisioned for this area are expected

to be built in coordination with private development. These improvements include:

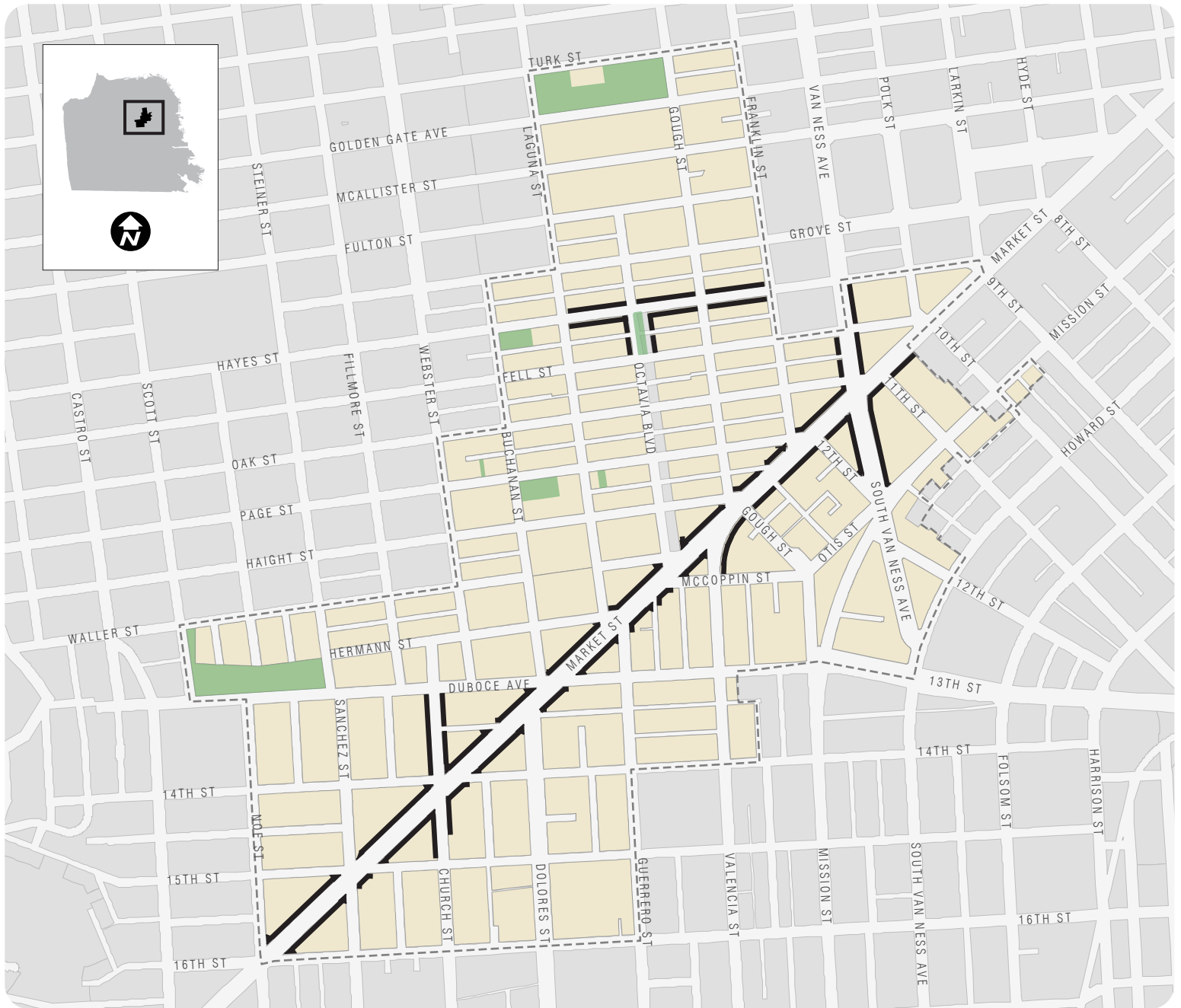
- A small portion of 11th Street between Market and Mission Streets, is envisioned to be built as part of the development at 1500 Mission Street project (the “Goodwill site”); the rest of 11th Street is likely to be built by the City
- Portions of 12th Street, could be built as part of the development at 10 South Van Ness project (the “Honda site”), 1601-1637 Market Street (the “Brady Block”), and 30 Otis. A new plaza at 12th Street and Otis could be built in coordination with the new development at 30 Otis. Phasing of improvements would need to be determined by the City.
- 13th Street, could be partially built as part of the development at 1695 Mission Street (the “Discount Builder’s site”) and 170 South Van Ness (the “Cash and Carry site”), as well as part of the development of 1699 Howard Street (the “BMW site”) and 1690 Folsom Street (the “Sports Authority site”), if and when any or all of these large parcels develop.
- Portions of Market Street between 12 Street and Van Ness Avenue could be built in coordination with development projects along Market Street. These improvements would need to be coordinated with the City’s Better Market Street Project.
- Oak Street, could be built as part of the development at 1554 Market, One Oak, and at 98 Franklin. A new plaza at Oak Street and Van Ness Avenue could be built in coordination with the One Oak development. Phasing of improvements would need to be determined by the City.
- South Van Ness Avenue, could be built as part of the development at 99 South Van Ness (the “Public Storage site”) and 170 South Van Ness (the “Cash and Carry site”), if and when those parcels develop.



Generalized Land Use Districts

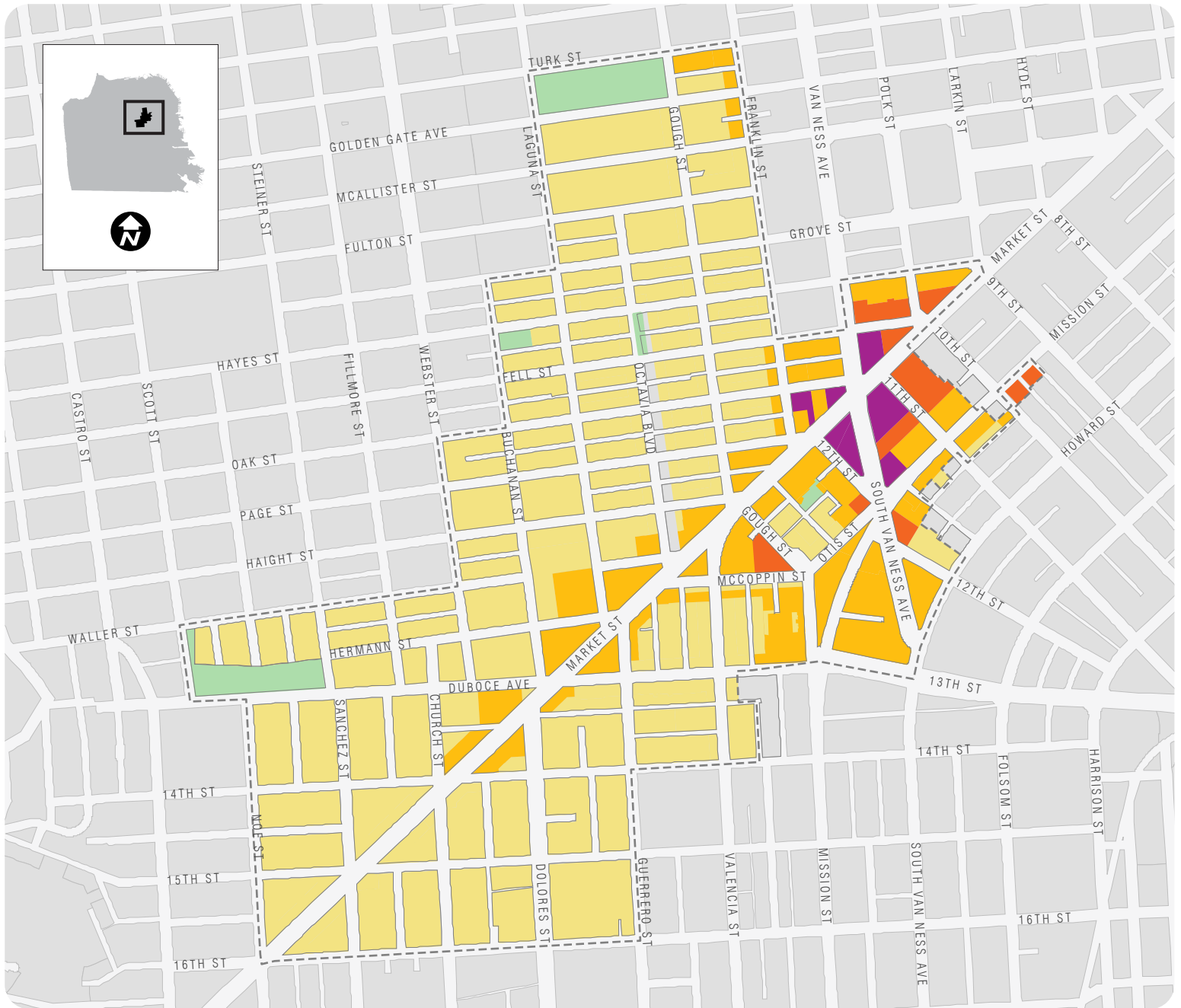
- Residential
- Neighborhood Commercial
- Residential / Mixed Use
- Public

MAP 01



Frontages Where Active Ground Floor Commercial Is Required

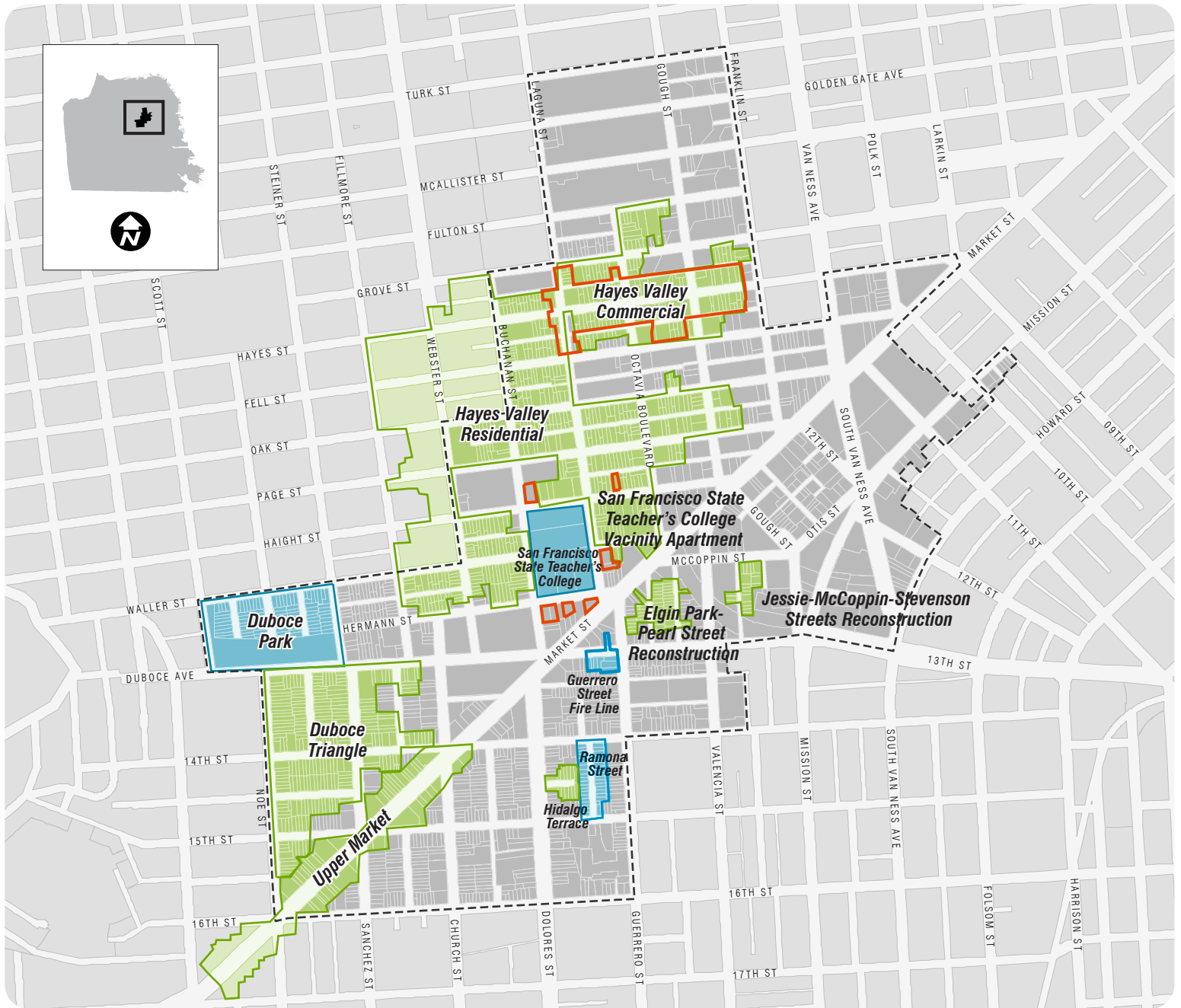
MAP 02



Generalized Height Districts

- Open Space
- Low Podium
- High Podium
- Low Tower
- High Tower

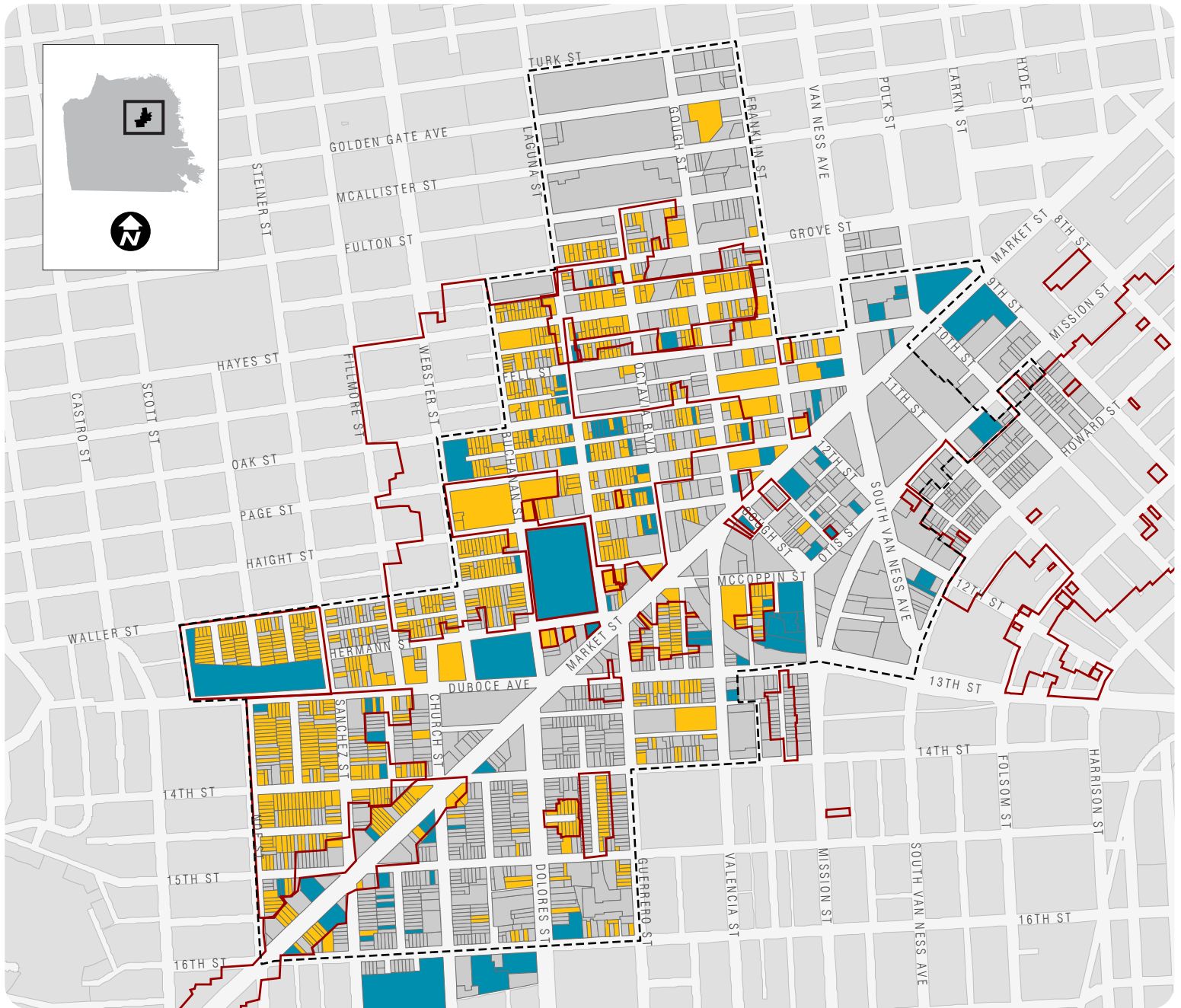
MAP 03



Market & Octavia Area Plan Level Survey Identified Historic Districts

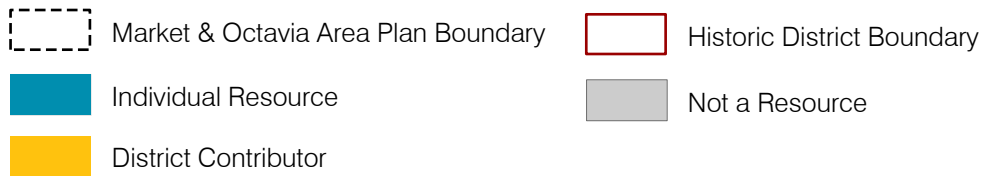
MAP 4

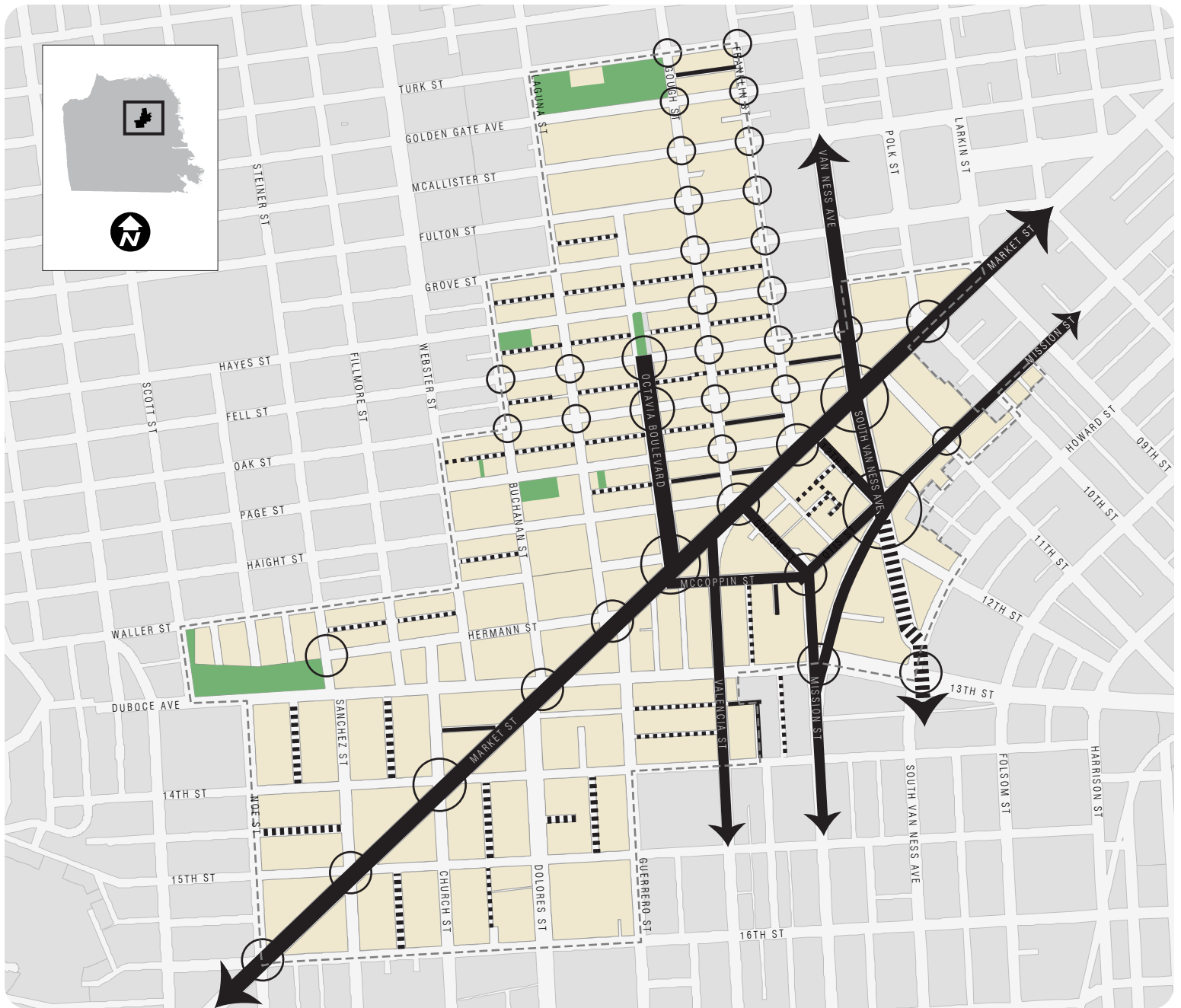
- Locally Significant District
- California Register District
- National Register District



Market & Octavia Area Plan Individual Resource and District Contributor Map

MAP 4a



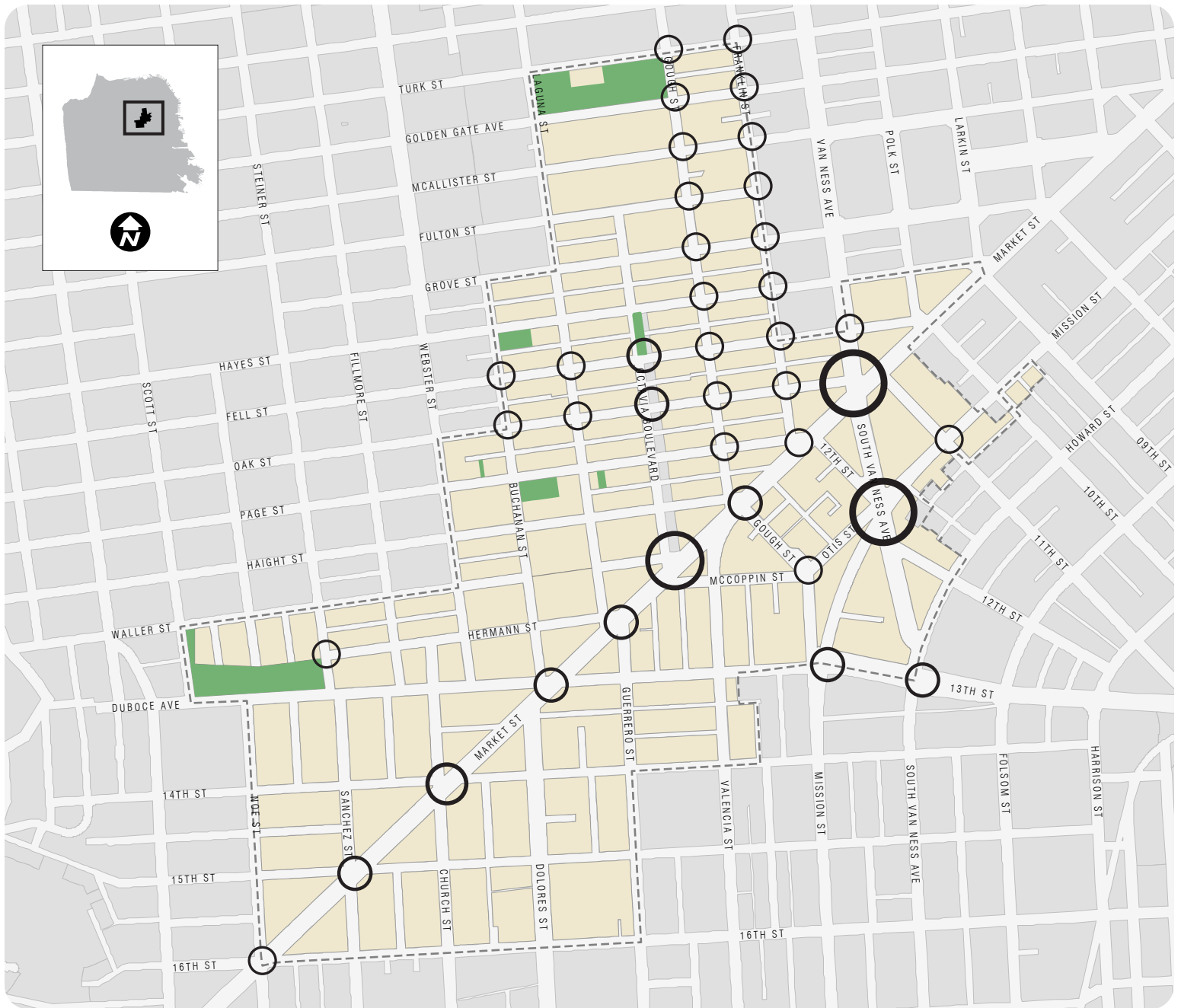


System of Civic Streets and Open Spaces

0 500 1,000 2,000 Feet

MAP 05

-  Priority Streets for Civic Improvements
-  Alleys
-  Streets for Civic Improvements
-  Residential alleys suitable for "living alley" improvements
-  Intersections for Traffic Calming
-  Public Open Spaces



Priority Intersections for Pedestrian Improvements

MAP 06

Improvement Level



Low.....High

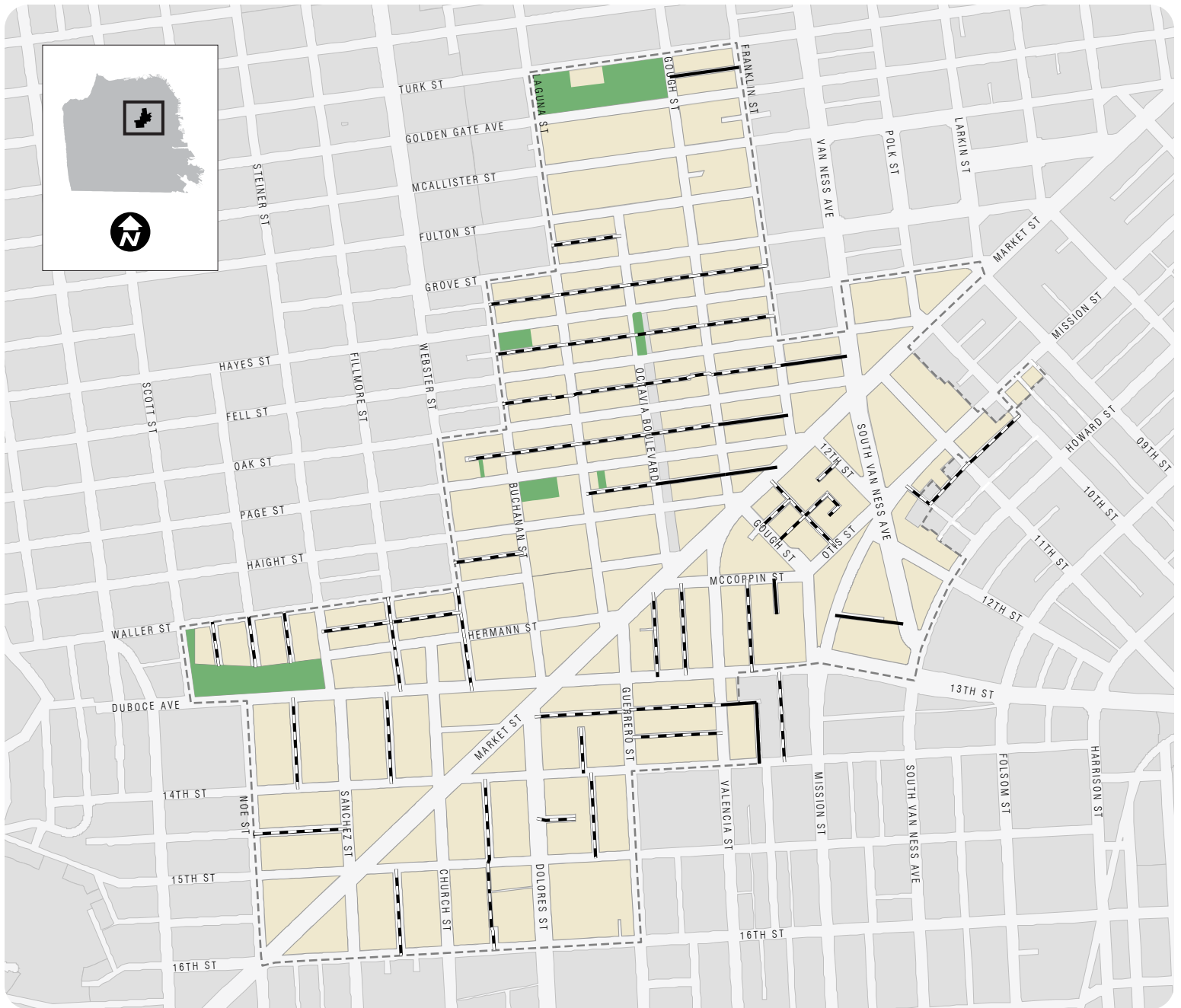


Priority Streets for Tree Plantings

0 500 1,000 2,000 Feet

MAP 07

- ■ ■ First Priority Streets for Tree Planting
- Second Priority Streets for Tree Planting
- Second Priority (Should public ROW be re-established)

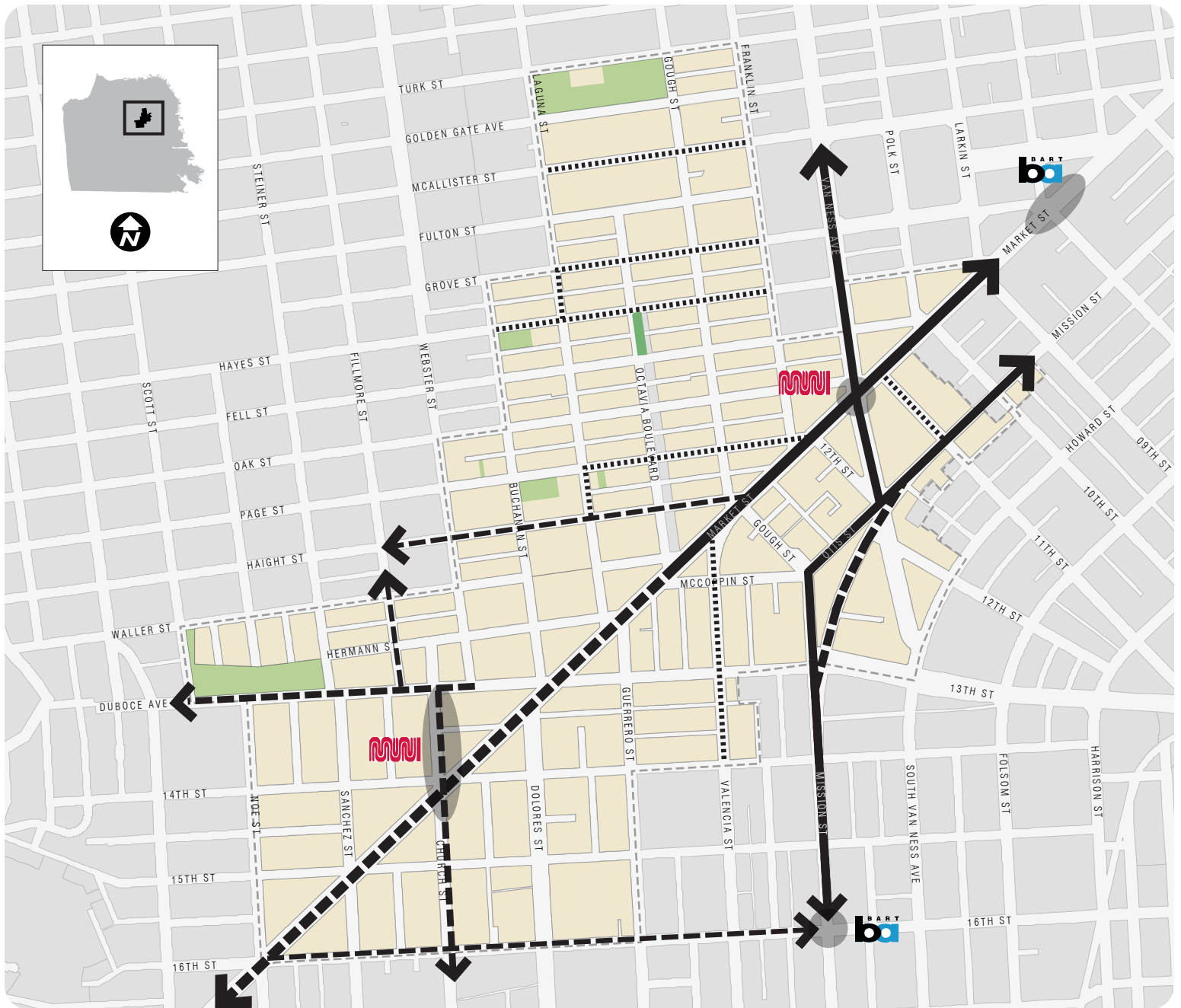


Alleys for “Living Alley” Improvements

0 500 1,000 2,000 Feet

MAP 08

- Predominantly Non-Residential Alleys
- Public Rights-of-Way Suitable for "Living Alley" Improvements

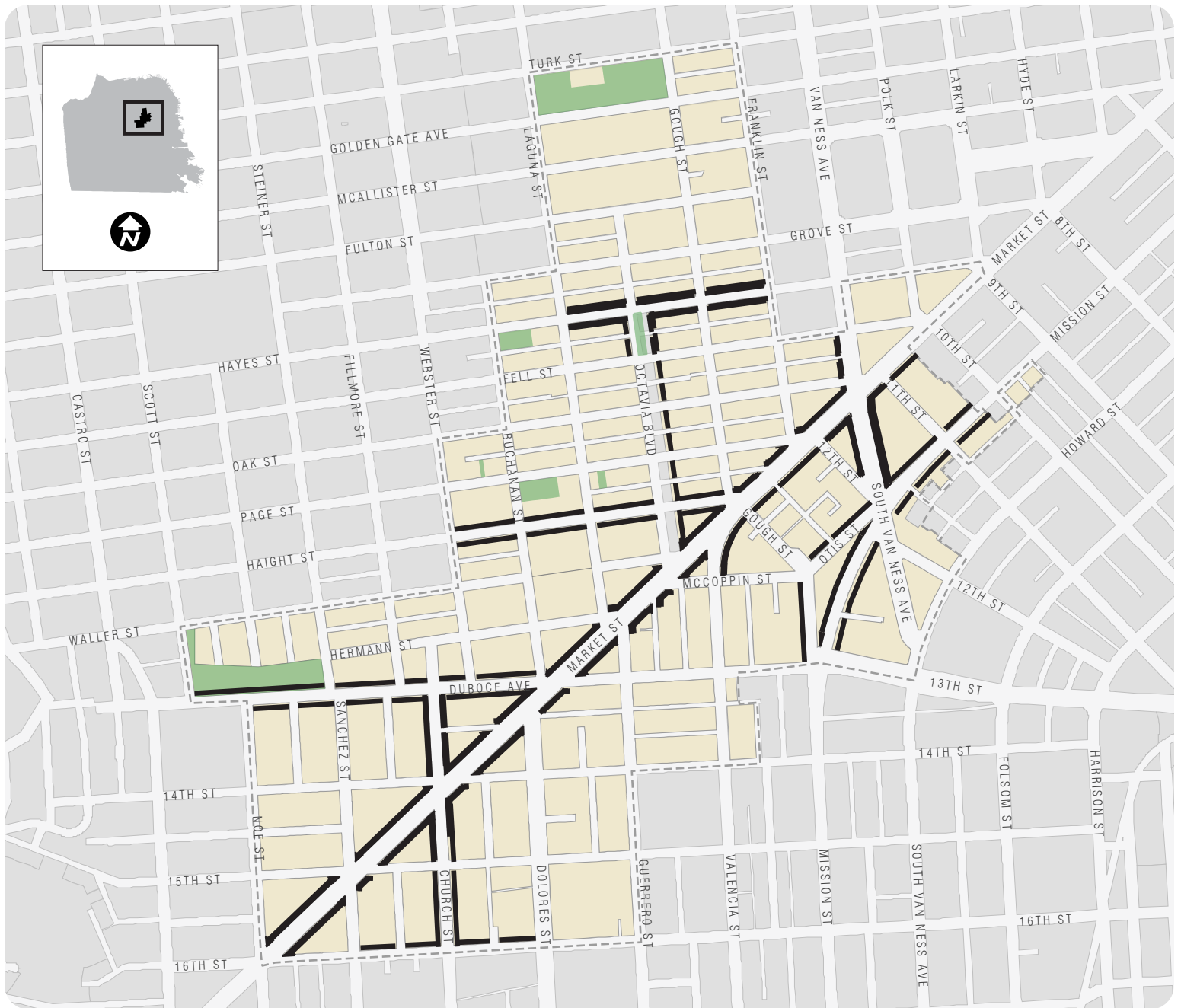


Important High Capacity Transit Corridors

0 500 1,000 2,000 Feet

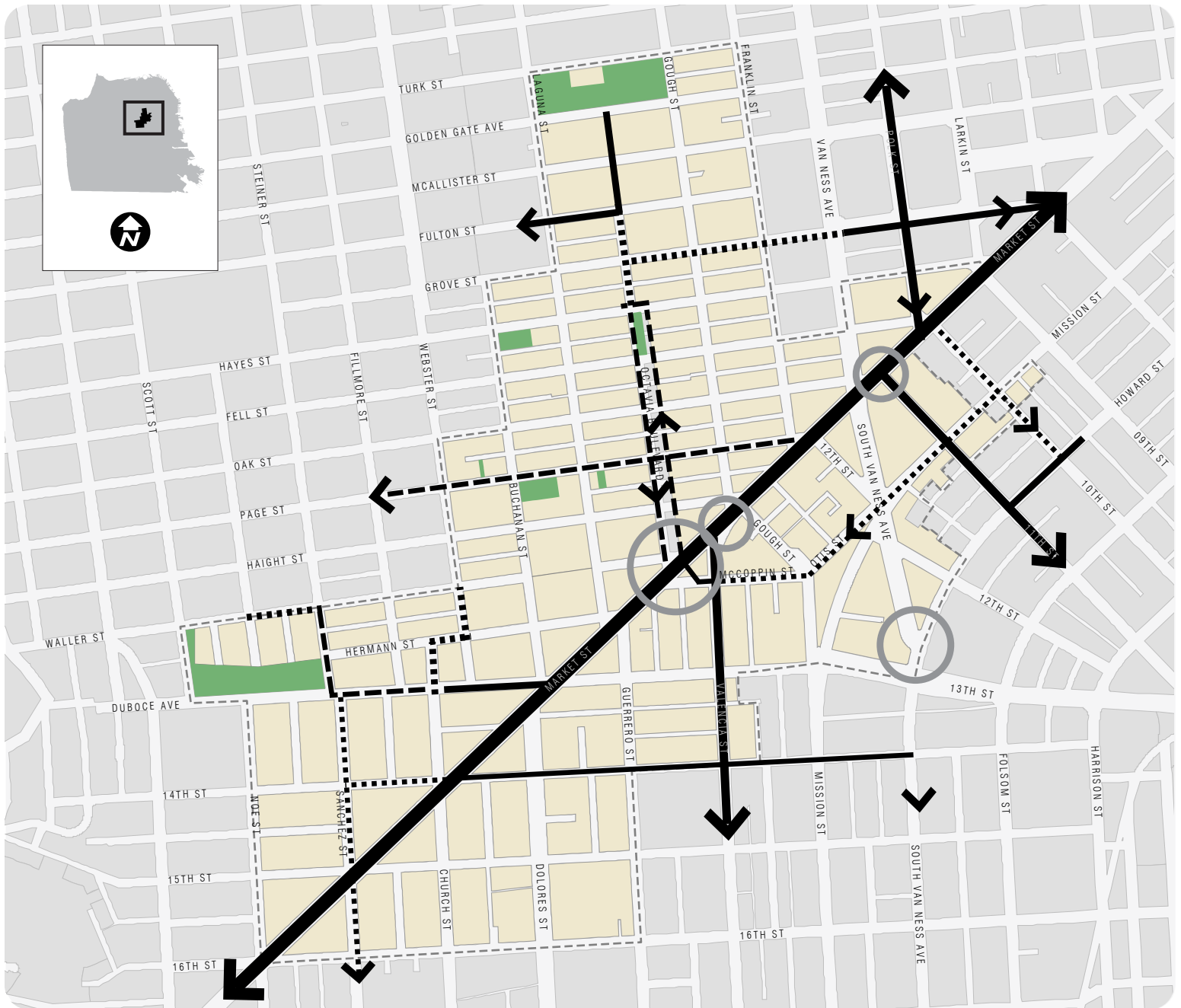
MAP 09

- ↔ Dedicated Transit Only Lanes
- ↔ Transit Priority (Bus-bulbs, Signal Pre-emption)
- Existing Bus Service, No Change Proposed
- Important Transit Facilities



**Frontages Where
Curb Cuts Are Not Permitted**

MAP 10

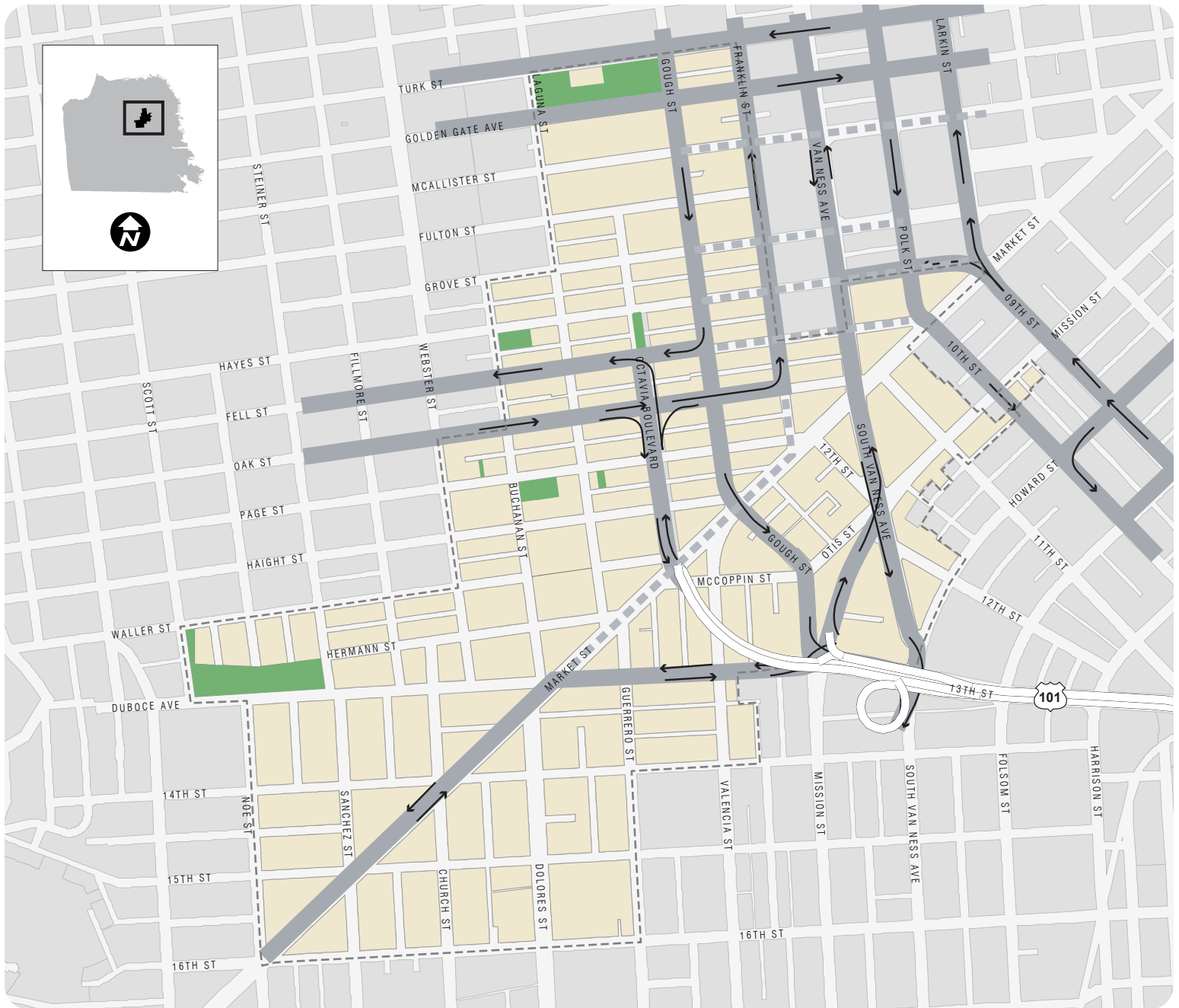


Bicycle Network

0 500 1,000 2,000 Feet

MAP 11

- Bike Lanes and Paths
- Other Bike Routes
- Bike Boulevards and Traffic-Calmed Streets
- Intersections for Special Treatment



Major Routes for Vehicular Circulation

- Primary Routes to/from Freeways
- Secondary Routes to/from Freeways
- Direction of Travel

0 500 1,000 2,000 Feet

MAP 12

**MARKET AND OCTAVIA
AREA PLAN
HUB PUBLIC BENEFITS
PROGRAM**

Last Updated July 2020

HUB PUBLIC BENEFITS PROGRAM

The vision for the Hub is one with more housing, especially affordable housing, safer, walkable streets, active public spaces; increased transit capacity, and neighborhood services and amenities to serve a diverse population. The Hub sits within the most eastern boundary of the Market and Octavia Plan which came out of a robust ten year community planning effort. The Hub is fortunate enough to be located in a transit-rich part of the City. A multitude of major transit lines run through the neighborhood, all MUNI metro lines stop at Van Ness Station, a new bus rapid transit line is under construction on Van Ness Avenue and major improvements are planned for Market Street.

With space for approximately 12,000 housing units and 11,400 jobs, as the area grows and evolves over the next 20 years, the Hub area will require significant investments in infrastructure to meet the needs of a growing residential population. As such, the City places requirements on new development to help ameliorate and mitigate its impacts. These requirements and controls will result in approximately \$958 million in public benefits to serve the neighborhood – compared to the estimated \$728 million in revenues that could be generated under the existing zoning.

The purpose of this Public Benefits Program Document is to summarize the Plan's public infrastructure program, sources of funding, relative allocation of revenues from the various sources among the infrastructure projects, and implementation processes and mechanisms. It includes the following sections:

1. **Process:** This section briefly outlines the process of developing the implementation program and strategy for the Hub, including describing the supporting needs assessments, community outreach and interagency process, and technical analyses.
2. **Public Benefits Package:** This section outlines a range of infrastructure and services that may serve new growth anticipated under the Plan, including a description of the implementing agencies/ organizations and anticipated timeline for delivery.
3. **Funding Strategy:** This section describes the requirements on new development to finance the improvements proposed in the Public Benefits Package.
4. **Administration & Monitoring:** This section describes the interagency processes for ensuring coordination during the plan implementation period, as well as procedures for ongoing monitoring to ensure that the Plan's objectives are being met.

Several of the funding and implementation processes are legally established and more thoroughly described in other City codes and ordinances, including the Planning Code and Administrative Code. Also note that these proposals are designed to be consistent with the requirements of California Mitigation Fee Act and all proposed development impact fees have been evaluated against relevant maximum justified nexus amounts, where applicable.¹

1 Pursuant to the California Mitigation Fee Act (CA Government code § 66000 et seq.), Cities may enact development impact fee requirements provided they are roughly proportional in nature and extent to the impact of the new development.

I. PROCESS

The Planning Department worked closely with other agencies and stakeholders to develop the public benefits, financing, and administration strategies described in this Implementation Plan. Concepts for infrastructure and public benefits were first developed for the Public Realm Plan in March 2017, and further refined through additional outreach leading up to adoption hearings at the end of 2019. The Department held a series of public meetings and targeted outreach to neighborhood groups and the Market and Octavia Community Advisory Committee to solicit public feedback on needs and funding priorities for public benefits.

This document describes the list of infrastructure projects that has been prioritized based on City and community feedback. It may not reflect the entire scope of possible infrastructure and service needs in the Plan Area, nor the longer term needs beyond the life of the Plan (anticipated as 20 years). It reflects public input on key neighborhood priorities and needs, informed by feedback from implementing agencies on project feasibility and cost. The public benefits identified may require further scoping and analysis on project design, financial feasibility, environmental review, and implementation. Project scoping and planning has already begun for a number of the City agency projects identified here, with the goal of having projects ready for construction by the time that funding generated by the Plan becomes available. In addition, project scoping and planning has already begun for a number of the infrastructure projects that will be delivered by the private sector in coordination with the development project.

Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in this Public Benefits Program. The City may modify this list of projects in the future, as the neighborhood evolves, new needs are identified, and/or any additional required environmental review is completed. Any such process would involve substantial public input and would require a revision to this Implementation Document. As described further in Section IV (Administration & Monitoring), oversight for implementation of this plan will be shared among various public agencies and elected officials, with input from the public through the Community Advisory Committee (CAC) and other events or hearings. These regulatory bodies will be responsible for overseeing ongoing capital planning efforts, including: financial reporting and monitoring; deliberation regarding the sequencing and prioritization of expenditures; and if necessary, modifications to the Implementation Document, which would require ultimate approval by the Board of Supervisors.

II. PUBLIC BENEFITS PACKAGE

Public benefits are goods and services expected to be generated by new development that typically: 1) support the broader community’s wellbeing; 2) are not provided voluntarily by the private sector (or at least not in sufficient quantity or quality to meet demand); and, 3) require some sort of subsidy or opportunity cost (e.g. public or private funding) to create, operate, and maintain. Common types of public benefits include affordable housing, parks, and transit service. In order to fund public benefits, government agencies utilize “value capture” strategies – such as development requirements, taxes, fees, or other exactions. These strategies are often implemented concurrent to investments in public infrastructure (such as new transit service) or increases in development potential for property owners. The public benefits generated through these strategies are typically delivered through one or more of the following two mechanisms:

- **Direct provision of benefit by a specific development project** (e.g. on-site affordable housing units or the provision of Privately Owned Public Open Spaces (POPOS) or an in-kind improvement. These public benefits are typically provided at the same time as the new development or shortly thereafter.
- **One-time impact fees** paid when a project is ready for construction, such as citywide (e.g. Child Care Fee) and area plan fees (e.g. Market Octavia Community Infrastructure Fee).

This section describes the public benefits and the key funding sources expected to be generated by the Plan. There are five categories of public benefits that may be funded by development in the Hub in support of the Goals, Objectives, and Policies outlined in the Market and Octavia Area Plan. Table 1 summarizes the maximum amount of impact fee that is estimated for this area over time. The table also summarizes how the revenues generated by Plan may be allocated among these public benefits, accompanied by a detailed discussion of each category of public benefit provided in order of allocated funding.¹

1 All dollar amounts expressed here are in 2019 dollars. Actual average revenues collected each year will be higher, due to scheduled tax rate escalation as well as indexing of City fees (which are escalated annually to reflect construction costs).

MARKET AND OCTAVIA AREA PLAN HUB PUBLIC BENEFITS PACKAGE

TABLE 1A. BENEFITS SUMMARY (IN 2019 DOLLARS)

BENEFIT		TOTAL REVENUES	ALLOCATION (%)
Affordable Housing		\$682,000,000	70%
New on-site units and affordable housing resources		\$682,000,000	70%
Transit		\$116,000,000	12%
Improvements to transit service and capacity including modernization of Van Ness Station		\$116,000,000	12%
Parks & Recreation*		\$32,000,000	3%
New Park at 11th and Natoma		7,500,000	.78%
Improvements to Buchanan Mall		7,500,000	.78%
Improvements to Koshland Park		2,000,000	.21%
New/Improved Civic Center Public Spaces		7,500,000	.78%
Other open spaces in the Plan Area TBD		7,500,000	.78%
Complete Streets*		\$71,000,000	7%
Priority 1: Redesign of major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	11th Street (Market Street to Bryant Street)		
	12th Street (Market Street to Mission Street) and 12th/Otis Plaza		
	13th Street (Valencia Street to Folsom Street)		
	Gough Street (Stevenson Street to Otis Street)		
	Market Street (11th Street to 12th Street)		
	Oak Street (Franklin Street to Van Ness Avenue) and Oak/Van Ness Plaza		
	Otis Street (Duboce Avenue to South Van Ness Avenue)		
	South Van Ness Avenue (Mission Street to 13th Street)		
	Valencia Street (Market Street to 15th Street) and Valencia Hub		
Priority 2: Living Alleys	Brady Street (Market Street to Otis Street)		
	Chase Court		
	Colton Street (Gough Street to Colusa Place)		
	Colusa Place		
	Stevenson Street (Gough Street to 12th Street)		
	Jessie Street (off McCoppin)		
	Lafayette Street (Mission Street to Howard Street)		
	Lily Street (Franklin to Gough Street)		
	Minna Street (10th Street to Lafayette Street)		
	Plum Street (Mission Street to South Van Ness Avenue)		
	Rose Street (Gough Street to Market Street)		
Schools & Childcare		\$57,000,000	6%
New childcare centers		\$20,000,000	2%
Capital investments in schools serving K-12 population		\$37,000,000	4%
Community Facilities		\$7,000,000	.73%
Funding for new community facilities, including arts/cultural, social welfare and community health		\$7,000,000	.73%
TOTAL		\$965,000,000	100%

* This represents the maximum amount of impact fee money that could be generated for this infrastructure category. It does not represent the full cost of delivering the projects listed. The projects listed could be funded by a combination of revenue sources including impact fees. Numbers are rounded to the highest number.

MARKET AND OCTAVIA AREA PLAN HUB PUBLIC BENEFITS PACKAGE

TABLE 1B. DETAILED FUNDING SOURCES AND USES (IN 2019 DOLLARS)

PUBLIC BENEFIT	Direct Provision By New Development	Market Octavia + Van Ness And Market Sud Infrastructure Fee (\$421 And 424)	Transportation Sustainability Fee (\$411A)	Market Octavia + Van Ness And Market Sud Affordable Housing Fee (\$416 And 424)	School Impact Fee (Ca Ed. Code §17620)	Child Care Fee (\$414 and 414(A))	Community Facilities Fee (\$425)	TOTAL (BY CATEGORY)	% SHARE
Affordable Housing	\$528,000,000			\$154,000,000				\$682,000,000	70%
Transit		\$34,000,000	\$82,000,000					\$116,00,000	12%
Parks & Recreation		\$32,000,000						\$32,000,000	3%
Complete Streets		\$68,000,000	\$3,000,000					\$71,000,000	7%
Schools & Childcare					\$37,000,000	\$20,000,000		\$57,000,000	6%
Community Facilities							\$7,000,000	\$7,000,000	.73%
TOTAL (BY SOURCE)	\$528,000,000	\$134,000,000	\$85,000,000	\$154,000,000	\$37,000,000	\$20,000,000	\$7,000,000	\$965,000,000	100%

NOTE: Over the course of Plan build out (roughly 25 years), the City expects to allocate funds among the public benefit categories in the amounts listed (or proportionally according to the category allocation percentages listed, should the final amount of revenues differ from what is shown here). However, the sequence of fund disbursement will be determined based on a variety of factors, including project readiness, community priorities, completion of any additional required environmental review, and other funding opportunities. The list of specific projects is subject to change and is not legally binding.

III. FUNDING STRATEGY

Affordable Housing

Market and Octavia Area Plan Objective 2.4, states that “Provide increased housing opportunities affordable to households at varying income levels”. The Hub area could have up to 2,200 affordable units. This includes an additional 430 affordable units that could be generated by the proposed amendment to the Market and Octavia Area Plan. The Market and Octavia Area Plan requires that the Market and Octavia Affordable Housing fee be spent in order of priority; (1) within the Market and Octavia Plan Area and the Upper Market NCT District, (2) within 1 mile of the Market and Octavia Plan Area and the Upper Market NCT District, and (3) citywide. As part of the Market Octavia Plan Amendment, the priorities for the Van Ness and Market Special Use District Affordable Housing fee are being established.

TABLE 2. TOTAL ESTIMATED COSTS AFFORDABLE HOUSING

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
2,200 BMR units	\$525,800,000	Inclusionary Housing Program (Planning Code Section (Sec.) 415)	Applicable to new residential projects. Individual developments may choose how to satisfy the program requirements, but revenues are generally expected to be split 50-50 between: 1) on-site Inclusionary Housing Program units provided directly by development projects; and, 2) off-site Inclusionary Housing units or units provided by MOHCD, funded by payment of the Affordable Housing Fee	MOHCD
643 BMR units	\$154,000,000	Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Sec. 416); Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Sec 424)	Applicable to new residential projects.	MOHCD
TOTAL	\$682,000,000			

DELIVERY AND TIMING

All of the funding sources for below-market rate (BMR) units in the Plan Area are provided through either direct provision or impact fees paid by new developments. As such, the delivery of BMR units is highly dependent on the volume of new development. On-site and off-site BMR units provided through the Inclusionary Housing Program are expected to be provided at the same time as market rate units of the affiliated project.

BMR units funded through impact fees at the time of development are directed to the Mayor’s Office of Housing and Community Development (MOHCD), which uses the money to identify and purchase sites and construct new affordable housing units, often in conjunction with nonprofit housing developers.

MOHCD may need to assemble the impact fees from several market-rate projects to obtain sufficient funds for each new affordable housing project. Thus, the development of these units may lag behind the market rate units, unless additional affordable housing funds are directed to the Plan Area in the interim.

In addition, MOHCD is increasingly exploring affordable housing preservation strategies, in which they convert existing housing units (such as rent-controlled apartments) into permanently affordable BMR units. The City’s Small Sites Program is one such tool, funding acquisition and rehabilitation of 5-to-25-unit rental buildings. The Hub could rely on both production and preservation strategies outlined in the Community Stabilization Initiative¹ in order to achieve the Plan’s affordable housing goals.

Transit

Market and Octavia Area Plan Objective 5.1, states that “Improve public transit to make it more reliable, attractive, convenient, and responsive to increasing demand”. New and enhanced public transportation infrastructure is fundamental to accommodating new housing units in this area.

TABLE 3. TOTAL ESTIMATED COSTS – TRANSIT

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Improvements to transit service and capacity including modernization of Van Ness Station	\$116,000,000	Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Funds may go to SFMTA to improve transit service and capacity including modernization of Van Ness Station.	SFMTA
TOTAL	\$116,000,000			

DELIVERY AND TIMING

Funds for local transit improvements would be directed to and administered by the San Francisco Municipal Transportation Agency (SFMTA). The funds derived from impact fees (the TSF, Market Octavia Infrastructure Impact Fee, and the Van Ness and Market Special Use District Infrastructure Impact Fee) will accrue as development projects receive their building permits, and are thus tied directly to the rate of new development.

In addition, the portion of revenues from Market Octavia Infrastructure Impact Fee and the Van Ness and Market Special Use District Infrastructure Impact Fee are programmed through the Interagency Plan Implementation Committee (IPIC) and the Market and Octavia Community Advisory Committee (MOCAC), described further in Section IV. The MOCAC, comprised of community stakeholders, provides annual recommendations for how to allocate fee revenues to high priority public projects. These proposals are subsequently evaluated, modified, and approved by the IPIC and the City Capital Planning Committee, and included in the City’s annual Capital Budget and 10-year Capital Plan (adopted biennially).

1 <https://sfplanning.org/community-stabilization-strategy>

Parks & Recreation

Market and Octavia Area Plan Objective 7.2 states “Establish a functional, attractive and well-integrated system of public streets and open spaces in the Hub to improve the public realm”. Because the Hub is a relatively small area, many of the opportunities to create significant new parks and open spaces fall just outside the Plan area boundary. The Plan proposes to expand the area in which impact fee money can be spent to make improvements to existing facilities and create new open space opportunities to serve a wide variety of needs.

TABLE 4. TOTAL ESTIMATED COSTS – PARKS & RECREATION¹

BENEFIT	TOTAL REVENUES	FUNDING SOURCES ²	DESCRIPTION	LEAD AGENCIES
New Park at 11th and Natoma	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Development of a new park on 11th and Natoma.	Rec & Park
Improvements to Buchanan Mall	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Improvements to Koshland Park	\$2,000,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
New / Improved Civic Center Spaces	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Other open spaces in the Plan Area TBD	\$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Development of a new parks or recreation amenities in the Plan area to accommodate new growth.	Rec & Park
TOTAL	\$32,000,000			

DELIVERY AND TIMING

Revenues from impact fees will accrue concurrently with the pace of new development. The prioritization of projects is conveyed in table 4, with the highest priority for funding at the top of the table. However, this order may be amended, through input from the Market and Octavia Community Advisory Committee and Interagency Plan Implementation Committee, policy makers, and other public feedback, based on timing considerations (such as shovel readiness) and financial considerations (such as leveraging other funds).

¹ This list of projects is ordered by priority, based on community feedback and discussions with the Recreation and Parks Department. It is not legally binding and is subject to change in response to future open space opportunities and priorities in the Plan Area. The cost of parks and recreational benefits is highly subject to design decisions and identification of complementary funding sources. If the benefits listed all cost the City the maximum foreseeable, then the sum of these benefits will exceed the amount allocated.

Complete Streets

Market and Octavia Area Plan Objective 7.2 states “Establish a functional, attractive and well-integrated system of public streets and open spaces in the Hub to improve the public realm”. The current network of streets in the Plan Area provides a poor experience for people walking and riding bikes. In addition, with the freeway on and off ramps directly adjacent to this area, there is a strong presence of cars. The Plan calls for improvements to make walking and biking more safe and convenient, and encourage people to drive less. Funding generated by new development may be used to transform the vast majority of all major streets in the Plan Area into high quality streets for walking, biking, and transit.

TABLE 5. TOTAL ESTIMATED COSTS – COMPLETE STREETS

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Redesign of all major streets in the Plan Area		Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Redesign of all major streets (including portions of 11th, 12th, 13th, Gough, Market, Oak, Otis, South Van Ness, and Valencia Streets)	SFMTA, Public Works
Living Alleys		Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Create new living alleys in the plan area	Public Works
TOTAL	\$71,000,000			

DELIVERY AND TIMING

All funding dedicated to complete streets would be directed to the SFMTA and San Francisco Department of Public Works (Public Works) for planning, design, and construction. These funds are projected to be used in combination with other funding sources to redesign the vast majority of the major streets in the Plan Area and construct new living alleys. The Hub Public Realm Plan includes conceptual designs for the major streets, each street will need to undergo a more detailed design process, incorporating additional public feedback and environmental review as necessary, and including opportunities for incorporating environmental sustainability and green landscaping elements. Although improving the major streets is the highest priority, improvements may also be implemented to create more living alleys in the Plan Area as funding allows. Within the major streets, prioritization will be set by SFMTA and Public Works.

As noted in the Transit section above, revenues from the Market and Octavia Infrastructure Impact Fees receive additional oversight through the Market and Octavia Community Advisory Committee and the IPIC.

Alternatively, some improvements may be provided directly by private development in order to meet minimum Better Streets Plan requirements or to satisfy an In-Kind Agreement. These improvements would be completed at the same time as the affiliated development project.

Schools and Child Care

In terms of schools and child care, the Plan Area is expected to see an increase in the number of children as it continues to transition from a primarily industrial neighborhood to a mixed-use hub. The Plan will generate funding to meet the demand for schools and childcare for youth ages 0-18 through existing City impact fees.

TABLE 6. TOTAL ESTIMATED COSTS – SCHOOLS & CHILDCARE

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Schools	\$37,000,000	School Impact Fee (State Education Code Sec. 17620)	Impact fees to meet demand for school facilities to serve growth generated within the Plan Area.	SFUSD
Childcare	\$20,000,000	Child Care Fee (Sec. 414, 414A); Market Octavia Impact Fee (Sec. 414 and 414.A)	Impact fees to meet demand for child care facilities to serve growth, located within the Plan area.	HSA Office of Early Care & Education
TOTAL	\$57,000,000			

DELIVERY AND TIMING

The School Impact Fee will accrue at the time projects receive building permits. It is directed to the San Francisco Unified School District for use at their discretion throughout the city. New school facilities are expected to serve a broader area than just the Market and Octavia Plan Area and will cost significantly more than the funds generated by the fees in the Plan Area. Additional fees, including those collected by the School Impact Fee in previous years, will be required to accrue enough to build new facilities.

Funds from the Child Care Fee and Market and Octavia Infrastructure Impact Fee will accrue at the time projects receive building permits. They will go to the Child Care Facilities Fund, which is administered jointly by the City's Human Services Agency Office of Early Care and Education and the Low-Income Investment Fund (LIIF). The Child Care Fee money can be spent throughout the City, while the Market Octavia fee must be spent within 1,250 feet of the Plan Area. Child care facilities are less costly than school facilities and might come online sooner. New developments have the option to satisfy their entire Market Octavia Neighborhoods Impact Fee requirement by directly providing publicly-accessible child care on-site through an In-Kind Agreement (IKA), which could result in faster delivery of services.

Community Facilities

The Plan will generate funding for new community facilities in the plan area and the adjacent neighborhoods. Facilities could include Arts/Cultural Facilities, Social Welfare Facilities, and/or Community Health Facilities

TABLE 7. TOTAL ESTIMATED COSTS – COMMUNITY FACILITIES

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Community Facilities	\$7,000,000	Community Facilities Fee (Section 425)	Impact fees to fund community facilities	MOHCD
TOTAL	\$7,000,000			

IV. ADMINISTRATION & MONITORING

Implementation of the Market Octavia Area Plan requires collaboration among a diverse group of stakeholders, city agencies, community members, and private actors. This section describes the interagency governance bodies and processes that are responsible for overseeing implementation of the Market and Octavia Area Plan and its public benefits. In addition, a number of the aforementioned funding sources each have their own processes for implementation, administration, and monitoring.

PLAN IMPLEMENTATION GOVERNANCE ENTITIES

San Francisco Controller's Office

The Controller serves as the chief accounting officer and auditor for the City and County of San Francisco, and is responsible for governance and conduct of key aspects of the City's financial operations. The office plays a key role in implementing area plans by managing the City's bonds and debt portfolio, and processing and monitoring the City's budget. The department produces regular reports and audits on the City's financial and economic condition and the operations and performance of City government.

The Controller's Office, working in concert with the Mayor's Office, IPIC, and other entities mentioned below, is responsible for overseeing a funding prioritization process for the Market and Octavia Area Plan to help ensure that funds are allocated to public benefits in a logical and equitable manner.

The City is required to regularly report on impact fees revenues and expenditures. San Francisco Planning Code Article 4, Section 409 requires the San Francisco Controller's Office to issue a biennial Citywide Development Impact Fee Report¹ including:

- All development fees collected during the prior two fiscal years, organized by development fee account;
- All cumulative monies collected and expended over the life of each fee;
- The number of projects that elected to satisfy development impact requirements through in-kind improvements;
- Any annual construction cost inflation adjustments to fees made using the Annual Infrastructure Construction Cost Inflation Estimate published by the Office of the City Administrator's Office of Resilience and Capital Planning; and
- Other information required pursuant to the California Mitigation Fee Act Government Code Section 66001, including: fee rate and description; the beginning and ending balance of the fee account; the amount of fees collected and interest earned; an identification of each public improvement on which fees were expended and the percentage of the cost of the improvement funded with fees; an approximate construction start date; and a description of any transfers or loans made from the account.

¹ The FY2014-2015 and 2015-2016 report is available at: <https://sfcontroller.org/sites/default/files/Documents/Budget/FY2014-15%20&%20FY2015-16%20Biennial%20Development%20Impact%20Fee%20Report.pdf>

Capital Planning Committee

The Capital Planning Committee (CPC) makes recommendations to the Mayor and Board of Supervisors on all of the City's capital expenditures. The CPC annually reviews and approves the 10-year Capital Plan, Capital Budget, and issuances of long-term debt. The CPC is chaired by the City Administrator and includes the President of the Board of Supervisors, the Mayor's Finance Director, the Controller, the City Planning Director, the Director of Public Works, the Airport Director, the Executive Director of the Municipal Transportation Agency, the General Manager of the Public Utilities System, the General Manager of the Recreation and Parks Department, and the Executive Director of the Port of San Francisco.

The IPIC fee revenue budgets and associated agency project work programs / budgets are incorporated as part of the 10-year Capital Plan. Updated every odd-numbered year, the Plan is a fiscally constrained expenditure plan that lays out infrastructure investments over the next decade. The Capital Plan recommends projects based on the availability of funding from various sources and the relative priority of each project. Enterprise departments (such as the San Francisco International Airport and Public Utilities Commission) can meet most needs from usage fees and rate payers. However, other fundamental programs that serve the general public (such as streets and fire stations) rely primarily on funding from the City's General Fund and debt financing programs.

Interagency Plan Implementation Committee (IPIC)

The Interagency Plan Implementation Committee (IPIC) is comprised of City staff members from various City Departments who are collectively charged with implementing capital improvements in connection with the City's Area Plans: Eastern Neighborhoods (comprised of separate Area Plans for Central SoMa, Central Waterfront, East Soma, Mission, Showplace Square / Potrero, and Western Soma), Market and Octavia, Rincon Hill, Transit Center District, Balboa Park and Visitacion Valley (including the Executive Park Subarea Plan and the Schlage Lock Master Development). Developments within these area plan boundaries are required to pay impact fees specific to the respective Plan geographies, which are allocated through the IPIC and Capital Planning processes towards priority projects and other infrastructure needed to serve new growth.

The IPIC is required to develop a capital plan for each Plan Area and an Annual Progress Report indicating the status of implementation of each of the Area Plans. This report includes a summary of the individual development projects (public and private) that have been approved during the report period, progress updates regarding implementation of the various community improvements in accordance with the Plan's projected phasing, and proposed departmental work programs and budgets for the coming fiscal year that describe the steps to be taken by each responsible department, office, or agency to implement community improvements in each plan area. The IPIC Annual Progress Report is heard each year before the Capital Planning Committee, the Planning Commission, and the Land Use and Economic Development Committee of the Board of Supervisors prior to finalization of the report. In addition, the IPIC Annual Progress Report, impact fee allocations, and related agency work programs and budgets are inputs to the City's 10-year Capital Plan, developed by the Capital Planning Committee.

Market and Octavia Community Advisory Committee (MOCAC)

The Market and Octavia Citizens Advisory Committee (MOCAC) is the central community advisory body charged with providing input to City agencies and decision makers with regard to all activities related to implementation of the Market and Octavia Area Plans. The group was established as part of the Market and Octavia Area Plan, and is comprised of 7 members representing the diversity of the plan areas, including renters, homeowners, low-income residents, local merchants, and established neighborhood groups within the Plan area.¹

The MOCAC is established for the purposes of providing input on the prioritization of public benefits, updating the community improvements program, relaying information to community members regarding the status of development proposals in the Market and Octavia Plan Area, and providing input to plan area monitoring efforts as appropriate (described further in the Plan Monitoring & Reporting section below). The MOCAC serves an advisory role, as appropriate, to the Planning Department, the IPIC, the Planning Commission, and the Board of Supervisors.

The MOCAC also advises on the allocation of development fees to public benefits in the Market and Octavia Plan Area. These recommendations are advisory, as an input to the IPIC and Capital Planning Committee processes described above.

PLAN MONITORING & REPORTING

City agencies are required to monitor and report on the implementation of the Market and Octavia Area Plan. The Planning Department, in coordination with the MOCAC, is required to produce the Market and Octavia Monitoring Report (scheduled to be updated in 2020, and at five-year intervals thereafter). This community and data-driven report provides information on the housing supply and development, commercial activities and transportation in the plan area. The report is required to be presented to the Board of Supervisors, Planning Commission, the Citizens Advisory Committee and Mayor.

¹ More information is available at: <https://sfplanning.org/project/market-octavia-community-advisory-committee-cac>

V. DESCRIPTION OF MARKET AND OCTAVIA AREA PLAN FUNDING SOURCES

This section provides further information on the purpose, administration, and uses of various funding sources at time of Plan Adoption. For the most updated information on these funding sources, consult the Planning Code and associated legislation.

AFFORDABLE HOUSING

Inclusionary Housing Program (Sec. 415)

The Inclusionary Housing Program (Planning Code §415) requires new market-rate residential development projects to provide funding for affordable housing, either through direct on-site provision or via payment of the Affordable Housing Fee. Revenues from this Fee are directed to the Mayor's Office of Housing and Community Development (MOHCD), which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Affordable Housing Fee may typically be used anywhere within the city. However, as discussed in Section III above, fees generated by projects within Market and Octavia Plan Area are required to be expended in order of priority, (1) within Market and Octavia, (2) within 1 mile of Market and Octavia, and (3) Citywide.

Jobs-Housing Linkage Fee (Sec. 413)

The Jobs-Housing Linkage Fee (§413) is a citywide impact fee levied on new non-residential developments of 25,000 GSF or greater. Revenues from this Fee are directed to MOHCD, which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Jobs-Housing Linkage Fee may typically be used anywhere within the city.

TRANSPORTATION

Transportation Sustainability Fee (Sec. 411A)

The Transportation Sustainability Fee (TSF; §411A) is a citywide impact fee assessed on both Residential and Nonresidential development, with funds directed to the Controller's Office and the San Francisco Municipal Transportation Agency (SFMTA) for programing and administration. Funds are allocated to projects specified in the Expenditure Program shown in table 8 below: state of good repair projects (capital maintenance), system capacity expansion, complete streets projects, and regional transit improvements. Some uses are exempt from paying the fee, including smaller market-rate residential projects (20 units or fewer), 100% affordable housing projects, and most nonprofit owned and operated uses. Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

TABLE 8. TSF EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION
Transit Capital Maintenance	61%
Transit Service Expansion & Reliability Improvements - San Francisco	32%
Transit Service Expansion & Reliability Improvements - Regional Transit Providers	2%
Complete Streets (Bicycle and Pedestrian) Improvements	3%
Program Administration	2%

Other Agency-Identified Transportation Funds

The SFMTA produces a biennial Capital Improvement Plan (CIP) that identifies projects that could be funded with a variety of funding sources including impact fees as presented in the CIP. The SFMTA is committed to funding projects listed in the CIP as funding becomes available. Many of the streets identified in this public benefits document are also listed in the SFMTA's FY2019-2023 CIP including; 11th Street, 13th Street, Otis Street, South Van Ness Avenue, Valencia Street and Market Street.

PUBLIC ART

San Francisco has a 1% Art Program that requires all projects involving new building, or the addition of 25,000 square feet or more in the Downtown and nearby neighborhoods, to provide public art equal to at least 1% of the total construction cost or to dedicate a portion of this requirement to the City's Public Art Trust. The program was established by the 1985 Downtown Plan and is governed by Section 429 of the Planning Code. Because the base zoning in this area is C-3-G, projects in the Hub would be subject to this fee.

PARKS & RECREATION

Downtown Park Fund (Sec. 412)

Office developments of a certain size are required to pay a fee to support new parks in the Downtown. The Fund are administered by the Recreation and Park Commission and the Planning Commission

Privately-Owned Public Open Spaces (POPOS) Requirement (Sec. 138)

Non-residential developments of a certain size are required to provide Privately-Owned Public Open Spaces (POPOS). This space can be located outdoors or indoors and must be accessible to the public open seven days a week. All new office projects are required to provide one square foot of POPOS for every 50 occupied square feet of office use. The Planning Department is the agency primarily responsible for reviewing and approving POPOS proposals as part of the associated development application.

SCHOOLS & CHILDCARE

School Impact Fee (CA Education Code Sec. 17620)

The School Impact Fee (enabled by CA State Education Code §17620) is a citywide impact fee on new/expanded Residential and Non-Residential developments, with funds directed to the San Francisco Unified School District (SFUSD) for new capital facilities serving the public school population. Funds are not required to be spent in the Plan Area; revenues are programmed at SFUSD's discretion based on current and future projections of growth in the school-aged population in each neighborhood.

Child Care Fee (Sec. 414 & 414A)

The Child Care Fee (Planning Code §414 & 414A) is a citywide impact fee collected on Office and Hotel projects greater than 25,000 GSF and on Residential and residential care developments adding more than 800 square feet of net new space. Funds are directed to the Human Services Agency Office of Early Care & Education and the Low-Income Investment Fund (LIIF, a non-profit child care developer contracting with the City) to develop new capital facilities for child care services. Funds may be spent citywide and are not required to be spent within the Plan area.

AREA-PLAN & MULTI-CATEGORY FUNDING SOURCES

Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Sec. 416)

The Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Planning Code §421) is an area plan impact fee that was adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market Octavia will continue to pay this impact fee that is used for affordable housing. The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC).

Market and Octavia Community Improvement Fund (Sec. 421)

The Market and Octavia Community Improvement Fund (Planning Code §421) is an area plan impact fee that was adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market Octavia will continue to pay this impact fee that is used for infrastructure. The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC). Funds are allocated into public benefit categories shown in table 9.

Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Sec 424)

The Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Planning Code §424) is an area plan impact fee that was also adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market and Octavia will continue to pay this impact fee. Funds are allocated to affordable housing and infrastructure based on the development site floor area ratio (FAR). The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC). Funds are allocated into public benefit categories shown in table 10 below.

Community Facilities Fee (Sec 425)

The Community Facilities Fee (Planning Code Section 425) is an impact fee applied to applicable projects in the Van Ness and Market Residential Special Use District. The fee is collected on new residential projects, that include the addition of 800 square feet or the conversion of 800 square feet of a non-residential use to residential use. Funds are directed to the Mayor's Office of Housing and Community Development. Funds may be spent within 1,250 feet of the Plan Area.

TABLE 9. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	44%	61%
Transit	22%	20%
Recreation and Open Space	21%	14%
Childcare	8%	Not applicable
Program Administration	5%	5%

TABLE 10. VAN NESS AND MARKET DOWNTOWN RESIDENTIAL SPECIAL USE DISTRICT INFRASTRUCTURE FUND

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	44%	30%
Transit	22%	45%
Recreation and Open Space	21%	20%
Childcare	8%	Not applicable
Program Administration	5%	5%

OTHER SOURCES OF FUNDING

The fees and requirements discussed above are largely designed to mitigate the infrastructure needs created by new development. However, there are already substantial needs in the neighborhood. The responsibility for responding to some needs will need to be shared with a broader set of stakeholders than just new developments (sea level rise mitigation, for instance). As such, additional revenue sources will be needed to create a fully sustainable neighborhood. These additional revenue mechanisms will require interdepartmental efforts that continue after the Plan's adoption, and may require future authorization by the Mayor and Board of Supervisors. A few potential sources of additional funding are described below

General Fund

The City's discretionary property tax proceeds are deposited into the General Fund, and are available for the appropriation to any public purpose, including operations, programs, maintenance, and capital projects.

Theoretically, these revenues could be directed to the Plan Area to accelerate the delivery of public benefits, or to fund other public benefits not identified here.

Grants & Bonds

Many local, state, and federal agencies offer potential grants to fund needed capital projects. In particular, regional and state funds earmarked to facilitate higher density development near major transit infrastructure (such as the One Bay Area Grants run by the Metropolitan Transportation Commission) are a good fit for the goals of the Plan and could potentially be paired with matching local funds.

Other local bond measures may provide additional opportunities to fund projects identified here or in the future. For instance, San Francisco voters have adopted multiple bond measures in recent years to fund new or renovated parks and open spaces.

Direct provision through Development Agreements and other negotiated conditions of approval

Project sponsors may elect to provide community benefits directly, through mechanisms such as a Development Agreement or other negotiated condition of approval. These benefits may be provided in-lieu of some other requirement, or they may be voluntarily provided above and beyond the development requirements. It is impossible to predict how many projects would opt to do this.

APPENDIX C. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS, DETAILED PROJECT SCOPE AND COSTS

This appendix corresponds to Table 6. For each line item in Table 6 we provide:

1. The **Project Scope**, usually referring to the Neighborhood Plan policies, as they are provide descriptive information about the plan's vision for specific projects;
2. A **Cost Projection**, describing how cost estimates were made; and
3. A list of **Relevant Agencies**, the lead agency is listed first.

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A1. “Living Street” Improvements for Select Alleys

Project Scope

POLICY 4.1.6

Introduce traffic-calming measures for residential alleys. Consider improvements to alleys with a residential character to create shared, multipurpose public space for the use of residents.

Traffic calming can improve residential streets and alleys in a number of ways. Parking can be concentrated along the curbside with the fewest driveway breaks; new pedestrian-scaled lighting can be added; trees can be planted (if residents desire trees), with agreement on a single tree species and a unified planting pattern. Narrow traffic lanes are more conducive to slow vehicular movement than are wide lanes. Because these alleys carry relatively little traffic, they can be designed to provide more public space for local residents—as a living street with corner plazas to calm traffic, seating and play areas for children, with space for community gardens and the like—where people and cars share space. By calming traffic and creating more space for public use, the street can become a common front yard for public use and enjoyment.

Working closely with DPT’s “Livable Streets” traffic-calming program, prototypes should be developed for more extensive improvements to residential alleys. And a process should be developed whereby local residents can propose living-street improvements and participate actively in the design for their alley.

- Develop prototypes for residential alley improvements, to be used as part of the “Livable Streets” traffic-calming initiative.
- Develop a process whereby local residents can propose living street improvements and participate in the design and implementation of improvements to their alley.

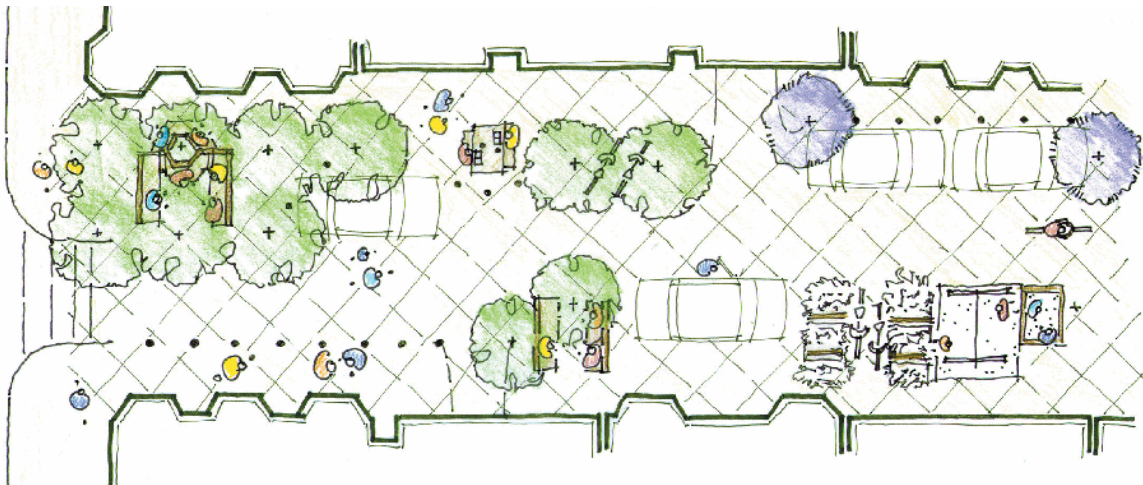


Figure 1. Schematic of Living Street Alleyway Concept

The following policy from the Market and Octavia Area Plan provides guidelines for Non-residential alley improvements.

POLICY 4.1.8

Consider making improvements to non-residential alleys that foster the creation of a dynamic, mixed-use place.

Certain alleys support non-residential uses. Coordinated approaches to the design of these alleys should protect the intimate scale of these alleys and yet create public space that contributes to and supports the varied uses along them.

Enliven the ground floor space with active uses where possible. Loading spaces can be accommodated in ways that add to the character of the alley.

Non-residential alleys can benefit from “living street” improvements that provide public open spaces that enhance the commercial uses.

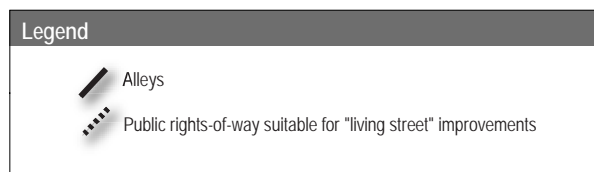
Encourage coordination throughout the alley by using similar or complementary details throughout.

Create spaces that allow for the growth and evolution of uses.

Non-residential alleys may provide for a number of different and often conflicting uses. Reduce the conflict of uses by providing an uncluttered environment. Consider placing furnishings such as trash cans in a recessed area.



Map 7 Alleys for "Living Street" Improvements



Map 1 Alleys for "Living Street" Improvements

Cost Projection

"LIVING STREETS IMPROVEMENTS" WOONERF STREETSCAPE

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Curb	1	\$25	\$30
Demo curb	1	\$5	\$5
Concrete curb ramp with truncated domes @ bulb outs	103	\$3,000	\$29
Benches	100	\$1,500	\$15
Tables	100	\$1,500	\$15
Shrubs (med)	5	\$35	\$7
Special trees	20	\$2,000	\$100
Tree grates	20	\$850	\$43
Trash bins	100	\$600	\$6
Drainage	410	\$35,000	\$85
Bollards	51	\$1,800	\$35
Signage	68	\$100	\$1
Ped lighting	40	\$10,000	\$250
cost/lf			\$622

	TOTAL LINEAR FT	AVERAGE COST PER LINEAR FOOT	TOTAL COSTS
Living Alleyways	31,867	\$621.72	\$19,812,336
Soft Costs			
Subtotal			\$19,812,336
Soft Costs			\$13,208,224
Total			\$33,020,559

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A2. Street Tree Plantings

Project Scope

POLICY 4.1.2

Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.

Closely spaced and sizeable trees parallel and close to curbs, progressing along the streets to intersections, create a visual and psychological barrier between sidewalks and vehicular traffic, like a tall but transparent picket fence. More than any other single element, healthy street trees can do more to humanize a street, even a major traffic street. On many streets within the Market and Octavia neighborhood, successful environments can be created through aggressive tree infill, for example on Otis, Mission, Franklin, and Gough Streets north of Market Street. On other streets, such as Gough Street south of Market, Fell, and Oak Streets, and Duboce Avenue, it will mean major new tree planting.

Consistent tree plantings make an important contribution to neighborhood identity. Different tree species can be used on different streets, or even different blocks of the same street, thereby achieving diversity on a broader basis. Rather than removing existing trees from any given street, the dominant tree species—or preferred tree species—on each block should be identified and future tree planting should be of that tree type.



Map 2 Streets scheduled for intensive street tree plantings

Cost Projection

TYPICAL STREETScape (EXCL. PAVING)

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Trees	20	850	\$43
Curb	1	30	\$30
Demo curb	1	5	\$5
Tree grates	20	850	\$43
Trash bins	100	600	\$6
Ped lighting	40	10,000	\$250
Bench	200	1500	\$8
cost/lf			\$384

SPECIAL STREETS (EXCL. PAVING)

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Trees special	20	2,000	\$100
Curb	1	30	\$30
Demo curb	1	5	\$5
Tree grates	20	850	\$43
Trash bins	100	600	\$6
Ped lighting	40	10,000	\$250
Bench	200	1500	\$8
cost/lf			\$441

	TOTAL LINEAR FEET	AVERAGE COST PER LINEAR FOOT	TOTAL COSTS
typical tree scape improvements	11,444	\$384	\$4,388,774
special tree scape improvements	19,035	\$441	\$8,394,435
Subtotal			\$12,783,209
Soft Costs			\$8,522,139
Total			\$21,305,348

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A3. McCoppin Street Greening

Project Scope

POLICY 7.2.4

Redesign McCoppin Street as a linear green street with a new open space west of Valencia Street.

With the new freeway touchdown, traffic accessing the freeway will no longer have the option of using McCoppin Street as a cut-through. As a result, the street will carry only a fraction of the traffic that it does today. Anticipating this change, there is the opportunity to reconfigure McCoppin Street from Otis to Valencia Streets as a linear green street, with a substantial portion of the vehicular right-of-way reclaimed as open space on the north side (the sunny side) of the street, and a calmed right-of-way for local traffic. The portion of McCoppin Street west of Valencia Street will no longer be needed for vehicular traffic, providing the opportunity for a small open space. The space, approximately 80 feet by 100 feet, would provide an excellent location for a small plaza or other form of community space for the use of local residents.



Cost Projection

(B1) MCCOPPIN STREETSCAPE IMPROVEMENTS- CONCEPTUAL COST ESTIMATE, 2/15/2005

PROJECT COSTS						
NO.	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION	SUBTOTAL
PLANNING						\$94,718
1	Planning Community Outreach (10% of total construction costs)	1	LS	\$85,402	\$85,402	
DESIGN						\$94,718
3	Design (10% of total construction costs)	1	LS	\$85,402	\$85,402	
CONSTRUCTION						\$947,182
S&H						
4	Demolition	1	LS	\$50,000	\$50,000	
5	Asphalt Concrete Wearing Surface	275	TON	\$150	\$41,250	
6	8-Inch Thick Concrete Base	6,500	SF	\$10	\$65,000	
7	6-Inch Wide Combined Concrete Curb and 2-Foot Concrete Gutter	1,300	LF	\$40	\$52,000	
8	3 1/2-Inch Thick Concrete Sidewalk	26,000	SF	\$8	\$208,000	
9	12-Inch Diameter VCP Sewer, Culverts, Sewer Vents, and Base Over Sewer	600	LS	--	\$150,000	
10	Concrete Catch basin with New Frame and Grating	2	EA	\$10,000	\$20,000	
11	Relocate Catch basin	3	EA	\$10,000	\$30,000	
12	Relocate Low-Pressure Fire Hydrant	2	EA	\$15,000	\$30,000	
13	Relocate Utilities for Sidewalk Widening	37	EA	\$2,000	\$74,000	
14	Typical Concrete Curb Ramp	17	EA	\$2,500	\$42,500	
15	Detectable Warning Surface	160	SF	\$60	\$9,600	
16	6-Inch Wide Concrete Curb at Curb Return	170	LF	\$30	\$5,100	
17	3 1/2-Inch Thick Concrete Sidewalk at Curb Return	400	SF	\$8	\$3,200	
18	Relocate Utilities for Sidewalk Widening	37	EA	\$2,000	\$74,000	
DPT						
19	Double Yellow Line	500	LF	\$4	\$1,750	
20	Raised Pavement Markers (white or Yellow)	22	EA	\$8	\$182	
21	Parking Stalls	100	EA	\$20	\$2,000	
LA						
22	36" Box Trees	50	EA	\$800	\$40,000	
23	36" Root Barrier	1,200	LF	\$10	\$12,000	
24	Mulch	20	CY	\$50	\$1,000	
25	Irrigation System	8,900	SF	\$4	\$35,600	
CONTINGENCY 15%						\$142,077
TOTAL CONSTRUCTION COST AND CONTINGENCY						\$1,089,259

CONSTRUCTION MANAGEMENT					\$217,852
26	Inspection (15% const. total & contingency cost)	1	LS	\$163,389	\$163,389
27	Construction Support (5% const. total & contingency cost)	1	LS	\$54,463	\$54,463
ESTIMATE OF TOTAL PROJECT COST					\$1,496,547

Project Scope: The closure of McCoppin Street west of Valencia Street is expected to reduce the amount of vehicular traffic on McCoppin Street between Valencia and Otis Street. This proposal, also part of DPT's Livable Streets Program, would reduce the n...

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A4. Brady Park

Project Scope

POLICY 7.2.5

Make pedestrian improvements within the block bounded by Market, Twelfth, Otis, and Gough Streets and redesign Twelfth Street between Market and Mission Streets, creating a new park and street spaces for public use, and new housing opportunities.

The block bounded by Market, Gough, Otis and 12th Streets, known as the "Brady Block" is a unique place, in that its interior is divided and made publicly-accessible by four different alleys bisecting it in different directions. At its core, the block shows the signs of many years of neglect; surface parking lots and a large ventilation shaft for the BART system create a large swath of undefensible space.

The block has tremendous potential despite its present conditions. It is an intimate space of small buildings facing on narrow alleys. It isn't hard to envision a small neighborhood here-on the scale of Southpark: small residential infill and existing buildings framing a new public park at the core of the block's network of alleys. The addition of new housing and the development of a small-scaled living area with a narrow but connected street pattern can make this an enviable mini-neighborhood. Existing uses can stay, but new uses can, by public and private cooperation, create a residential mixed-use enclave.

A small new open space can be developed in the center of the Brady Block, taking advantage of a small, approximately 80-foot-square BART-owned parcel that provides access to its tunnel below, and through purchase, an additional 100 foot by 80 foot parcel, currently surface parking. By creating a small open space here and connecting the existing alley network, the city would have created a magnificent centerpiece for this intimate mini-neighborhood. The park will be surrounded by several housing opportunity sites and would be accessed via a network of mid-block alleys designed as "living street" spaces, in accordance with policies for residential alleys outlined in Element 3 of the Neighborhood Plan. The BART vent shaft rather than a hindrance, could be the site of a central wind driven, kinetic sculpture.



Cost Projection

BRADY PARK	NEED	UNIT	COST PER UNIT	COST
land cost	11,800	sf	\$80	\$944,000
open space (soft)	13,000	sf	\$20	\$263,250
Lawn	7,500	sf	\$3	22500
Irrigation	10,000	sf	\$6	\$60,000
benches	6	each	\$1,500	\$9,000
tables	2	each	\$1,500	\$3,000
shrubs (large)	30	each	\$150	\$4,500
trees	15	each	\$850	\$12,750
brick paving	1,500	sf	\$40	\$60,000
soil	333	cubic yard	\$40	\$13,320
drinking fountain	1	each	\$4,500	\$4,500
pedestrian lighting	8	each	\$10,000	\$80,000
Subtotal				\$1,476,820
Soft Costs				\$984,546.67
Total				\$2,461,367

Relevant Agencies

Recreation and Parks Department
 Department of Public Works
 Mayor's Office of City Greening
 Department of Real Estate
 Planning Department

A5. McCoppin Plaza – Phase I

Project Scope

POLICY 4.2.4

Create new public open spaces around the freeway touchdown, including a plaza on Market Street and a plaza in the McCoppin Street right-of-way, west of Valencia Street.

Bringing the freeway down to ground south of Market Street offers the opportunity to create two new small public open spaces: a plaza along Market Street west of the freeway touchdown, and a plaza or other form of small open space within the closed last block of McCoppin Street, west of Valencia Street. The plaza on Market Street will enhance the pedestrian experience of the street, and facilitate safer pedestrian crossings. Because of its prominent location at the end of the freeway and beginning of Octavia Boulevard, it should be designed with elements that signal an entry to the city, including seating, trees and other pedestrian amenities. The leftover space on McCoppin Street is an appropriate place for a community-serving open space, integrated into the overall “green street” treatments proposed for McCoppin Street east of Valencia Street, as well as the proposed bikepath on the east side of the touchdown. The triangular parcel immediately south of the McCoppin Street right-of-way, currently serving as a truck-rental office, could be part of a larger open space at this location.



Cost Projection

(D1) MCCOPPIN COMMUNITY PARK -CONCEPTUAL COST ESTIMATE, 2/15/2005

PROJECT COSTS					
NO.	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION SUBTOTAL
PLANNING					\$55,368
1	Community Outreach (7% of Const. Cost)	1	LS	\$38,758	\$38,758
2	Project Development (3% of Const. Cost)	1	LS	\$16,610	\$16,610
DESIGN					\$55,368
3	A&E services (10% Total Construction Cost)	1	LS	\$55,368	\$55,368
CONSTRUCTION					\$553,680
4	Demolition	1	LS	\$20,000	\$20,000
5	Hazardous Material Assessment & Abatement	900	Tons	\$50	\$45,000
6	Import Fill	671	CY	\$80	\$53,680
7	Grading and Drainage	1	LS	\$35,000	\$35,000
8	Landscape Construction	1	LS	\$300,000	\$300,000
9	Planting and Irrigation	1	LS	\$100,000	\$100,000
CONTINGENCY 15%					\$83,052
TOTAL CONSTRUCTION COST AND CONTINGENCY					\$636,732
CONSTRUCTION MANAGEMENT					\$127,346
10	Inspection (15% total const. & contingency cost)	1	LS	\$95,510	\$95,510
11	Construction Support (5% total const. & contingency cost)	1	LS	\$31,837	\$31,837
ESTIMATE OF TOTAL PROJECT COST					\$874,814

Project Scope: When the new Central Freeway touches down at Market Street, McCoppin Street west of Valencia Street will no longer connect with Market Street. The proposal for the resulting right-of-way cul-de-sac is to convert the roadway into a secured community park, approximately 7,210 square feet. This particular estimate includes a community garden including low terraces conforming to the existing slope. The design of the community park will be coordinated with the proposed bike lane connecting Valencia Street with Market Street and Octavia Boulevard.

Relevant Agencies

Recreation and Parks Department
 Department of Public Works
 Municipal Transportation Agency
 Mayor's Office of City Greening

A6. McCoppin Plaza Extension – Phase II

Project Scope

Following Policy 4.2.4 reprinted on page 53, this project explores as a long term strategy the possibility of acquiring lot 3502113 west of Valencia Street, currently owned by U-haul, with the purpose of using the site as an addition to the McCoppin Community Park.

Cost Projection

MCCOPPIN STUB EXTENSION AND IMPROVEMENTS

	NEED	UNIT	COST PER UNIT	COST
acquisition of lot 3502113	4,929	sf	\$120.00	\$591,432
greening of lot	4,929	sf	\$80.00	\$626,001
Subtotal				\$1,217,433
Soft Costs				811622
Total				\$2,029,055

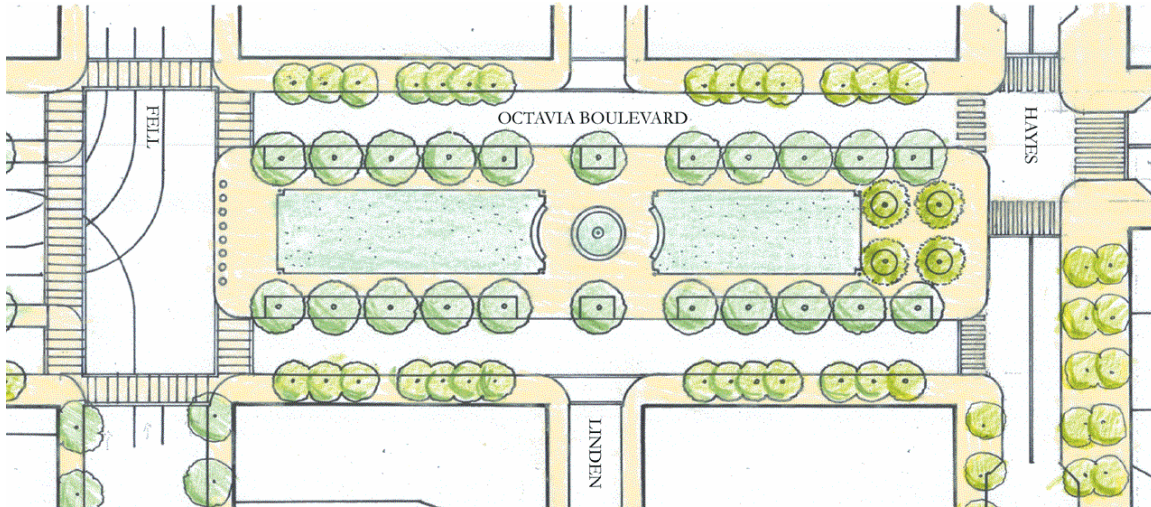
Relevant Agencies

Recreation and Parks Department
 Department of Public Works
 Municipal Transportation Agency
 Mayor's Office of City Greening

A7. Patricia's Green Hayes in Hayes Valley

Project Scope

Completed 2005.



Project Costs

\$1,500,000

Source: Ramon Kong, DPW

Relevant Agencies

Park and Recreation Department
Caltrans
Department of Public Works
Municipal Transportation Agency
San Francisco County Transportation Agency

A8. Under Freeway Park

Project Scope

Use the Caltrans parcels beneath the new Central Freeway structure for uses other than parking (unless parking revenue could fund additional maintenance of ancillary projects), such as recreational open space (for example, a dog run) and/or temporary structures housing cultural arts programs.

Cost Projection

CENTRAL FREEWAY - SITE WORK CONCEPTUAL COST ESTIMATE (12/15/05)

ITEM	QUANTITY	UNIT	UNIT COST	COST	SUBTOTAL
Parcel A					\$740,200
Skatepark Equipment (Area:15,750 SF)	1	LS	500,000	\$500,000	
Fencing	970	LF	150	\$145,500	
Pathway Colorcoat	2,950	SF	2	\$5,900	
Double Gates	6	EA	1,800	\$10,800	
Lighting	13	EA	6,000	\$78,000	
Parcel B					\$444,650
Basketball Court/Play Area Colorcoat	15,000	SF	2	\$30,000	
Pathway Colorcoat	3,200	SF	2	\$6,400	
Dog Park Surfacing	8,500	SF	2	\$17,000	
Fencing	1,055	LF	150	\$158,250	
Single Gates	8	EA	2,000	\$16,000	
Double Gates	2	EA	3,000	\$6,000	
Sliding Gates	2	LS	8,000	\$16,000	
Basketball Backboards	3	EA	5,000	\$15,000	
Lighting	18	EA	6,000	\$108,000	
Seat Wall	480	LF	150	\$72,000	
MISC					\$10,000
ADA Improvements (curb ramps at Stevenson)	1	LS	10,000	\$10,000	
Subtotal					\$1,200,000
20%Contingency					\$240,000
Construction Cost					\$1,440,000
A/E & Construction Management Services (35% Construction)					\$504,000
Maintenance Cost	3	Year	\$80,000	\$240,000	\$240,000
Total Project Cost					\$2,184,000

Relevant Agencies

Department of Public Works
 Caltrans
 Municipal Transportation Agency
 Recreation and Parks Department
 San Francisco County Transportation Agency
 Mayor's Office of Economic and Workforce Development

A9. Hayes Green Rotating Art Project

Project Scope

The community and the San Francisco Arts Commission has identified Hayes Green as a wonderful opportunity to feature a variety of temporary public art pieces. David Best's temple, which was temporary by design, certainly influenced the community's dedication to this very progressive method of selecting art for public spaces.

Cost Projection Strategy

HAYES GREEN ROTATING ART PROJECT - PER YEAR

	NEED	UNIT	COST PER UNIT	COST
Acquisition	2	piece	\$50,000	\$100,000
Insurance	2	piece	\$15,000	\$30,000
Re-habilitation	2	piece	\$10,000	\$20,000
Subtotal				\$150,000
Soft Costs				\$100,000
Total				\$250,000

Relevant Agencies

San Francisco Arts Council
 Department of Public Works
 Recreation and Parks Department

A10. Improvements to Existing Parks

Project Scope

Make necessary improvements to existing parks, such as the addition of recreational facilities or other amenities, additional landscaping programs, and activation of the space.

Cost Projection Strategy

TBD

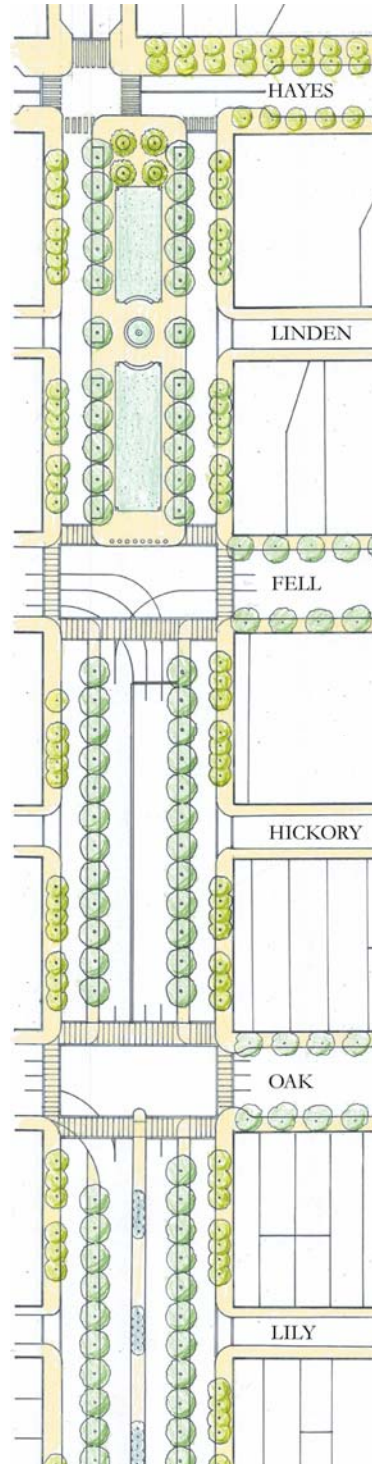
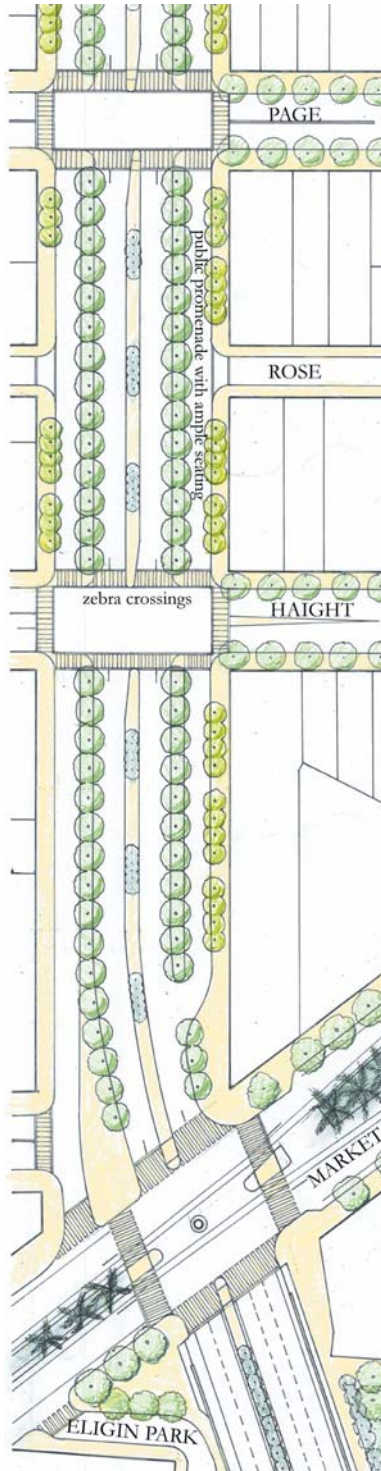
Relevant Agencies

Planning Department
Recreation and Parks Department

A11. Octavia Boulevard

Project Scope

Completed 2005.



Project Cost

CENTRAL FREEWAY - OCTAVIA BOULEVARD PROJECT

PROJECT ELEMENTS:	COST
Preliminary engineering	\$300,000
Project Management	\$3,200,000
Land Management	\$2,600,000
Traffic Management Plan	\$6,900,000
Traffic System Management	\$6,000,000
Octavia Blvd Design	\$1,300,000
Public Art	\$250,000
Octavia Blvd Construction	\$13,000,000
Oak Street Resurfacing	\$450,000
Octavia Blvd Construction Mngt.	\$1,600,000
Octavia Blvd Design Support	\$424,000
Archeology	\$1,200,000
VanNess Ave. Resurfacing	\$5,850,000
Ancillary Projects	\$5,500,000
Octavia Blvd Maintenance	\$750,000
TOTAL PROJECT COST	\$49,324,000
Hayes Green	\$(1,500,000)
Octavia Boulevard - Recently Built	\$47,824,000

Source: Ramon Kong, DPW

Relevant Agencies

Caltrans
 Department of Public Works
 Municipal Transportation Agency
 Recreation and Parks Department
 San Francisco County Transportation Agency

A12. Immediate Freeway Mitigation

Project Scope

Install 6 trees at Freeway touchdown.

Install Sculpture at Market Street

Install lighting below freeway at Valencia and other key pedestrian areas.

Cost Projection

FREEWAY MITIGATION	NEED	UNIT	COST PER UNIT	COST
Trees for Highway touchdown	6	ea	\$2,000.00	\$12,000.00
slender sculpture or column for market and highway	1	ea	\$223,000	\$223,000
lighting for below the freeway	16	ea	\$10,000.00	\$160,000
other				
Subtotal				\$395,000
Soft Costs				\$263,333
Total				\$658,333

Relevant Agencies

San Francisco County Transportation Agency

Department of Public Works

Municipal Transportation Agency

Recreation and Parks Department

Mayor's Office of Economic and Workforce Development

Caltrans

A13. Study Central Freeway

Project Scope

1. Evaluate the impacts of traffic flow from new Central Freeway.
2. Consider the further dismantling of the Central Freeway.

Cost Projection

\$200,000

Relevant Agencies

San Francisco County Transportation Agency
Planning Department
Caltrans
Municipal Transportation Agency
Mayor's Office of Economic and Workforce Development

A14. Hayes Street Two Way Project

Project Scope

Reorganize east-west traffic in Hayes Valley to reduce pedestrian conflicts and eliminate confusing Z-shaped jogs of one way traffic.

One-way streets encourage fast-moving traffic, disrupt neighborhood commercial activities, and negatively affect the livability of adjacent uses and the neighborhood as a whole. Construction of Octavia Boulevard makes it unnecessary for one-way Oak Street traffic to be routed east of Van Ness Avenue via Franklin Street, or westbound Fell Street traffic to come from the east via Hayes Street and Gough Street. This reorganization will greatly simplify traffic patterns, make street crossings for pedestrians safer, and return Hayes Street to a two-way local street, which is best suited to its commercial nature and role as the heart of Hayes Valley.

Cost Projection

TBD

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A15. Improve Safety of City Parking Garages

Project Scope

“Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions.” (*Draft Plan, p. 120*)

Cost Projection

IMPROVE SAFETY AND ACCESSIBILITY OF CITY PARKING

	NEED	UNIT	COST PER UNIT	COST
lights	4		\$10,000.00	\$40,000
cameras/staff				
Subtotal				\$40,000
Soft Costs				\$26,667
Total				\$66,667

Relevant Agencies

Parking Authority
Municipal Transportation Agency
Mayor's Office of Economic and Workforce Development

A16. Parking Supply Survey and Analysis

Project Scope

Parking Inventory Survey

Objectives:

1. Take inventory of on and off street parking stock in the plan area, this data should serve as a base for the plan monitoring effort as well as informing further analysis of parking management strategies.
2. Research the implementation of on street parking management strategies, especially parking benefits districts, and residential parking permit reform. Make specific policy recommendations that consider administration of the program, social justice issues, economic impacts of programming on individuals and the neighborhood, and impacts on the transportation networks. Develop executable implementation strategies which identify agency, procedures, and an approval strategy.
3. Study mechanisms to re-capture the impacts of off street parking in the neighborhood and curb cuts, especially associating additional parking with housing unit based transit passes. Survey like programs, suggest an implementation strategy and agency.

Cost Projection

Estimated Cost: \$300,000

Cost estimate is 4 times the budget allocated for the Transit Authorities Parking Benefits District Survey. This Study should first survey the existing parking supply, second pursue the development of three programs: Residential Parking Permit Reform, Parking Benefits Districts, Parking Transit Impact Program, and Curb Cut Impact Fee Program.

Relevant Agencies

Planning Department
Municipal Transportation Agency
San Francisco County Transportation Agency

A17. Pedestrian Improvements for Priority Intersections

Project Scope

POLICY 4.1.1

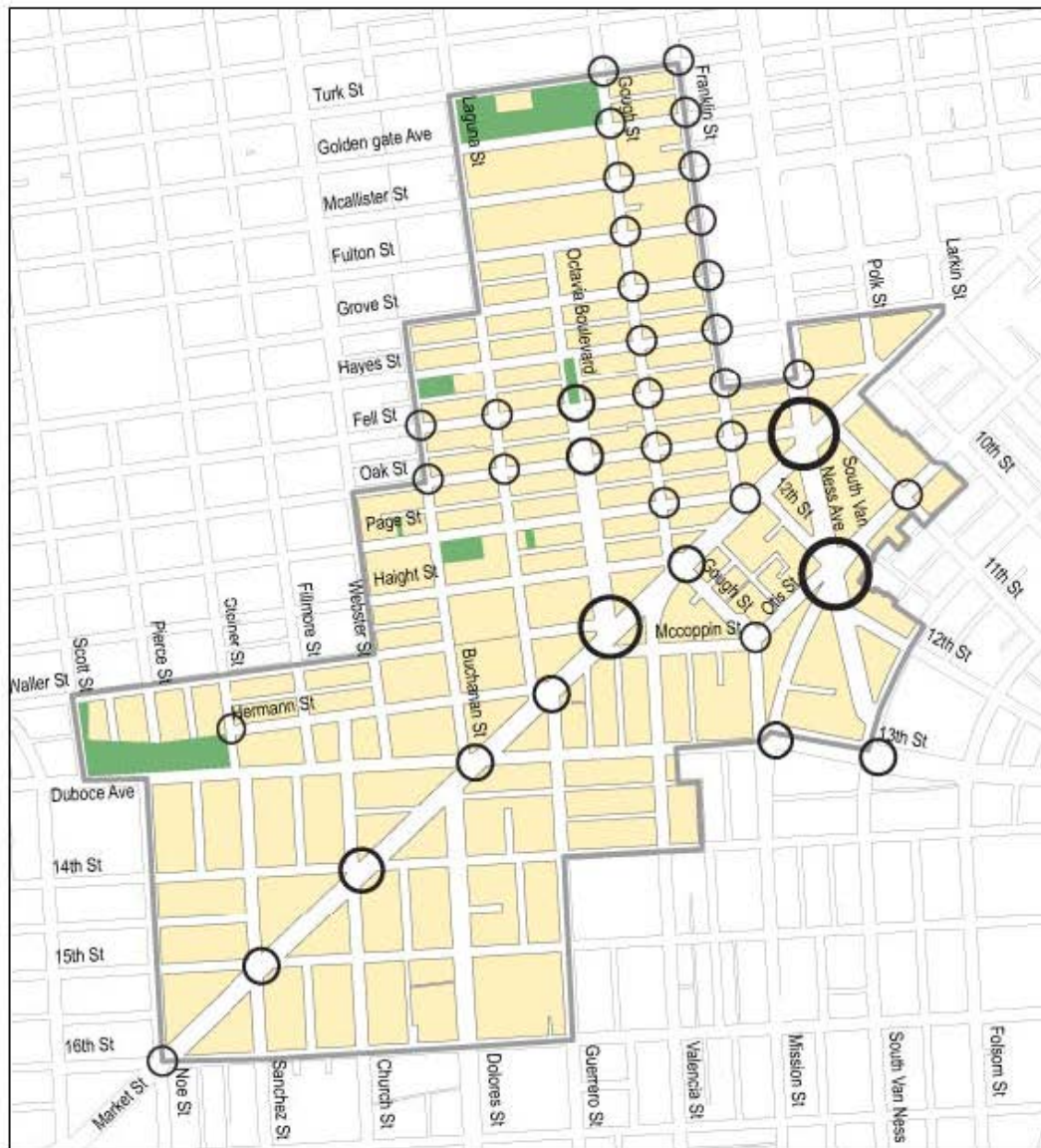
Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks.

On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. Many streets have more vehicular capacity than is needed to carry peak vehicle loads. In accordance with the city's Transit-First Policy*, street right-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service—even if it means reducing the street's car-carrying capacity. Where there is excessive vehicular capacity, traffic lanes should be reclaimed as civic space for widened sidewalks, plazas, and the like.

The plan calls for full bulbouts on every corner at identified intersections.

Bulbouts are planned at 42 intersections for 179 corners.

Map below identifies specific corners.



Map 6 Priority Intersections for Pedestrian Improvements



Cost Projection

The Market and Octavia Plan calls for pedestrian improvements at 42 intersections. The Department of Public Works generated site specific cost estimates [see Site Specific Cost Estimates column in table on next page] for nearly half of these intersections as part of the Central Freeway Ancillary Project effort. From these site specific cost estimates, the Planning Department estimated the average cost of bulbouts for one corner to be just over \$48,000. Project cost estimates for the remaining identified intersections was estimated based on this cost [Average Cost Estimates column].

	STREET1	STREET2	STREET3	NUMBER OF CORNERS AT THE INTERSECTION	COST ESTIMATE FROM SITE SPECIFIC COST ESTIMATE	COST ESTIMATE FROM AVERAGE COST PER CORNER	ESTIMATED COST
A17.1	Otis	Gough	McCoppin	4	\$213,271		\$213,271
A17.2	Mission	S Van Ness	12th Street	6	\$654,400		\$654,400
A17.3	Van Ness	Market	S Van Ness	5	\$199,088		\$199,088
A17.4	Van Ness	Fell		4	\$43,136		\$43,136
A17.5	Market	Sanchez	15th Street	4		\$194,814	\$194,814
A17.6	Market	Church	14th Street	6		\$292,220	\$292,220
A17.7	Buchanan	Fell		4	\$232,760		\$232,760
A17.8	Buchanan	Oak		4	\$165,560		\$165,560
A17.9	Buchanan	Market	Duboce	5	\$118,576		\$118,576
A17.10	Laguna	Fell		4	\$83,870		\$83,870
A17.11	Laguna	Oak		4	\$172,185		\$172,185
A17.12	Laguna	Market		5	\$184,797		\$184,797
A17.13	Octavia	Fell		4		\$194,814	\$194,814
A17.14	Octavia	Oak		4		\$194,814	\$194,814
A17.15	Octavia	Market		5		\$243,517	\$243,517
A17.16	Gough	Turk		4		\$194,814	\$194,814
A17.17	Gough	Golden Gate		4		\$194,814	\$194,814
A17.18	Gough	McAllister		4		\$194,814	\$194,814
A17.19	Gough	Fulton		4		\$194,814	\$194,814
A17.20	Gough	Grove		4		\$194,814	\$194,814
A17.21	Gough	Hayes		4	\$344,846		\$344,846
A17.22	Gough	Fell		4	\$194,035		\$194,035
A17.23	Gough	Oak		4		\$194,814	\$194,814
A17.24	Gough	Page		4	\$211,296		\$211,296
A17.25	Gough	Market		4	\$299,897		\$299,897
A17.26	Franklin	Turk		4		\$194,814	\$194,814
A17.27	Franklin	Golden Gate		4		\$194,814	\$194,814
A17.28	Franklin	McAllister		4		\$194,814	\$194,814
A17.29	Franklin	Fulton		4		\$194,814	\$194,814
A17.30	Franklin	Grove		4		\$194,814	\$194,814
A17.31	Franklin	Hayes		4	\$276,846		\$276,846
A17.32	Franklin	Fell		4	\$215,910		\$215,910
A17.33	Franklin	Oak		4	\$169,537		\$169,537
A17.34	Franklin	Page	Market	5	\$297,747		\$297,747
A17.35	Mission	Duboce	13th Street	5	\$117,616		\$117,616
A17.36	Mission	10th Street		4	\$196,687		\$196,687
A17.37	Mission	11th Street		4	\$330,171		\$330,171
A17.38	South Van Ness	Howard	Division	4		\$194,814	\$194,814

APPENDIX C. Market and Octavia Community Improvements, Detailed Project Scope and Costs

February 2008

A17.39	Polk	Market		5	\$117,786		\$117,786
A17.40	Noe	Market	16th	4		\$194,814	\$194,814
A17.41	Larkin	Market	9th	4		\$194,814	\$194,814
A17.42	Herman	Steiner		4		\$194,814	\$194,814
			Subtotal	179	\$4,840,017	\$4,042,380	\$8,882,397
			Soft Costs				\$5,921,598
			Total				\$14,803,995

Table uses estimated costs per corner based on costs in ancillary projects. The estimation error means that there are "observed" estimates in the ancillary projects which we allow to override the "average" cost per corner. Therefore, there is an error term.

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Planning Department
Mayor's Office of Greening

A18. Extend Octavia ROW to Golden Gate

Project Scope

POLICY 4.2.7

Re-introduce a public street along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue.

Damage done to the San Francisco grid by land-assembly projects of the 1960's and 1970's can be partially repaired through the reestablishment of Octavia Street as a public right-of-way from Fulton Street to Golden Gate Avenue, providing improved access to existing housing developments, helping to knit them back into the areas south of Fulton Street, and providing a "green connection" between the new Octavia Boulevard and Jefferson Park and Hayward Playground. Bicycle movement in a north-south direction would also be improved by this policy.



Cost Projection

REINTRODUCE PUBLIC RIGHT OF WAY ON OCTAVIA BETWEEN FULTON AND GOLDEN GATE

	NEED	UNIT	COST PER UNIT	COST
land acquisition	11,485	sf	\$60.00	\$689,105
site prep	11,485	sf	\$2.00	\$22,970
signage	2	blocks	\$1,600.00	\$3,200
create sidewalks/streetscape	275	lf	\$383.50	\$105,463
paving	7,700	sf	\$20.00	\$154,000
Subtotal				\$974,737
Soft Costs				\$649,825
Total				\$1,624,562

Land cost is assumed comparatively low relative to price/square foot otherwise found in plan area because of the vacant and for the time being non-buildable nature of the site.

Relevant Agencies

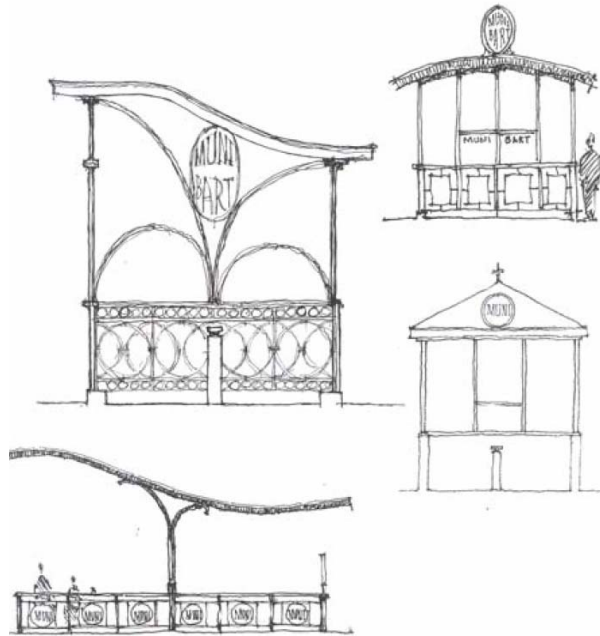
Department of Public Works
San Francisco Redevelopment Agency
Planning Department

A19. Market Street & Church or Van Ness Muni Entrances

POLICY 4.3.6

Improve BART and Muni entrances and exits to give them a sense of identity and make them less intrusive on sidewalk space.

The very wide BART and Muni entrances and the sidewalks behind them, presently somewhat moribund and hard to recognize, offer opportunities for Market Street: to create more visible entranceways with modest vertical elements and to create small open spaces with sitting areas, integrated news-vending boxes, pedestrian lighting, and information and sales kiosks.



Cost Projection

MARKET AND VAN NESS & CHURCH: BART AND MUNI ENTRANCES

	NEED	UNIT	COST PER UNIT	COST
identity markers	6	piece	\$200,000	\$1,200,000
lighting	8	light	\$10,000	\$80,000
Subtotal				\$1,280,000
Soft Costs				\$853,333
Total				\$2,133,333

Relevant Agencies

Municipal Transportation Agency
 Department of Public Works
 San Francisco County Transportation Agency
 Mayor's Office of Economic and Workforce Development
 Planning Department

A20. Widen Hayes Street Sidewalk

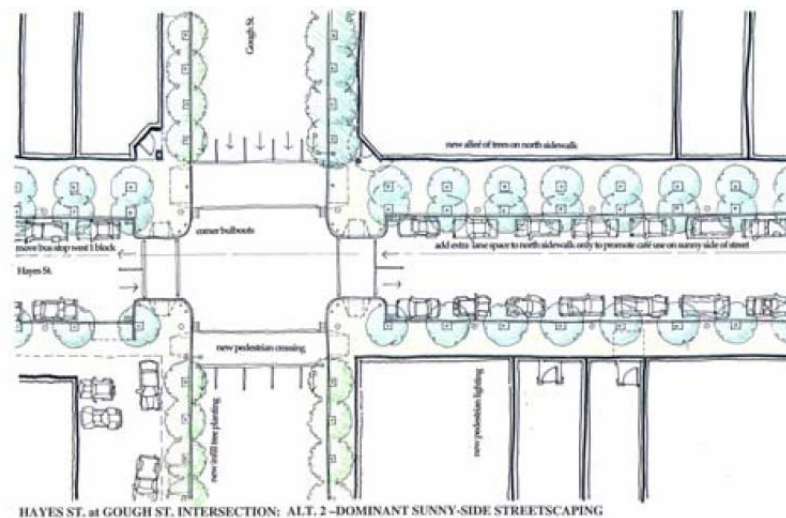
Project Scope

POLICY 4.2.6

Widen the sidewalk on the northern side of Hayes Street, between Franklin and Laguna Streets, to create a linear pedestrian thoroughfare linking commercial activities along Hayes Street to the new Octavia Boulevard.

Hayes Street is a special commercial street within the neighborhood. It is at once locally-focused, with small cafes and restaurants, and citywide focused, with its numerous galleries and proximity to cultural institutions in the Civic Center. It is often alive with pedestrian activity.

Between Franklin and Laguna Streets, where traffic rerouting policies suggested in Element 5 allow a return to two-way traffic, the roadway is wider than it needs to be. Widening the sidewalk on the north side of the street, planting new trees, and installing new pedestrian-scaled light fixtures and benches will create a much needed public open space and lend additional grace to the street. Café seating should be allowed to spill out onto the widened sidewalk. The sidewalk widening should not adversely affect turning movements for Muni buses.



HAYES ST. at GOUGH ST. INTERSECTION: ALT. 2 - DOMINANT SUNNY-SIDE STREETSCAPING



HAYES ST. at GOUGH ST. INTERSECTION: ALT. 1 - STREETSCAPING SAME BOTH SIDES

Cost Projection

WIDEN HAYES STREET SIDEWALK

	NEED	UNIT	COST PER UNIT	COST
Demo	43,802.25	SF	\$2	\$87,605
3-1/2-Inch Thick Concrete Sidewalk	27,703.5	SF	\$10	\$277,035
6-Inch Wide Concrete Curb	1,788.75	LF	\$45	\$80,494
8-Inch Thick Concrete Parking Strip and Gutter	16,098.75	SF	\$11	\$177,086
Concrete Curb Ramp with Truncated Domes @ Bulb Outs	3	EA	\$2,000	\$6,000
Concrete Curb Ramp with Truncated Domes @ Other Corners	10.5	EA	\$4,000	\$42,000
Install Tree and Tree Grate	41.25	EA	\$2,000	\$82,500
Relocate Catch basin	6	EA	\$9,000	\$54,000
Relocate High Pressure Fire Hydrant	1.5	EA	\$50,000	\$75,000
Relocate Low Pressure Fire Hydrant	2.25	EA	\$10,000	\$22,500
New Light Pole/Strain Pole	3	EA	\$10,000	\$30,000
New Light Pole, Mast Arm, or Traffic Signal	7.5	EA	\$20,000	\$150,000
New Light Pole	16.5	EA	\$8,000	\$132,000
New Trash Receptacles	6	EA	\$2,000	\$12,000
New Bike Rack/Art Enrichment	18	EA	\$2,000	\$36,000
Relocate Utility Boxes, Traffic Signs, Parking Meters	ALLOW			\$105,000
Traffic Control	0.5		\$136,922	\$68,461
Subtotal				\$1,437,680
Soft Costs				\$958,454
Total				\$2,396,134

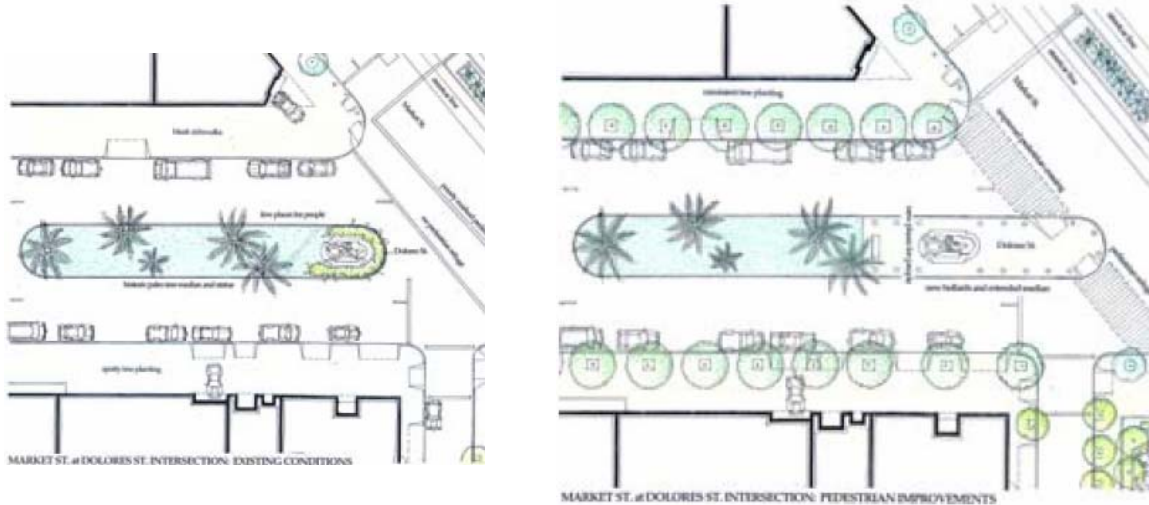
Relevant Agencies

Department of Public Works
Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A21. Dolores Street Median Extension

Project Scope

Dolores Street has special historic significance to the people of San Francisco and is one of the most visually memorable streets in the city, because of its palm-tree-lined central median. The intersection of Dolores Street and Market Street should be celebrated by extending the median to Market Street and creating a small paved plaza in front of the statue for people to meet, talk, and sit, and by announcing this significant city street, the location of Mission Dolores. Over the years, it may be expected that the large property bordering the west side of this block of Dolores Street will be redeveloped, privately, with housing and commercial uses that will be made all the more attractive by this improvement.



Cost Projection

DOLORES STREET MEDIAN EXTENSION

	NEED	UNIT	COST PER UNIT	COST
Median extension	4	bulbouts	\$48,703	\$194,812
Bollards	17	bollards	\$800	\$13,600
Subtotal				\$208,412
Soft Costs				\$138,941
Total				\$347,353

The cost to extend the median is estimated from the cost of a bulbout construction.

Relevant Agencies

Department of PublicWorks
Planning Department

A22. Re-establishment of Select Alleys

Project Scope

POLICY 4.1.5

Do not allow the vacation of public rights-of-way, especially alleys. Where new development creates the opportunity, extend the area's alley network.

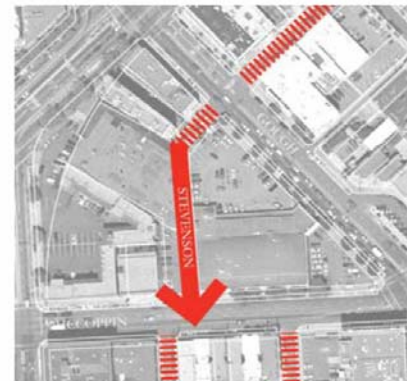
Pursue the extension of alleys where it would enhance the existing network:

- Purchase the easternmost portion of Plum Alley that is in private ownership.
- Pursue the extension of Stevenson Alley from Gough Street to McCoppin Street as part of any proposal for demolition and new construction on parcel 3504030.

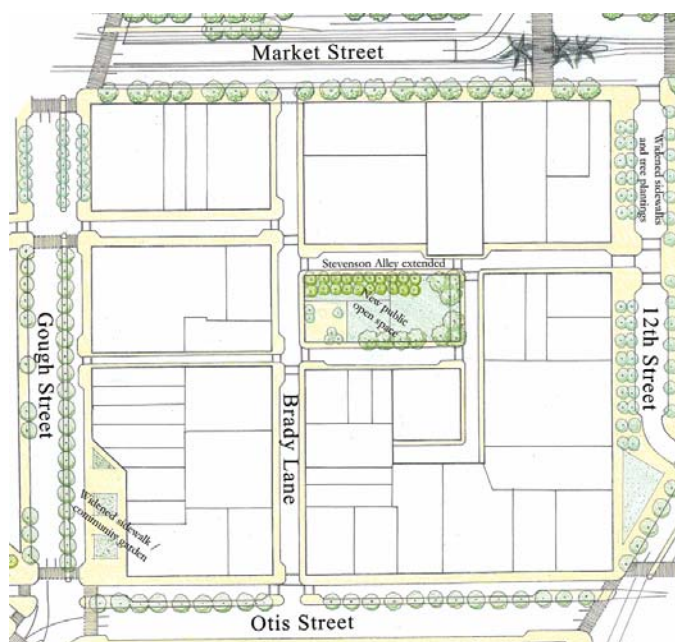


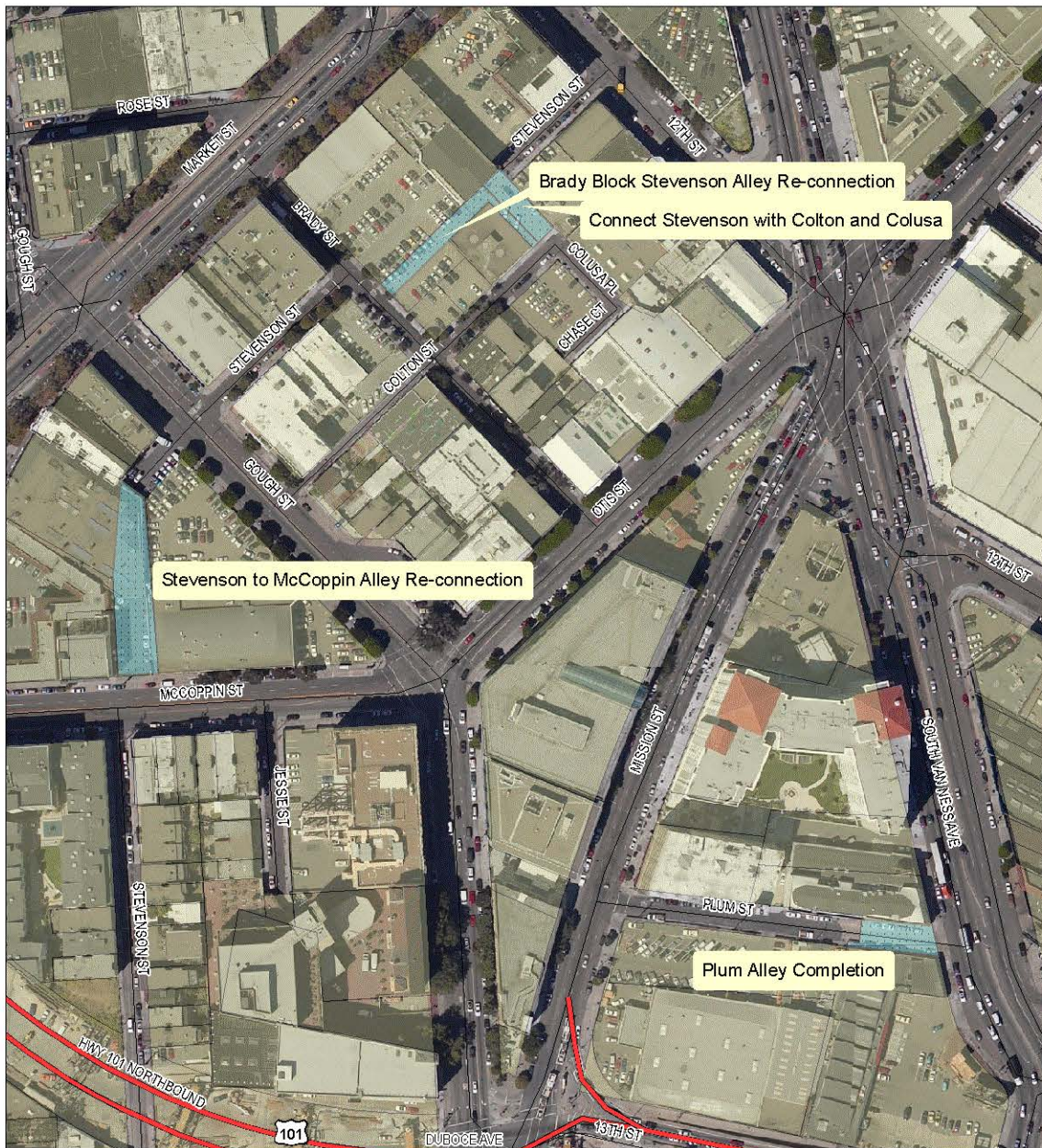
Further, as a part of this effort:

- Parcel 3505029, which is currently vacant, will have to be purchased and dedicated to Department of Public Works as a public right-of-way connecting Stevenson Alley with Colton and Colusa Alleys.
- Approximately 4,000 sf. of parcel 3505035, which is currently a surface parking lot, will have to be purchased and dedicated to Department of Public Works as a public right-of-way connecting the two disconnected halves of Stevenson Alley.



The alleys differ with respect to how ready they are for right-of-way reconnection. Some are vacant, whereas some still have structures. It should be stressed that in those cases, the reconnection is a long-range policy to be triggered whenever there is a proposed change to the building on the site.





Map 1 Alley ROWs Programmed for Re-Establishment

Cost Projection

ALLEYWAY RECONNECTIONS

	NEED	UNIT	COST PER UNIT	COST
Brady Block Connect Stevenson with Colton and Colusa				
Purchase vacant parcel 3505029**	2,787	sf	\$80	\$0
Development of streetscape	100	lf	\$379	\$37,850
Concrete paving	2,787	sf	\$20	\$55,740
Catch Basins	2	each	\$6,000	\$12,000
Sewer Manhole	1	manhole	\$6,000	\$6,000
Culvert (Pipe)	100	lf	\$150	\$15,000
Captial Costs				\$126,590
Soft Costs				\$84,393
Project Total				\$210,983
Brady Block Stevenson Alley Re-connection				
Purchase 4000sf of parcel 3505035 to connect Stevenson alley	4,000	sf	\$80	\$0
Development of streetscape	180	lf	\$379	68130
Concrete paving	4,000	sf	\$20	\$80,000
Catch Basins	4	each	\$6,000	\$24,000
Sewer Manhole	2	manhole	\$6,000	\$12,000
Culvert (Pipe)	200	lf	\$150	\$30,000
Captial Costs				\$214,130
Soft Costs				\$142,753
Project Total				\$356,883
Stevenson to Mccoppin Alley Re-connection				
Purchase portion of parcel 3504030**	9725			\$0
Development of streetscape	460	lf	\$379	\$174,110
Concrete paving	9725	sf	\$20	\$194,500
Purchase of right of way	3225	sf	\$50	\$161,250
Development of streetscape	0	lf	\$379	\$0
Concrete paving	0	sf	\$20	\$0
Catch Basins	4	each	\$6,000	\$24,000
Sewer Manhole	2	manhole	\$6,000	\$12,000
Culvert (Pipe)	200	lf	\$150	\$30,000
Captial Costs				\$595,860
Soft Costs				\$397,240
Project Total				\$993,100

Plum Alley Completion					
Purchase of Right of Way	3225	sf	\$50	\$161,250	
Development of streetscape	0	lf	\$379	\$0	
Concrete paving	9725	sf	\$20	\$194,503	
Purchase of right of way	3225	sf	\$50	\$161,250	
Development of streetscape	0	lf	\$379	\$0	
Capital Costs				\$517,003	
Soft Costs				\$344,669	
Project Total				\$861,672	
Total					\$2,422,638

*** Included as costs in the Brady Block Community Park Estimate.*

Relevant Agencies

Department of Public Works
 Planning Department
 Municipal Transportation Agency

A23. Van Ness Bus Rapid Transit Project

Project Scope

Implement Bus Rapid Transit program for Van Ness Avenue from Mission Street to Hayes Street.

Cost Projection

Relevant Agencies

San Francisco County Transportation Agency
Municipal Transportation Agency

A24. Transit Preferential Streets

Project Scope

Time the lights from Duboce Avenue to The Embarcadero precisely according to the length of time it takes for Muni to board passengers then travel to the next intersection. Consider reverting to the signal timing prior to the Loma Prieta earthquake.

Use a colored asphalt overlay, typically red, and signage to make transit lanes clearly identifiable.

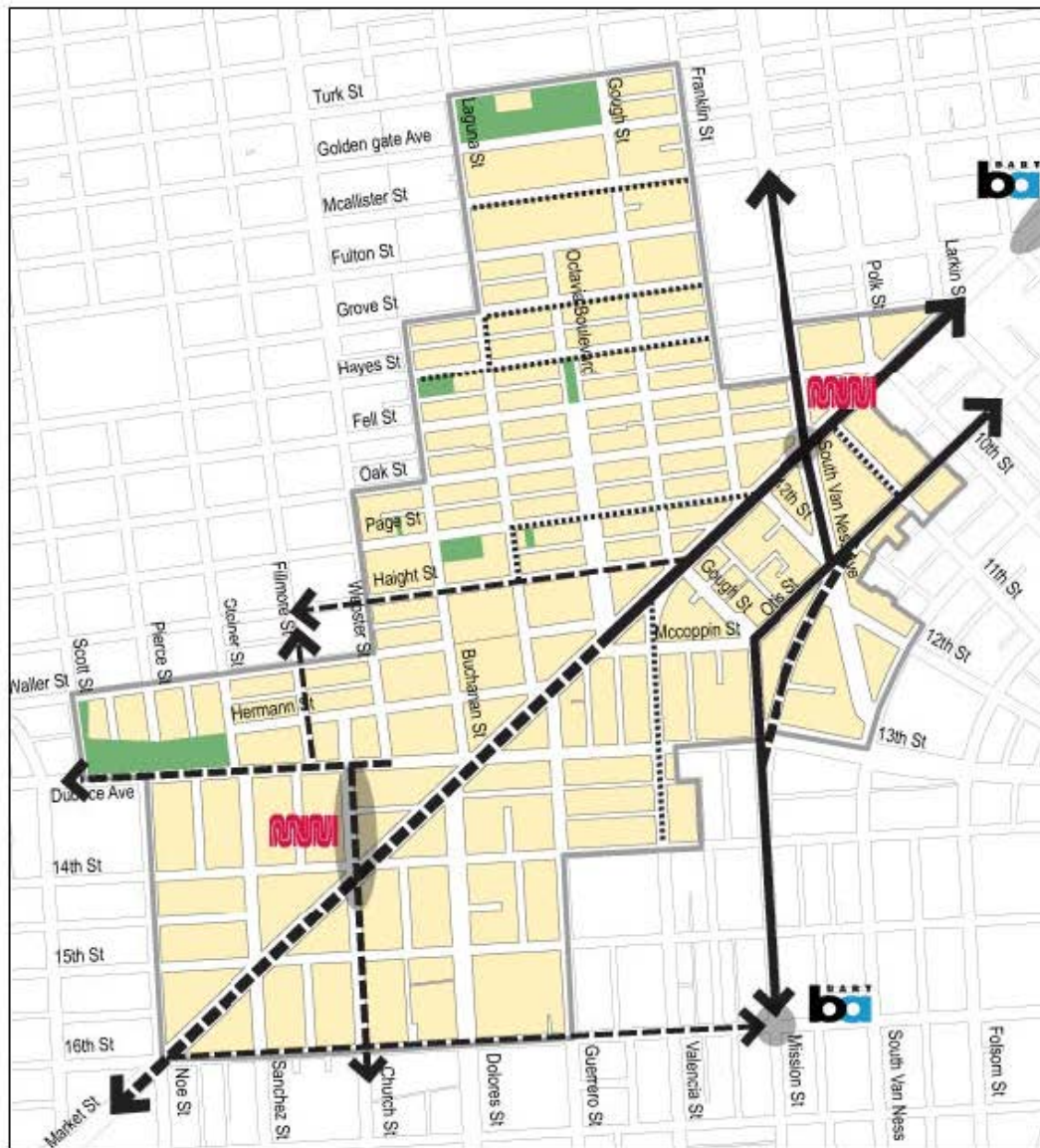
Implement transit preferential treatments, such as stop sign removal and signal preemption/prioritization, on bus route streets such as Haight/Page, Hayes, Fillmore/Church and Mission Streets. (DPT, Muni)

Implement transit preferential treatments outside the neighborhood along the J, K, L, M and N lines, 22 line, and entire Haight Street and Mission Street corridors to improve frequency and capacity within it. (DPT, Muni).

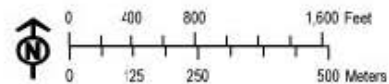
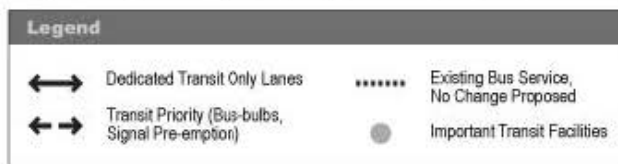
Cost Projection

TRANSIT PREFERENTIAL STREETS

	NUMBER OF INTERSECTIONS	COST PER FIXTURE	TOTAL
Install Transit preferential signals	33	\$150,000	\$4,950,000
Install signs	132	150	\$19,800
Subtotal			\$4,969,800
Soft Costs			\$3,313,200
Total			\$8,283,000



Map 9 Important High Capacity Transit Corridors



Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Department of Public Works
Planning Department

A25. Dedicated Transit Lanes

Project Scope

Transit-only lanes should be created on Duboce Avenue just west of Church Street to speed passenger boarding at the stops there.

Transit-only lanes should be created along the four-lane segment of Church Street between Duboce Avenue and 16th Street, ensuring that the J and 22 lines will not have to wait more than a single traffic-light cycle.

Implement enforceable transit-only lanes on Market Street east of Octavia Boulevard and Mission Street north of 16th Street. (DPT, Muni) Seek legislation for video enforcement of transit only lanes. (State legislative delegation)

Implement dedicated bus lanes on Van Ness Avenue for Muni and Golden Gate Transit. (DPT, Muni, Caltrans).

See map for item A24.

Cost Projection

Dedicated Transit Lanes	\$2,990,000
Soft Costs	\$1,993,333
Total	\$4,983,333

Relevant Agencies

Municipal Transportation Agency
 San Francisco County Transportation Agency
 Department of Public Works
 Planning Department

A26. Church Street Improvements

Project Scope

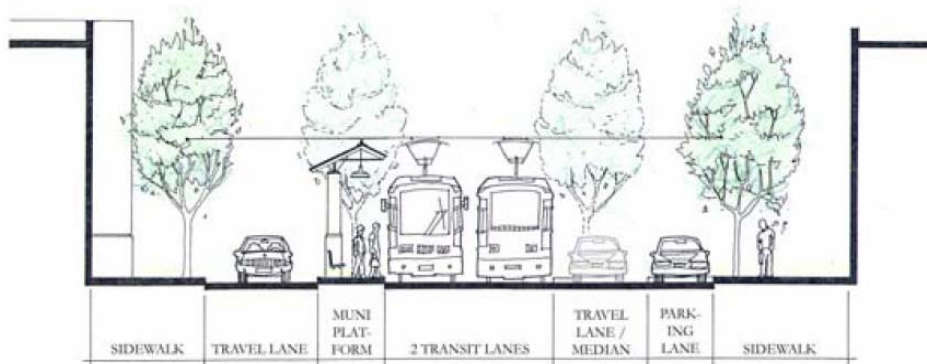
POLICY 4.3.4

Enhance the transit hub at Market and Church Street.

The length of Church Street from Market Street to Duboce Avenue is one of the city's most important transit centers. It is the transfer point between the Muni Metro and several surface bus and streetcar lines. It is also a center of neighborhood activity, with large volumes of pedestrian and bicycle traffic at all times of the night and day. Despite its importance, the area lacks all but the most basic pedestrian amenities. Relatively simple improvements would dramatically enhance pedestrian and transit rider comfort in the area, making transit a more attractive travel option.

Church Street, north of Market Street, can be re-designed as a pedestrian- oriented transit boulevard with the center reserved for streetcars, but with auto travel still permitted to the right and left. The opportunity for an enhanced streetcar-loading platform on Duboce Street, west of Church Street, exists as well. When these transit-preferential treatments are installed, care should be taken to ensure safe and comfortable pedestrian connections to transit facilities and to accommodate bicycle traffic on Duboce Street.

Church Street, south of Market Street, features wide sidewalks. The intersection should receive special light fixtures, and the streetcar platform shelters could receive a special "Market Street" design.



Section of Church Street Transit Platforms

Cost Projection

	QUANTITY	UNIT	COST PER UNIT	TOTAL
Extend Median on Market (east)	4	bulbouts	\$48,703	\$194,812
Extend Median on Market (west)	6	bulbouts	\$48,703	\$292,218
Reconfigure church street platform (North of Market)	4	bulbouts	\$48,703	\$194,812
Reconfigure church street platform (South of Market)	4	bulbouts	\$48,703	\$194,812
Reconfigure Duboce Street Platform	6	bulbouts	\$48,703	\$292,218
Drainage	20	each	\$35,000	\$700,000
Trees	24	each	\$2,000	\$48,000
Tree grates	24	each	\$850	\$20,400
Transit Shelters	2	each	\$200,000	\$400,000
Lighting	8	each	\$10,000	\$80,000
Crosswalk enhancements	10	each	\$3,000	\$30,000
Bench	6	each	\$1,500	\$9,000
Signage	12	each	\$150	\$1,800
Bollards	72	each	\$1,800	\$129,600
Traffic Study	0.10	of total costs		\$191,687
Subtotal				\$2,779,359
Soft Costs				\$1,852,906
Total				\$4,632,265

Relevant Agencies

Municipal Transportation Agency
 San Francisco County Transportation Agency
 Department of Public Works
 Planning Department

A27. Neighborhood Fast Pass

Project Scope

Provide transportation passes for residents of new housing to encourage the use of accessible transportation for commuting and daily trips. Establishment of this program would require additional work, as discussed in the 'Future Impact Fees' section of the program document within the 'Parking Impact Fees' section.

Cost Projection

Planning Department projects that the program could generate transit passes for nearly 1,500 households for at least a six-year period. This program is valued at nearly \$4.5 million dollars. This estimate assumes that program development requires a maximum of two years.

Neighborhood Fast Pass	\$4,470,000	1/4 of new units (5,960) times 3,000
Administration	\$447,000	
Total	\$4,917,000	

Relevant Agencies

Municipal Transportation Agency
 Department of Public Works
 San Francisco County Transportation Agency
 Planning Department

A28. Transit User Infrastructure

Project Scope

Provide necessary infrastructure for transit users as identified in future community processes.

Cost Projection

TBD.

Relevant Agencies

Municipal Transportation Agency
Department of Public Works
San Francisco County Transportation Agency
Planning Department

A29. Transit Services

Project Scope

Adequate transportation services are integral to the successful implementation of the Market and Octavia Plan. The plan does not call for specific service and operation improvements but supports Municipal Transportation Agency and San Francisco County Transportation Authority's work to pursue the appropriate levels of service.

Cost Projection

Specific projects and related studies will be identified and developed through MTA's long range planning efforts, the Transportation Effectiveness Project (TEP), and related transportation planning efforts. Projects should be pursued in coordination with growth in the plan area.

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A30. Bicycle Network Improvements

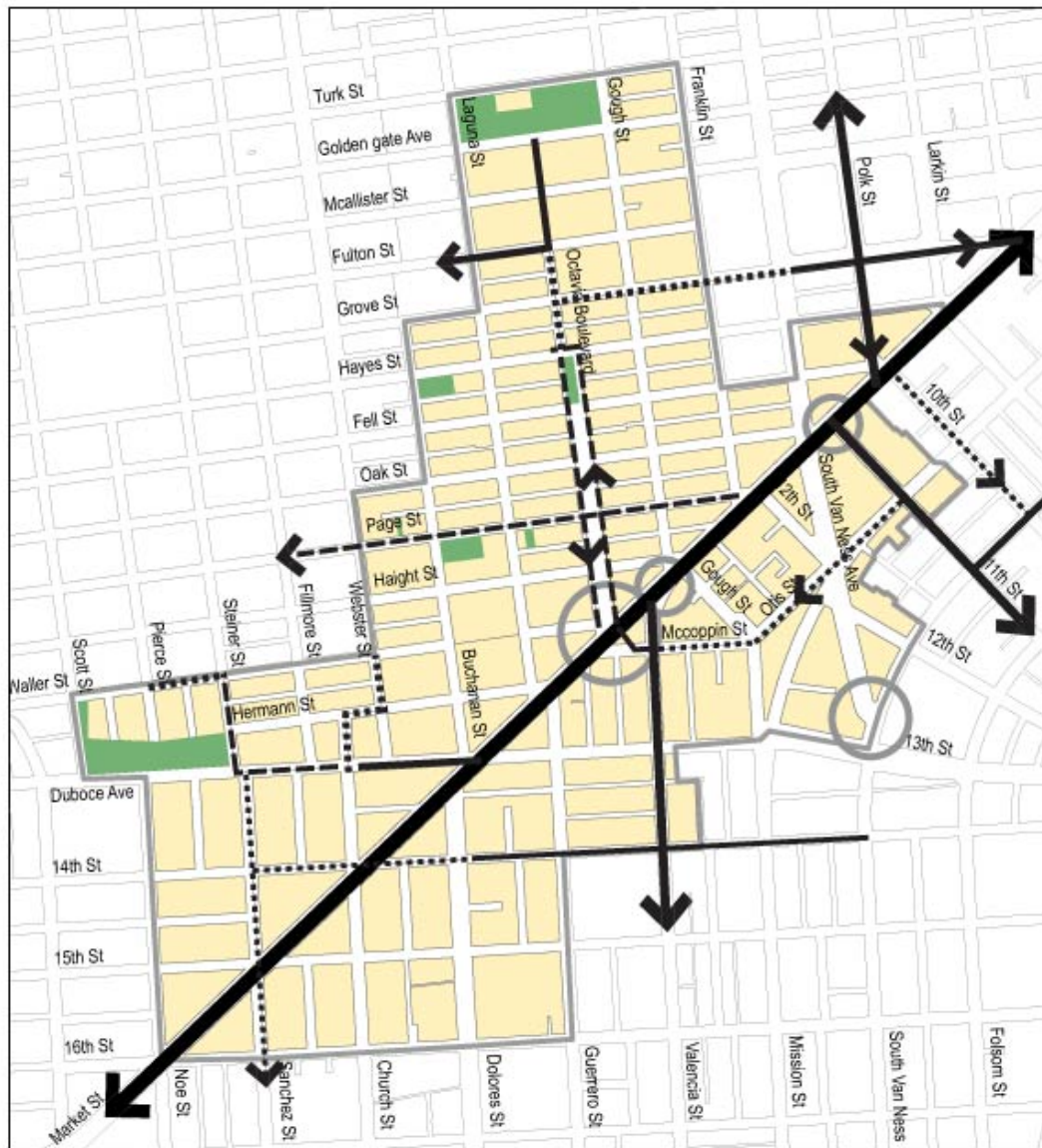
Project Scope

POLICY 5.5.1

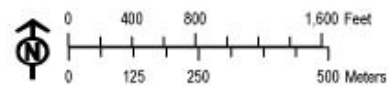
Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by cyclists.

In addition to being a major crossroads for transit and automobile traffic, the Market and Octavia neighborhood includes several of the most important and well-used bicycle routes in the city. All streets in the study area should be designed to be safe for bicycles, the following corridors merit special attention:

- Market Street
- Valencia Street and the Freeway Touchdown
- Duboce Avenue
- Howard Street



Bicycle Network



Cost Projection

Street	Project Scope	Distance	Cost
Market Street, 16th to Rose/Brady Street	Complete bike lanes and add signals as needed	4,090	\$ 295,000
Polk Street	Contraflow lane	1,480	\$ 200,000
Otis/McCoppin Street	Dedicated bike lane	2,450	\$ 20,000
McCoppin Stub	ness to McCoppin stub		\$ 4,750
11th Street	Complete Bike Lanes	1,300	\$ 867
Grove Street	Sharrows	2,900	\$ 3,867
Sanchez Street	Sharrows	2,625	\$ 3,500
Steiner Street	Sharrows	630	\$ 840
Subtotal			\$528,823
Soft Costs			\$352,549
Total			\$881,372

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A31. Muni Bike Racks

Project Scope

POLICY 5.5.3

Support and expand opportunities for bicycle commuting throughout the city and the region.

Bicycle commuting reduces peak-period commutes by car and has a markedly positive effect in reducing traffic congestion. From a citywide and regional perspective, every effort should be made to support peoples' commute by bicycle. The largest obstacle to bicycle commuting, aside from unsafe streets, is the difficulty in taking bicycles on regional transit and the lack of secure bicycle parking at transit facilities.

To support bicycle commuting, bicycles need to be permitted on all regional transit operators at peak commute times and secure bicycle parking needs to be provided at regional transit stations.

- Allow bicycles or provide bike racks on all Muni vehicles.

Cost Projection

BIKE BUS RACKS

	QUANTITY	UNIT	COST PER UNIT	TOTAL
Sportswor ks racks	30		\$600	\$18,000
installation	30		\$200	\$6,000
Subtotal				\$24,000
Soft Costs				\$16,000
Total				\$40,000

Relevant Agencies

Municipal Transportation Agency

A32. On-Street Bike Racks

Project Scope

POLICY 5.5.2

Provide secure and convenient bicycle parking throughout the plan area.

Providing bicycle parking is important to "closing the loop" in making cycling an attractive alternative to driving. In urban areas like San Francisco, secure and convenient bicycle parking, placed in appropriate locations, is an essential amenity for everyday cyclists. Such bicycle parking reduces theft and provides a needed sense of security.

- Building on DPT's bicycle parking program, ensure that adequate bicycle parking is provided in centers of activity such as Hayes Street, Market Street, and the new Octavia Boulevard.
- Require a minimum amount of bicycle parking on-site for any new development that includes automobile parking.

Cost Projection

	QUANTITY	UNIT	COST PER UNIT	TOTAL
Bicycle parking on Hayes, Market and Octavia	20	each	\$500.00	\$10,000

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A33. Page St Bicycle Boulevard

Project Scope

POLICY 5.5.1

Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by cyclists.

The entirety of Page Street has been designated a “Bicycle Priority Street,” and it should be treated as a bicycle boulevard. To the greatest extent practicable, stop signs should be removed from Page Street. Where necessary, stop signs can be replaced by traffic circles or roundabouts, as illustrated at right.

Cost Projection

BIKE BOULEVARDS

	NEED	UNIT	COST PER UNIT	COST
Intersection Roundabout	5	Is	\$75,000	\$375,000
Signs	20	each	\$150	\$3,000
Subtotal				\$378,000
Soft Costs				\$252,000
Total				\$630,000

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A34. Childcare Facilities

Project Scope

Provide childcare facilities to meet projected demand for community facility based childcare. Project does not include funding for childcare demand met through family childcare facilities or other private programs. Project does not include operation of programs or other costs related to provision of services.

Cost Projection

Construction costs for new child development centers was provided by the Department of Children, Youth and their Family.

	NEED	SLOTS WITH CAPITAL COSTS	INTERIOR SQ FT	EXTERIOR SQ FT	CAPITAL COSTS
Existing Need	721	476	35,699	35,699	\$ 10,709,660
Future need	435	287	21,514	21,514	\$ 6,454,088
Total need	1,156	763	57,212	57,212	\$ 17,163,748

Relevant Agencies

Department of Children, Youth and Their Family

A35. Library Materials

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new library materials to service new residents.

Cost Projection

The San Francisco Public Library estimates that providing services to new residents requires a minimum of \$69 per new resident.

	NEED	UNIT	COST PER UNIT	TOTAL COST
Library Materials	9,875	residents	\$69	\$681,375

Relevant Agencies

San Francisco Public Library

A36. Recreational Facilities

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new recreational facilities for new residents. Examples of recreational facilities include:

- Indoor sporting facilities
- Community centers
- Adult education facilities
- Community performance venues

Cost Projection

Cost per square foot is based on costs of like projects.

Relevant Agencies

Department of Recreation and Parks

Department of Public Works

A37. Duboce Street Museum

Project Scope

POLICY 4.3.5

Reclaim excess right-of-way around the Muni portal on Duboce Street, west of Market Street, to create a focal point museum that celebrates the reconstruction of historic streetcars.

East of Church Street, beyond the Muni Portal and beneath the Mint, Duboce Street is presently not much more than a utility yard, albeit one where colorful old streetcars are kept and an important, well-used bike path passes through. This site can be transformed into a museum that celebrates San Francisco's streetcar history. An overhead shed-like structure would provide space for a working museum, while at the same time retaining a public path along its southern edge for bicycles and walkers. The new building would provide a much friendlier edge to this public right-of-way than currently exists.

Cost Projection

PROJECT (SF)	COST PER UNIT	BASE PROJECT COST
7,500	\$300	\$2,250,000

Relevant Agencies

Planning Department
Municipal Transportation Agency

A38. Economic Development Plan

Project Scope

Establish an economic development plan for the area within six months of Plan adoption that builds on the existing strengths and patterns and identifies new opportunities for economic development. Area wide objectives should be integrated into larger city development strategies. [The focus should be on small business retention and development](#) Strategies (separate and beyond the business planning and loan packaging assistance services already provided through various NEDOs), both to stabilize and strengthen existing businesses and to get new neighborhood-serving businesses established and viable.

The small business program should draw from a wide menu of potential best practices strategies that have been used in other jurisdictions, such as:

- Tenant improvement grants/loans
- Façade improvement grants/loans
- Visual merchandizing consulting
- Marketing assistance
- Lease negotiation services
- Business incentive grants to assist with marketing, rent and property improvements
- Assistance to small businesses purchasing of their buildings
- Rent write-downs/subsidies
- Land write-downs through city purchasing and re-conveyance for small business development (eg, historic buildings)
- Tax increment financing districts to fund property acquisitions for sale to businesses as retention strategy. Repayment could be at interest only until property is resold or refinanced.
- Establish pool of “patient equity” to make equity investments (not grants or loans) to businesses that received a return on the contribution on a time-deferred basis.
- “Negative sandwich leases” where an intermediary organization assumes negotiated master lease on multiple-unit commercial space, along with management responsibilities, then sublets it to a variety of tenants with low base rent and increase \$1.00 per foot, per year. Would require some money for subsidies as economic development strategy.
- Nonprofit building ownership, to serve as a fallback location for good businesses that cannot, in the short term, be viable by paying rapidly escalating rents.
- Adjusting/creating commercial spaces for small businesses which may be doing sufficient volume to be viable if they weren’t paying rent for a space that’s too large.
- Targeted incentives such as low-interest loans to small businesses threatened by gentrification.
- “Percentage leases”—a base rental plus a percentage of the volume over a set amount (particularly mitigates risk for small start ups)
- Demolition controls on existing viable buildings (commercial rents in newly constructed buildings are typically higher than space in existing buildings)

Cost Projection

TBD; Annual funding pool for business development strategies plus administration/staffing needs

Relevant Agencies

Planning Department

Mayor's Office of Economic and Workforce Development

Mayor's Office of Community Development

Small Business Commission

A39. Historic Survey

Project Scope

There is an increasing recognition that an important part of what makes a place special lies its historic resources and the manner in which these are preserved and enhanced. In order to further this goal, the Market and Octavia Plan will now as an important pillar of this effort incorporate a comprehensive survey of the Plan Area in order to chart what resources might need protection.

Cost Projection

The Department has issued an RFP and selected for the contract Page & Turnbull. Their task will be to complete the survey of the more than 2,000 properties in the Plan Area by 2007 at an estimated cost of \$254,640.

Relevant Agencies

Planning Department

A40. Plan Area Monitoring

Project Scope

The Market & Octavia Neighborhood Plan outlines plan goals that cumulatively frame the community's vision for management of growth and development. The plan introduces innovative policies and land use controls to achieve these goals. Successful fruition of the goals requires a coordinated implementation of land use controls, key policies, and community improvements.

In order to track implementation, the Planning Department will monitor key indicators. The plan's performance will be gauged relative to benchmarks called out below.

If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure. Appropriate responses may include temporary or permanent alterations to Market & Octavia Neighborhood Plan policies, or heighten prioritization of plan area improvements.

Cost Projection

The anticipated cost of this will primarily consist of staff time, estimated at .5 Full Time Equivalent for each of the four reports.
\$200,000

Relevant Agencies

Planning Department
Department of Public Works
Municipal Transportation Agency
.

A41. Capital Improvements Program Administration

Project Scope

Implementation of the community improvements programming requires at a minimum: commitment from city agencies, a venue for community input, a managing agent for funds, an agent for program administration, and a long-term finance strategy.

The City family will continue to explore implementation strategies that include the necessary elements and also attempt to rely on existing administrative processes and procedures. For example capital improvements should be incorporated into various agencies capital programming and the citywide capital improvements program. Additionally existing analysis of priorities and phasing, such as the utility and paving 5-year plan, should consider improvements planned for the Market and Octavia Plan Area.

Valid program administration items include, costs related to administering the fund, staff for the Citizens Advisory Committee, and other administrative functions. As discussed in section 36 of the administrative code, this shall not include staffing the Interagency Plan Implementation Committee (IPIC), as staffing should come from the individual agencies.

Cost Projection

4 Percent of impact fee revenue and CAC staffing.

Relevant Agencies

Planning Department
Mayor's Office
Board of Supervisors
Capital Improvements Advisory Committee
City Administrator
Interagency Plan Implementation Committee

A42. Operations and Maintenance, existing and new facilities

Project Scope

Maintenance and operation of new and existing street trees, open space, transportation facilities, bicycle facilities, and recreational facilities is crucial to the successful implementation of community improvements. Numerous strategies should be explored and implemented to meet the maintenance needs of the neighborhood, including assessment districts, seed funds, and future tax increment financing-like mechanisms.

Cost Projection

To Be Determined.

Relevant Agencies

Planning Department
Mayor's Office
Board of Supervisors
Capital Improvements Advisory Committee
City Administrator
Interagency Plan Implementation Committee

A43. Improvements to Transit Service and Capacity in the Hub

Project Scope

Improvements to transit service and capacity including modernization of Van Ness Station. Van Ness Station upgrades could include widened stairways between platform and mezzanine levels and an additional station elevator.

Cost Projection

TBD

Relevant Agencies

Municipal Transportation Agency

A44. 11th Street (Market Street to Bryant Street)

Project Scope

Redesign the street with transit boarding islands, corner bulb-outs, and a parking-protected bike lane. Reconfigure parking to accommodate curb-side bike lanes and integrate new boarding islands with the protected bike lanes. Add raised crosswalks at all alleys. Add infill street trees planting and, where appropriate, sidewalk greening and Upgrade pedestrian lighting along sidewalks.

Cost Projection¹

14M – 17M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

¹ This is an estimate. Cost may increase during design development phase.

A45. 12th Street (Market Street to Otis Street)

Project Scope

Add a westbound protected bike lane from Valencia to Folsom. Add corner bulb-outs and a raised crosswalk at Woodward Street for pedestrian safety. Add infill tree planting wherever possible. Add pedestrian lighting on the extended sidewalk on the north side of 13th street. Explore opportunities for public art on freeway columns.

Cost Projection²

9M – 11M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

² This is an estimate. Cost may increase during design development phase.

A46. 13th Street (Valencia Street to Folsom Street)

Project Scope

Add a westbound protected bike lane from Valencia to Folsom. Add corner bulb-outs and a raised crosswalk at Woodward Street for pedestrian safety. Add infill tree planting wherever possible. Add pedestrian lighting on the extended sidewalk on the north side of 13th street. Explore opportunities for public art on freeway columns.

Cost Projection³

12M – 15M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

³ This is an estimate. Cost may increase during design development phase.

A47. Market Street (11th Street – 12th Street)

Project Scope

Widen sidewalks and create dedicated safe space for bikes and transit to reduce conflicts and improve safety and comfort for all users. Restrict access for private vehicles along this stretch of Market Street. At the Market Street and Van Ness intersection, widen sidewalks at the corners to create more pedestrian space and to encourage active retail and street life along Market Street, integrate transit boarding islands into the widened sidewalk, and create separated space for bicyclists approaching the intersection. All improvements should be coordinated with the City's Better Market Street Project.

Cost Projection⁴

TBD

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁴ This is an estimate. Cost may increase during design development phase.

A48. Oak Street (Franklin Street to Van Ness Avenue)

Project Scope

Create a high-quality civic street, while maintaining parking on the north side of the street and providing space for passenger loading and commercial deliveries. Add pedestrian lights, street trees and other streetscape amenities to enhance the pedestrian experience. Accommodate fire trucks traveling from the Fire Station to Van Ness Avenue. Add a new public plaza at Oak Street and Van Ness Avenue.

Cost Projection⁵

3M – 4M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁵ This is an estimate. Cost may increase during design development phase.

A49. Otis Street (Duboce Avenue to South Van Ness Avenue)

Project Scope

Redesign Otis Street to allow vehicles to travel north between Duboce Avenue and Gough Street. Create a new public space at the intersection of Gough Street and Otis Street. Upgrade streetlights to city standard, incorporate pedestrian lighting where appropriate and add infill street trees.

Cost Projection⁶

5M – 6M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁶ This is an estimate. Cost may increase during design development phase.

A50. South Van Ness Avenue (Mission Street to 13th Street)

Project Scope

Redesign as a boulevard with through vehicle lanes separated from local lanes by planted medians. Upgrade sidewalks with a 8' wide furnishing zone, including new pedestrian lighting. Add large new bulb-outs at Mission Street and South Van Ness Avenue, and at 12th Street and South Van Ness Avenue. Add a signalized mid-block pedestrian crossing between 12th and Howard and a new bulb-out at Howard with placemaking elements.

Cost Projection⁷

10M – 12M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁷ This is an estimate. Cost may increase during design development phase.

A51. Valencia Street (Market Street to 15th Street)

Project Scope

Redesign one of San Francisco's busiest bike streets with one-way parking-protected bikeway. Add corner bulb-outs at all intersections, with greening, seating, or other street furnishings. Add raised crosswalks at all alleys, including Clinton Park, Brosnan, and Rosa Parks. Add infill street trees planting and, where appropriate, sidewalk greening and pedestrian-scale lighting.

Cost Projection⁸

12M – 15M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

⁸ This is an estimate. Cost may increase during design development phase.

A52. 11th and Natoma Park

Project Scope

The property consists of five separate parcels each developed with an existing structure. The parcels been purchased by the City with the intent of building a park that is owned and managed by RPD. The design of the future park and the specific types of amenities it will include are not yet determined. The design will take into consideration park needs within the rapidly growing neighborhood as well as other new open spaces being developed by public and private developers within the area.

Cost Projection⁹

22M

Relevant Agencies

Recreation and Parks Department
Department of Real Estate

⁹ This is an estimate. Cost may increase during design development phase.

A53. Improvements to Buchanan Mall

Project Scope

The Western Addition community has been activating and re-imagining the Buchanan Street Mall since 2015. Aligned with the goals stated in the 2017 Buchanan Mall Vision Plan published by The Trust for Public Land, RPD is presently completing a concept design process for the full five blocks of Buchanan Mall. The design represents a complete makeover of the Park, and includes two children's play areas, a full basketball court and a half court, drinking fountains, communal gardens, community picnic and gathering areas, several micro-enterprise kiosks, and a stage for performance. Throughout the newly visioned linear park runs a memory walk, elevating the stories of the Fillmore District through art and interpretive installations. New pedestrian lighting will support safety and a variety of design elements work together to promote inter-generational interaction.

Cost Projection

15M

Relevant Agencies

Recreation and Parks Department
Office of Economic and Work Force Development
Municipal Transportation Agency
San Francisco Public Works

A54. Improvements to Koshland Park

Project Scope

Increase safety and activation at Koshland Park and expand recreational offerings by installing lighting. This will help reduce undesirable uses and increase healthy activation as well as extend the use of the basketball court throughout the year.

Cost Projection

3M

Relevant Agencies

Recreation and Parks Department
San Francisco Public Works
Pacific Gas and Electric or Public Utilities Commission

A55. New/Improved Civic Center Public Spaces

Project Scope

The Civic Center Public Realm Plan provides a comprehensive vision for Civic Center’s public spaces, including improvements to Civic Center Plaza, Fulton Street Mall, United Nations Plaza and War Memorial Gateway. Future funds would be used to pay for a discrete element/sub-project (that are TBD) and that has independent utility and value to the surrounding neighborhood.

The Public Realm Plan proposed improvements include:

- Civic Center Plaza improvements that enhance the space for neighborhood and civic use. Except for the existing playgrounds and, potentially, the existing cafe kiosk, the Plan proposes a complete reconstruction of Civic Center Plaza with a new site plan;
- Fulton Street Mall improvements that convert this block into a new plaza and neighborhood recreation space;
- United Nations Plaza Improvements that provide greater flexibility of existing programming, strengthening of the Leavenworth gateway, and improvement of the BART entry; and,
- War Memorial Gateway improvements that better define the western gateway into Civic Center via a flexible-use plaza and improvements to pedestrian circulation.

Cost Projection

TBD

Relevant Agencies

San Francisco Recreation and Park
San Francisco Public Works
San Francisco Municipal Transportation Agency
San Francisco Real Estate Division
San Francisco Planning Department

A56. New Parks and Open Spaces in the Hub Area (TBD)

Project Scope

Other new parks, open spaces or recreational facilities such as dog parks, playgrounds, or expanding/improving recreational facilities under the Central Freeway, and others. This is yet to be determined.

Cost Projection

TBD

Relevant Agencies

San Francisco Planning Department
San Francisco Recreation and Park
San Francisco Public Works
San Francisco Municipal Transportation Agency
San Francisco Real Estate Division

A57. Community Facilities

Project Scope

Funding for new community facilities in the plan area and adjacent neighborhood. Facilities could include Arts/Cultural Facilities, Social Welfare Facilities and/or Community Health Facilities.

Cost Projection

TBD

Relevant Agencies

Mayor's Office of Housing and Community Development
Mayor's Office of Economic and Workforce Development
Arts Commission
Department of Public Health
Department of Homelessness and Supportive Housing



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. 20707

HEARING DATE: May 21, 2020

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: 2015-000940ENV, 2017-008051ENV, and 2016-014802ENV
Project Address: The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District
Zoning: NCT-3 (Neighborhood Commercial), C-3-G (Downtown General Commercial), Hayes NCT (Hayes Neighborhood Commercial), and P (Public) Districts Height and Bulk Districts
Block/Lot: Multiple Blocks and Lots (The Hub Plan and Hub HSD), Block 0835/Lot 004 (30 Van Ness Avenue Project site), Block 0836/Lots 008, 009, 013 (98 Franklin Street Project site)
Project Sponsor: Lily Langlois, Planning Department, (415) 575-9083 or lily.langlois@sfgov.org (The Hub Plan and Hub HSD); Samidha Thakral, 30 Van Ness Development, LLC, (415) 995-4857 or samidha.thakral@lendlease.com (30 Van Ness Avenue); Matt Witte, Related California, (949) 697-8123 or matthew.witte@related.com (98 Franklin Street)
Staff Contact: Alana Callagy, San Francisco Planning Department, (415) 575-8734 or alana.callagy@sfgov.org

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE HUB PLAN, THE 30 VAN NESS AVENUE PROJECT, THE 98 FRANKLIN STREET PROJECT, AND HUB HOUSING SUSTAINABILITY DISTRICT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report (hereinafter "FEIR") identified as Case Nos. 2015-000940ENV, 2017-008051ENV, and 2016-014802ENV, "The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District" in the Hub Plan area (hereinafter "the Project"), based upon the following findings:

1. The Hub Area is an irregular area bounded by portions of Haight Street, Gough Street, Franklin Street, Fell Street, Van Ness Avenue, Hayes Street, Market Street, midblock between 10th Street and 11th Street from Market Street to Mission Street, Mission Street, Washburn Street, Minna Street, midblock between Lafayette Street and 12th Street to Howard Street, Howard Street, and 13th Street, totaling approximately 84 acres.
2. The Hub Plan would include changes to height and bulk districts for select parcels. The proposed Hub Project would rezone the area to have two zoning districts, Downtown General Commercial (C-3-G) and Public (P), and the Van Ness and Market Residential Special Use District would be expanded to encompass the entire Hub Plan area. The plan also calls for public-realm improvements to streets and alleys within and adjacent to the hub plan area. Two individual private development

projects within the Hub Plan area are also evaluated. The proposed project at 30 Van Ness Avenue includes retention of portions of the existing 75-foot-tall, five-story building and construction of a 47-story building with ground-floor retail space, 10 floors of office space, and approximately 37 floors of residential space. The proposed project at 98 Franklin Street includes demolition of the existing 100-space surface vehicular parking lot and construction of a 31-story residential tower above a five-story podium that would be occupied by new high school facilities for the International High School (grades 9–12 of the French American International School).

3. The proposed zoning changes in the Hub Plan would result in more cohesive zoning in the Hub area and more flexibility and variety of nonresidential uses allowed while increasing the residential capacity and application of consistent zoning controls and impact fees across the hub plan area.
4. The project includes designation of a housing sustainability district which, through adoption of an ordinance by the San Francisco Board of Supervisors, would allow the City and County of San Francisco to exercise streamlined ministerial approval of residential and mixed-use development projects meeting certain requirements.
5. The City and County of San Francisco, acting through the Planning Department (hereinafter “the Department”) fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter “CEQA”), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (hereinafter “Chapter 31”).
 - A. The Department determined that an Environmental Impact Report (hereinafter “EIR”) was required and provided public notice of that determination by publication in a newspaper of general circulation on May 23, 2018.
 - B. The Department published the Draft EIR (hereinafter “DEIR”) on July 24, 2019, and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department’s list of persons requesting such notice and to property owners and occupants within a 300-foot radius of the site on July 24, 2019.
 - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by the project sponsor on July 24, 2019.
 - D. Copies of notices of availability of the DEIR or the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse, on July 24, 2019.
 - E. A Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 24, 2019.

6. The Commission held a duly advertised public hearing on said DEIR on August 29, 2019, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on September 9, 2019.
7. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in the Responses to Comments (hereinafter "RTC") document published on March 12, 2020, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
8. An FEIR has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, the RTC document, and an Errata to the EIR dated April 20, 2020, all as required by law.
9. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
10. On May 21, 2020, the Commission reviewed and considered the information contained in the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
11. The project sponsors have indicated that the presently preferred alternative is the Project analyzed in the FEIR.
12. The Planning Commission hereby does find that the FEIR concerning File Nos. 2015-000940ENV, 2017-008051ENV, and 2016-014802ENV reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate, and objective, and that the RTC document and the Errata dated April 20, 2020 contain no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA, the CEQA Guidelines, and Chapter 31.
13. The Commission, in certifying the completion of said FEIR, hereby does find that the Project described in the FEIR:
 - A. Will have significant and unavoidable project-level environmental effects related to cultural resources, transportation and circulation, noise, shadow, and air quality; and
 - B. Will have significant and unavoidable cumulative environmental effects related to cultural resources, transportation and circulation, noise, air quality, shadow, and wind.
14. The Planning Commission reviewed and considered the information contained in the FEIR prior to approving the Project.

**Motion No. 20707
May 21, 2020**

**CASE NOS. 2015-000940ENV, 2017-008051ENV, and 2016-014802ENV
The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and
Hub Housing Sustainability District**

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of May 21, 2020.



Jonas P. Ionin
Commission Secretary

AYES: Diamond, Fung, Imperial, Johnson, Koppel, Moore

NOES: None

ABSENT: None

ADOPTED: May 21, 2020

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
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TDD/TTY No. 554-5227

**NOTICE OF PUBLIC HEARING
LAND USE AND TRANSPORTATION COMMITTEE
BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO**

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee of the City and County of San Francisco will hold a remote public hearing to consider the following matters and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: July 13, 2020

Time: 1:30 p.m.

Location: REMOTE MEETING VIA VIDEOCONFERENCE

Watch: www.sfgovtv.org

Watch: SF Cable Channel 26 once the meeting starts, the telephone number and access code will be displayed on the screen.

Public Comment Call-In: <https://sfbos.org/remote-meeting-call>

Subject: Market and Octavia Area Plan

File No. 200557. Ordinance amending the General Plan to amend the Market and Octavia Area Plan; making conforming amendments to the Arts Element and the Housing Element; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section, 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

File No. 200556. Ordinance amending the Zoning Map of the Planning Code to amend the boundaries of the Van Ness and Market Residential Special Use District, and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with amendments to the Market and Octavia Area Plan, encompassing an area generally bounded by Haight Street from Octavia Boulevard to Gough Street, Gough Street from Haight Street to Page Street, Franklin Street from Page Street to Fell Street, Fell Street from Franklin Street to Van Ness Avenue, Van Ness Avenue from Fell Street to Hayes Street, Hayes Street from Van Ness Avenue to Larkin Street, Market Street from Ninth Street to 10th Street, midblock between 10th Street and 11th Street from Market Street to Mission Street, Mission Street from 10th Street to Washburn Street, a portion of Washburn Street, Minna Street from 10th Street to just past Lafayette Street (with certain lots excluded), midblock between Lafayette Street and 12th Street to Howard Street, Howard Street just north of 12th and 13th Streets, and

13th Street to Octavia Boulevard and Haight Street; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

File No. 200559. Ordinance amending the Planning Code to amend the Van Ness and Market Downtown Residential Special Use District, to encourage additional housing and uses that support neighborhood residents and businesses, and to give effect to amendments to the Market and Octavia Area Plan; amending Planning Code, Sections 145.4, 151.1, 155, 207.6, 249.33, 260, 261.1, 263.19, 270, 270.2, 309, 341.5, 401, 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, and 424.5; adding new Planning Code, Section 425, to create the Van Ness and Market Community Facilities Fee and Fund; and making environmental findings, including adopting a statement of overriding considerations, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.

If **File No. 200559** passes, it will create the Van Ness and Market Community Facilities Fee and Fund under Planning Code, Section 425. Applicable development projects within the Van Ness and Market Residential Special Use District, described in Planning Code, Section 249.33, shall pay \$1.16 per net additional gross square foot of residential use or gross square foot of space converted from non-residential to residential use. The data and other information required by the Mitigation Fee Act, California Government Code Sections 66000 et seq., for creation of the Van Ness and Market Community Facilities Fee and Fund is available in File Nos. 200556, 200557, 200558, and 200559.

Project sponsors may propose to provide community improvements directly to the City through an in-kind agreement. The appropriate value shall be determined by the Director of Planning. Development projects that pursue an in-kind agreement will also be billed time and materials for any administrative costs that the Planning Department or any other City entity incurs in negotiating, drafting, and monitoring compliance with the in-kind agreement. The fee shall be due and payable to the Development Fee Collection Unit at the Department of Building Inspection at the time of issuance of the first construction document for the development project. The project sponsor shall have the option to defer payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge as set forth in Building Code, Section 107A.13.3.

Under Planning Code, Section 425.3, the Planning Department will evaluate and shall determine the amount of the Van Ness and Market Community Facilities Fee required for any development project that requires a first construction document. The Planning Department shall impose these requirements as a condition of approval for issuance of the first construction document.

On March 17, 2020, the Board of Supervisors authorized their Board and Committee meetings to convene remotely and allow for remote public comment due to the Coronavirus -19 pandemic. Therefore, Board of Supervisors meetings that are held through videoconferencing will allow remote public comment. Visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand.

PUBLIC COMMENT CALL-IN

WATCH: SF Cable Channel 26, once the meeting starts, and the telephone number and access code will be displayed on the screen; or

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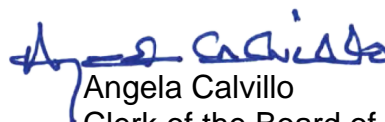
Please visit the Board's website (<https://sfbos.org/city-board-response-covid-19>) regularly to be updated on the City's response to COVID-19 and how the legislative process may be impacted.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (board.of.supervisors@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, July 10, 2020.

For any questions about this hearing, please contact the Assistant Clerk for the Land Use and Transportation Committee:

Erica Major (Erica.Major@sfgov.org) – (415) 554-4441)

Please Note: *The Department is open for business, but employees are working from home. Please allow 48 hours for us to return your call or email.*



Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco

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1 DR CARLTON B GOODLETT PL #244
SAN FRANCISCO, CA 94102

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE

Ad Description

EDM Land Use Agenda - 200556 Zoning, 200557 GP, 200559 Fee Ad

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO EXAMINER. Thank you for using our newspaper. Please read this notice carefully and call us with ny corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

07/03/2020 , 07/08/2020

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Publication	\$1883.25
Total	\$1883.25

EXM# 3377075

NOTICE OF REGULAR MEETING SAN FRAN- CISCO BOARD OF SUPERVISORS LAND USE AND TRANSPORTATION COMMITTEE JULY 13, 2020 - 1:30 PM

NOTICE IS HEREBY GIVEN THAT the Land Use and Transportation Committee of the City and County of San Francisco will hold a remote public hearing to consider the following matters and said public hearing will be held as follows, at which time all interested parties may attend and be heard:
Subject: Market and Octavia Area Plan. File No. 200557. Ordinance amending the General Plan to amend the Market and Octavia Area Plan; making conforming amendments to the Arts Element and the Housing Element; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section, 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302. File No. 200556. Ordinance amending the Zoning Map of the Planning Code to amend the boundaries of the Van Ness and Market Residential Special Use District, and making other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with amendments to the Market and Octavia Area Plan, encompassing an area generally bounded by Haight Street from Octavia Boulevard to Gough Street, Gough Street from Haight Street to Page Street, Franklin Street from Page Street to Fell Street, Fell Street from Franklin Street to Van Ness Avenue, Van Ness Avenue from Fell Street to Hayes Street, Hayes Street from Van Ness Avenue to Larkin Street, Market Street from Ninth Street to 10th Street, midblock between 10th Street and 11th Street from Market Street to Mission Street, Mission Street from 10th Street to Washburn Street, a portion of Washburn Street, Minna Street from 10th Street to just past Lafayette Street (with certain lots excluded), midblock between Lafayette Street and 12th Street, Howard Street, Howard Street just north of 12th and 13th Streets, and 13th Street

to Octavia Boulevard and Haight Street; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302. File No. 200559. Ordinance amending the Planning Code to amend the Van Ness and Market Downtown Residential Special Use District, to encourage additional housing and uses that support neighborhood residents and businesses, and to give effect to amendments to the Market and Octavia Area Plan; amending Planning Code, Sections 145.4, 151.1, 155, 207.6, 249.33, 260, 261.1, 263.19, 270, 270.2, 309, 341.5, 401, 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, and 424.5; adding new Planning Code, Section 425, to create the Van Ness and Market Community Facilities Fee and Fund; and making environmental findings, including adopting a statement of overriding considerations, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302. If File No. 200559 passes, it will create the Van Ness and Market Community Facilities Fee and Fund under Planning Code, Section 425. Applicable development projects within the Van Ness and Market Residential Special Use District, described in Planning Code, Section 249.33, shall pay \$1.16 per net additional gross square foot of residential use or gross square foot of space converted from non-residential to residential use. The data and other information required by the Mitigation Fee Act, California Government Code Sections 66000 et seq., for creation of the Van Ness and Market Community Facilities Fee and Fund is available in File Nos. 200556, 200557, 200558, and 200559. Project sponsors may propose to provide community improvements directly to the City through an in-kind agreement. The appropriate value shall be determined by



the Director of Planning. Development projects that pursue an in-kind agreement will also be billed time and materials for any administrative costs that the Planning Department or any other City entity incurs in negotiating, drafting, and monitoring compliance with the in-kind agreement. The fee shall be due and payable to the Development Fee Collection Unit at the Department of Building Inspection at the time of issuance of the first construction document for the development project. The project sponsor shall have the option to defer payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge as set forth in Building Code, Section 107A.13.3. Under Planning Code, Section 425.3, the Planning Department will evaluate and shall determine the amount of the Van Ness and Market Community Facilities Fee required for any development project that requires a first construction document. The Planning Department shall impose these requirements as a condition of approval for issuance of the first construction document. On March 17, 2020, the Board of Supervisors authorized their Board and Committee meetings to convene remotely and allow for remote public comment due to the Coronavirus -19 pandemic. Therefore, Board of Supervisors meetings that are held through videoconferencing will allow remote public comment. Visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. Public Comment Call-In WATCH: SF Cable Channel 26, once the meeting starts, and the telephone number and access code will be displayed on the screen; or VISIT: <https://sfbos.org/remote-meeting-call> Please visit the Board's website (<https://sfbos.org/city-board-response-covid-19>) regularly to be updated on the City's response to COVID-19 and how the legislative process may be impacted. In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on these matters may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public

record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102 or sent via email (board.of.supervisors@sfgov.org). Information relating to this matter is available in the Office of the Clerk of the Board or the Board of Supervisors' Legislative Research Center (<https://sfbos.org/legislative-research-center-lrc>). Agenda information relating to this matter will be available for public review on Friday, July 10, 2020. For any questions about this hearing, please contact the Assistant Clerk for the Land Use and Transportation Committee: Erica Major (Erica.Major@sfgov.org – (415) 554-4441) Please Note: The Department is open for business, but employees are working from home. Please allow 48 hours for us to return your call or email.



SAN FRANCISCO PLANNING DEPARTMENT

May 29, 2020

Ms. Angela Calvillo, Clerk
Honorable Mayor London N. Breed
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

**Re: Transmittal of Planning Department Case Number 2015-000940ENVGPAPCA-01PCA-02MAPCWP-02
Market and Octavia Area Plan Amendment
Board File No. _____(pending)
Planning Commission Recommendation: Approval with Modification**

Dear Ms. Calvillo and Mayor London N. Breed,

On May 21, 2020, the Planning Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the General Plan Amendment, Planning Code Amendment, Zoning Map Amendment, Planning Code and Business and Tax Regulations Code Amendment, and Implementation Program related to the Amendments to the Market and Octavia Area Plan. At the hearing the Planning Commission recommended approval with modification.

The Commission's proposed modifications were as follows:

- Recommend the City pursue a nexus study in order to establish a new Community Facility Fee in the Van Ness and Market Residential Special Use District to fund, design, engineer, and develop community facilities, including cultural/arts facilities, social welfare facilities, and community health facilities.

Also at the May 21, 2020 hearing, the Commission heard the proposed CEQA Findings, setting forth the basis for approving the Market and Octavia Area Plan Amendment and its implementing actions, and the economic, social and other policy considerations, which support the rejection of alternatives in the EIR, which were not incorporated into the project. The Findings also provide for adoption by the Planning Commission all of the mitigation measures in the EIR. The Findings also identify the significant adverse environmental impacts of the project that have not been mitigated to a level of insignificance by adoption of mitigation measures, and contain a Statement of Overriding Considerations, setting forth the specific reasons in support of the approval of the implementing actions and the rejection of alternatives not incorporated into the project.

At the May 21 hearing, the Commission voted to recommend adoption of the proposed CEQA Findings.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,



Lily Langlois

Principal Planner

cc:

Peter Miljanich, Deputy City Attorney
Andrea Ruiz-Esquide, Deputy City Attorney
Sophia Kittler, Office of Mayor London N. Breed
Erica Mayor, Office of the Clerk of the Board
Alisa Somera, Office of the Clerk of the Board

Attachments :

Planning Commission Motion No. M-20708 (Case No. 2015.000940ENV– CEQA Findings)
Planning Commission Resolution No. R-20709 (Case No. 2015.000940GPA – General Plan Amendments)
Planning Commission Resolution No. R-20710 (Case No. 2015.000940PCA-01 – Planning Code Amendments)
Planning Commission Resolution No. R-20711 (Case No. 2015.000940MAP – Zoning Map Amendments)
Planning Commission Resolution No. R-20712 (Case No. 2015.000940PCA-02 – Planning Code and Business and Tax Regulations Code)
Planning Commission Resolution No. R-20713 (Case No. 2015.000940CWP-02 – Implementation Program)
Planning Department Executive Summary
Market and Octavia Area Plan: Hub Public Benefits Document
Market and Octavia Community Improvements Program (Appendix C)
Market and Octavia Area Plan: Hub Public Realm Plan
Market and Octavia Area Plan Maps 1-12



Date: July 10, 2020

To: The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (2015-000940ENV, 2017-008051ENV, and 2016-014802ENV) File

From: Alana Callagy and Tania Sheyner, Environmental Planning

Re: 99 South Van Ness Avenue Site (Block 3511 Lot 093)

On May 21, 2020, the San Francisco Planning Commission certified the final environmental impact report (EIR) for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District by Motion No. 20707.

Subsequent to preparation and certification of the EIR, the project sponsor for the Hub Plan, the San Francisco Planning Department, proposed to change height and bulk massing at the 99 South Van Ness site (block/lot 3511/093). The proposed change would address the scale and context surrounding the site by reducing the podium height on South Van Ness Avenue and, most notably, stepping down the building height on the portion of the parcel adjacent to Lafayette Street and lowering the podium from 120 to 85 feet. Figure 1 shows the height and bulk analyzed in the EIR. Figure 2 shows the currently proposed height and bulk for the 99 South Van Ness Avenue site.

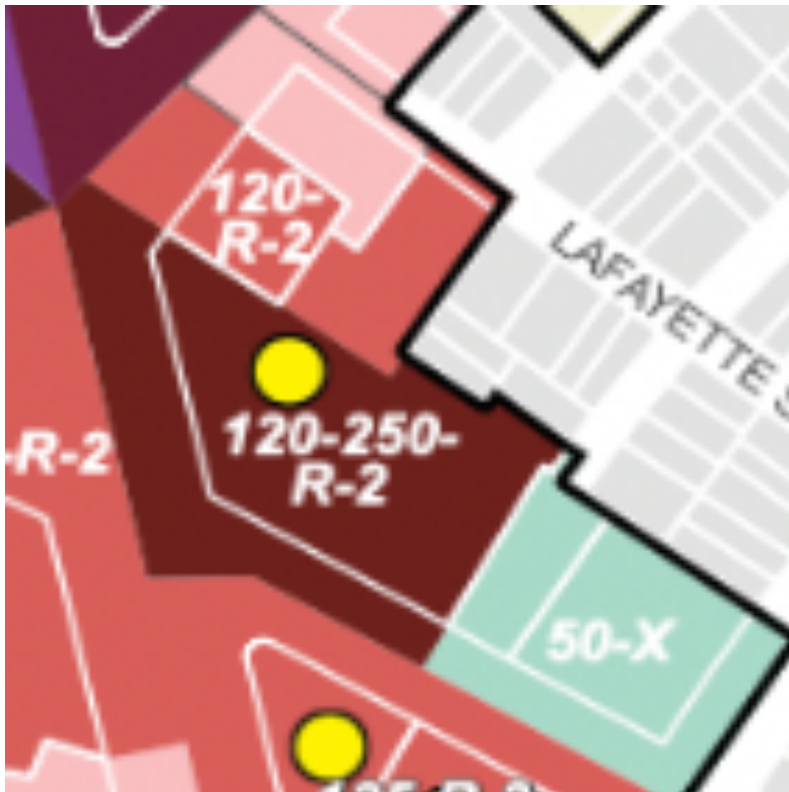


Figure 1: Height and Bulk Analyzed in the Environmental Impact Report



Figure 2: Modified Height and Bulk for 99 South Van Ness Avenue

The EIR analyzed shadow and wind impacts for 99 South Van Ness Avenue as shown in Figure 1. The modified height and bulk is lower than the height previously analyzed. Thus, impacts associated with shadow would be consistent with or would result in less shadow than previously identified in the EIR, and no additional shadow analysis is necessary. The proposed modifications of building massing could also result in changes to the wind impacts previously identified in the EIR. Additional review of the new massing for the proposed height and bulk by a qualified wind consultant determined that the impacts would be consistent with those previously identified in the EIR and would not be expected to result in new or more severe wind impacts.¹ The proposed modifications would also not be expected to result in any new or more severe impacts related to any other environmental topic analyzed in the EIR.

Based on the information and analysis above, the planning department's proposed modification to the height and bulk for the 99 South Van Ness Avenue site and the San Francisco Board of Supervisor's approval of this option would not cause new significant impacts or result in a substantial increase in the severity of the impacts identified in the *Hub Plan*, *30 Van Ness Avenue Project*, *98 Franklin Street Project*, and *Hub Housing Sustainability District EIR*, and no new or revised mitigation measures would be required. The EIR is considered adequate even with the modification of the height and bulk for the 99 South Van Ness Avenue site. (See Public Resources Code section 21166; CEQA Guidelines sections 15162 and 15163.)

¹ RWDI, *Market/Octavia Hub Plan – 99 South Van Ness Avenue Site Memorandum*, Final, July 10, 2020.



SAN FRANCISCO PLANNING DEPARTMENT

Memorandum to the Board of Supervisors

Project Name: Market and Octavia Area Plan Amendment

Subject: *Summary of the 5/21/2020 Planning Commission
Adoption Hearing - Discussion from Commissioners*

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On May 21, 2020, the Planning Commission recommended approval of the Market and Octavia Area Plan Amendment. The approval of this plan amendment includes four ordinances that will be before the Board of Supervisors in July. These include General Plan Amendments, Planning Code Amendments, Zoning Map Amendments, and Planning Code and Business and Tax Regulations Code Amendments. To supplement the full video transcript of the hearing and the official Commission Minutes, this memo provides a brief summary of the Commissioner comments during the adoption hearing. This memo groups together the main issues and comments raised by individual Planning Commissioners, and in a few instances includes staff clarification and context where necessary. The full Planning Commission video transcript can be viewed [here](#).

Project Overall

Overall the Planning Commission expressed support for the Market Octavia Area Plan Amendment. The Commission expressed the project would provide more housing, including affordable housing, additional impact fees and public benefits for the City. The Commissioners confirmed that the Hub area is an appropriate place for density and transit-oriented development. The Commission also expressed their support for more two- and three-bedrooms units as a way to support housing for families with children. There was also support for the attention given to improving the streets, alleys and open spaces, as detailed in the [Hub Public Realm Plan](#). Commissioners also expressed a desire to increase the amount of open space.

Racial and Social Equity

Commissioners acknowledged the Department's application of the Equity Assessment Tool on the project. Some Commissioners also acknowledged more racial and social equity analysis could be done. This comment was also expressed during the February 13th Planning Commission Initiation Hearing. In response, Planning staff structured portions of the staff presentation to provide an overview of the Department's broader Racial and Social Equity work and Community Stabilization efforts. The

presentation also clarified proposed legislative changes to advance racial and social equity in the Hub area and adjacent neighborhoods. Commissioners expressed interest in providing funding for staff efforts to continue to deepen our analysis.

Community Engagement

Commissioners main feedback regarding community engagement was first, a concern that there wasn't significant outreach to adjacent neighborhoods and secondly, support for involving the community in the prioritization of future public realm projects.

Staff Clarification: The proposed legislation would broaden the membership of the Market and Octavia Citizen Advisory Committee (CAC) to include two people that live or work in or within 1,250' of the plan area boundary, with a specific intent to get a more diverse CAC. There will also be an opportunity for future community engagement around the design of public realm projects and the prioritization of projects.

Community Facilities Fee

Based on input from a coalition of advocates from the Mission and SoMa, the Commission directed the Department to study the addition of a new fee to fund community facilities, with potential inclusion in the legislation considered at the Board. This fee would specifically apply to projects in the Van Ness & Market Residential Special Use District and could fund design, engineer, and develop community facilities, including cultural/arts facilities, social welfare facilities, and community health facilities, similar to that adopted in the Central SoMa Plan. This fee was requested by the community to support a "community realm plan". There was concern raised by a Commissioner about adding more fees to housing projects and clarification if the community facility fee could be offset by a commensurate reduction of other impact fees (see clarification below). During the final vote to approve the motion pertaining to the Planning Code Ordinance, the Commissioners requested the addition of a new clause asking the Department and the Board to "pursue a nexus study for the Community Facilities Fee". This motion was passed unanimously 6-0.

Staff Clarifications: The Central SoMa Plan does not include a "Community Realm Plan". It does have a Community Facilities Fee, that can fund new community facilities. Substitute legislation introduced by the Mayor on June 23, 2020 includes a new Community Facilities Fee as an additional fee without a reduction of other impact fees.

Housing Sustainability District

The Planning Commission approved an ordinance that would amend the Business and Tax Regulations Code and create new Planning Code Section 344 establishing the Hub Housing Sustainability District (Hub HSD). There is currently one other HSD, and this is within the Central SoMa Plan area. The proposed Hub HSD, which would expire 10 years after adoption, would meet all requirements of AB 73, the state law adopted in 2017 enabling the creation of Housing Sustainability Districts (California Government Code Sections 66200 et seq.), including specifying eligibility requirements for projects wishing to participate in the Hub HSD and establishing procedures for application, review, and approval.

Eligible housing projects in the Hub HSD would be able to pursue a ministerial approval process. The HSD would apply to projects up to 120' in height and would not apply to any projects seeking or requiring any discretionary approvals or exceptions by the Planning Commission. The proposed Hub HSD does not change any height, bulk, land use, or density standards proposed in the plan area. Projects seeking approval under the HSD must demonstrate compliance with all applicable zoning and design review standards and will be required to implement any mitigation measures identified in the Hub EIR that the Planning Department determines are applicable to the project. The Hub EIR analyzed the potential creation of the Hub HSD. The Commission approved the HSD ordinance by a vote of 4-2

There were a few concerns that were expressed by Commissioners during the hearing. The first was a concern that 10 years isn't insufficient to deliver 18 projects. The second concern was pertaining to the ministerial design review and approval process of the Housing Sustainability District. Lastly, there was a concern expressed that an appeal on a HSD project is directed to the Board of Appeals instead of to the Board of Supervisors.

Staff Clarifications: Any project in the Hub that is seeking additional height through Planning Code Section 309 could not be approved under the HSD.

State Density Bonus

The California State Density Bonus Law (State Density Bonus) offers development incentives to projects that provide on-site affordable housing. This current state law allows a project to seek up to 35% additional residential density.

Some Commissioners needed clarification on how the State Density Bonus would apply to sites within the Van Ness & Market Residential Special Use District. Staff confirmed that if the Plan Amendment is not approved, projects could still seek State Density Bonus and receive additional height, but the city would receive fewer public benefits. In addition, staff confirmed projects can seek State Density Bonus on top of the existing height limits or seek Commission approval for the additional heights analyzed in the Hub EIR via the discretionary Section 309 exception process. Projects cannot seek State Density Bonus on top of the proposed higher Hub heights.

Parking and Transportation

The Commissioners discussed several issues related to the general topic of parking and transportation. Commissioners discussed reducing and eliminating parking requirements. The Commission noted that any attempt to reduce parking requirements needs to take into consideration the needs for families with children. Some commissioners thought it would be better if parking regulations could be determined on a project by project basis rather than through a district wide approach. The Commission ultimately approved the Planning Code ordinance as proposed (by a vote of 6-0), which reduces the maximum parking ratio in the NCT-3 district from 0.5 to 0.25 and eliminates the option to receive additional parking with a conditional use authorization.

Other comments related to transportation included interest from a Commissioner in expanding a future “car-free” Market Street westward from 12th Street to Gough Street, and also looking at the entire Hub as being a zero-car zone. This same Commissioner also inquired about further transportation analysis which includes future population growth, transit capacity, and route analysis, and whether this analysis would result in the need to increase transit services. Finally, a Commissioner repeated a comment from a member of the public to consider studying the further demolition of the Central Freeway, noting the potential for creating future housing opportunities that might be created by doing so.

Clarification: The Better Market Street EIR studied an option referred to as the “western variant” which would restrict private vehicles traveling eastbound on Market Street beginning at 12th Street. The Hub EIR didn't analyze concepts that included a car-free Market Street or the Central Freeway Demolition. To pursue this would require a subsequent analysis outside the scope of the Hub. Furthermore, the Hub EIR analyzed the transportation impacts of future growth and transit delay, however per direction from the State, CEQA does not analyze transit capacity. This is currently reviewed by SFMTA as part of their citywide Fleet Plan and through the City's Connect SF Transportation vision project. The Streets and Freeways Study as part of the Connect SF project is looking at some freeway concepts including the Central Freeway.

Annual Reporting of Impact Fees/Public Benefits

Commissioners expressed support for the automatic annual indexing of public benefit fees and affordable housing fees (mirrors the annual indexing of Planning Code 415)

Clarification: All fees are automatically indexed annually. Annual indexing of development fees is codified in Planning Code Section 409. The annual construction cost inflation index is adopted each year by the Capital Planning Committee, and the fees go up by that percentage. Note, that the inclusionary requirements are not annually indexed, rather the inclusionary percentage requirements themselves increase annual by 0.5% until the rate reaches 24% (for rental) or 26% (for ownership). The inclusionary monetary fee rate (as opposed to the on-site or off-site percentage requirements) is indexed annually similar to other impact fees to account for inflation, though the percentage inclusionary rate represented by that fee amount is intended to remain at a constant 30% for rental and 33% for condo.

Post COVID -19 Recovery

Given the ongoing COVID-19 global pandemic and economic uncertainty, a Commissioner expressed concern that the proposed plan amendments didn't address current demand for housing and/or office space, future transit ridership, social distancing requirements for parks and open space, or travel patterns in considering the recovery related COVID-19. A Commissioner also expressed desire for the Department to incorporate public health in transit development, especially in terms of social distancing, and also architectural design, and streetscape design.

There was also additional dialogue regarding the quality of open spaces given the need for social and physical distancing in the City. As such, there was a request to see a broader discussion on limiting shadow impacts on public open spaces and expand the discussion on shadow to include health criteria for protecting sunlight and public open spaces and look at the positive health effects of the sun.

Use it or Lose it Fee

A Commissioner would like to apply the “use it or lose it fee” similar to Central SoMa Plan.

Clarification: Planning staff clarified during the hearing that this was in reference to a provision in Central SoMa’s Housing Sustainability District which has a 30-month clause of entitlement with a maximum one-time 6-month extension. There is not a general use it or lose it clause in the Central SoMa Plan.

Urban Design Guidelines

A Commissioner expressed some difficulty supporting rezoning the 15 sites in the absence of SUD specific design guidelines. They suggested that the Western SoMa Design Standards and the Market Octavia Area Plan could be a basis for design area guidelines.

Clarification: The Market and Octavia Area Plan includes Design Principles to guide the design for all projects in the plan area. The Residential Design Guidelines (RDGs) and the Urban Design Guidelines (UDGs) are applicable to all projects in the plan area unless they are historic resources (a condition for UDGs only).