



MARKET & OCTAVIA AREA PLAN MONITORING REPORT 2015-2019



San Francisco
Planning



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MARKET & OCTAVIA AREA PLAN MONITORING REPORT

2015–2019

San Francisco Planning Department
February 2021



MÖSS

Schulzies

BREAD PUDDING

7-Dimension
Decorative Arts

A
ARLEQUIN
WINE MERCHANT

A
ARLEQUIN

A
ARLEQUIN
WINE MERCHANT
WEEKLY TASTINGS
Thursday 5:30p
Friday 6:00p
GARDEN SEATING
*When by the glass and by the bottle

7-Dimension
Decorative Arts
370 Hayes Street
415.861.3891

M.AKER
MÖSS

NO PARKING
2 A.M. TO 6 A.M.
TUES AND THUR
STREET CLEANING

NEW CENTURY
poco.org

NO PARKING
EXCEPT BY PERMIT



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HIGHLIGHTS: MARKET AND OCTAVIA PLAN MONITORING REPORT 2015–2019

SUMMARY OF HIGHLIGHTS

The 2015-2019 reporting period includes the lingering impact of the 2008 global financial meltdown, and the gradual recovery, growth, and stability thereafter. The plan area has shown strong growth in the production of housing and commercial space, and has also received significant community improvements. The reporting period directly precedes the COVID-19 pandemic and ensuing recession, meaning that many of these upward trajectories, as well as the financial projections, could look very different by the time the next report is published.

Similarly, approval of legislation for the Market and Octavia Area Plan Amendment (Hub) was passed in July 2020, shortly after the reporting period came to a close. This legislation would allow for additional housing on three key sites.

On June 11, 2020, the San Francisco Planning Commission adopted Resolution No. 20738, which calls for the centering of the Planning Department's work program and resource allocation on racial and social equity. This move supports the Planning Department's ongoing work of acknowledging and addressing a history of inequitable planning policies, and calls for the department to focus on developing proactive strategies to ameliorate the resultant racial disparities. Moving forward, the Planning Department will be prioritizing data collection, with a specific emphasis on indicators related to racial and social equity, as a foundation of our work; this shift will also be reflected by the structure of the Data Analysis Group within the department, and the resources allocated to them.

Commercial Space and Employment

The Market & Octavia Plan Area has built upon its strength as a vibrant neighborhood with a variety of commercial uses and gathering spaces. The area today has more of nearly every category of commercial space than it did in 2014, although office space experienced

a significant decline. The current commercial pipeline, based on strong showings from the Office and Cultural, Institutional, and Educational sectors, is projected to deliver another 700,000 square feet of commercial space within the next two to ten years. In keeping with this increase in commercial square footage, commercial employment in the Market & Octavia Plan Area has grown by over 20% during the reporting period.

Housing

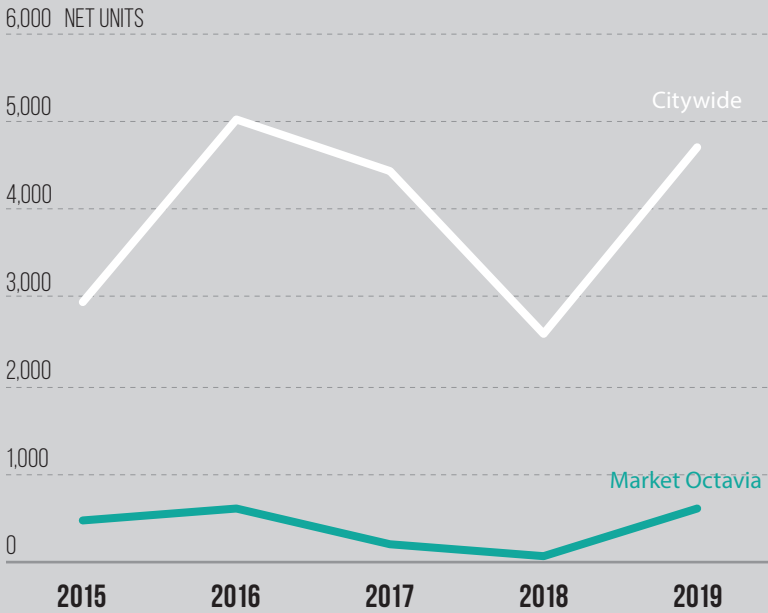
Housing production in Market & Octavia has continued its strong growth. Between new construction and alterations, the area has gained over 1,900 new units during the reporting period - more than twice the amount produced during the 2010-2014 reporting period. More than 400 of these new units are permanently affordable housing. The area's housing stock is increasing, as there are over 3,600 units in the pipeline that could be completed within the next two to ten years.

Implementation of Proposed Programming

During the reporting period, several new infrastructure projects were completed, including the Page Street Neighborway, Waller Park, and a community garden. Improvements to transportation - including traffic-calming measures on Hayes, Market and Dolores Streets, and dedicated bus lanes on Haight Street - have increased accessibility and quality of life in the neighborhood. The Planning Department estimates that over \$80 million in impact fee revenue will come from the Market & Octavia Plan Area over the next five years to support other community improvement projects.

HOUSING INVENTORY

Housing Production Trends, 2015–2019



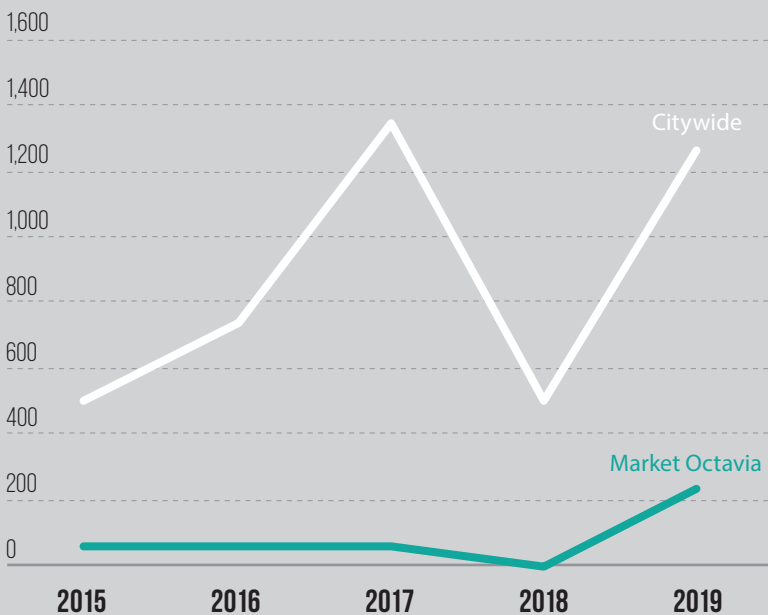
Market & Octavia Housing Production Growth



Citywide Housing Production Growth



Affordable Housing Production Trends, 2015–2019



Market & Octavia Affordable Housing Production





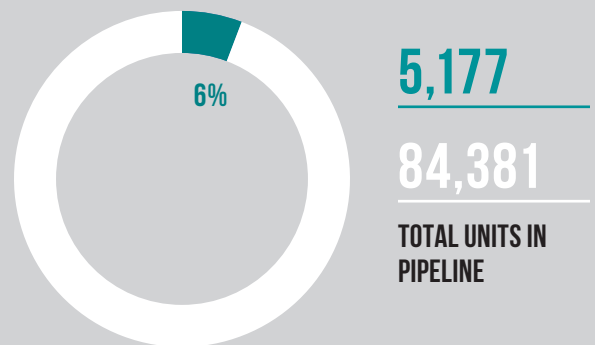
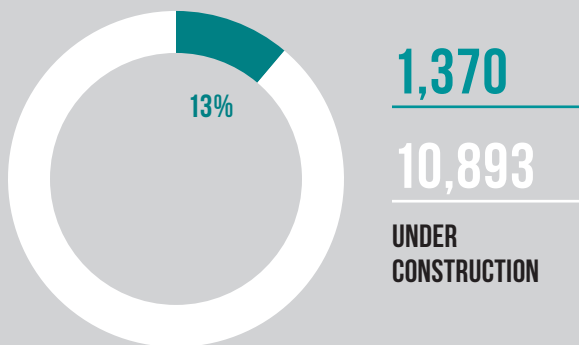
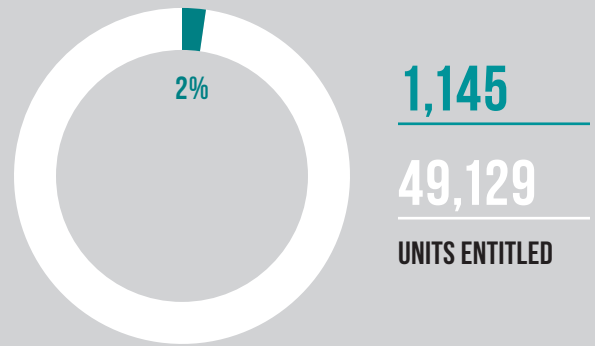
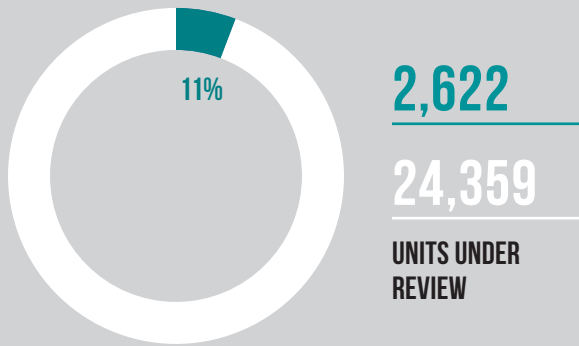
Citywide Affordable Housing Production



HOUSING PIPELINE

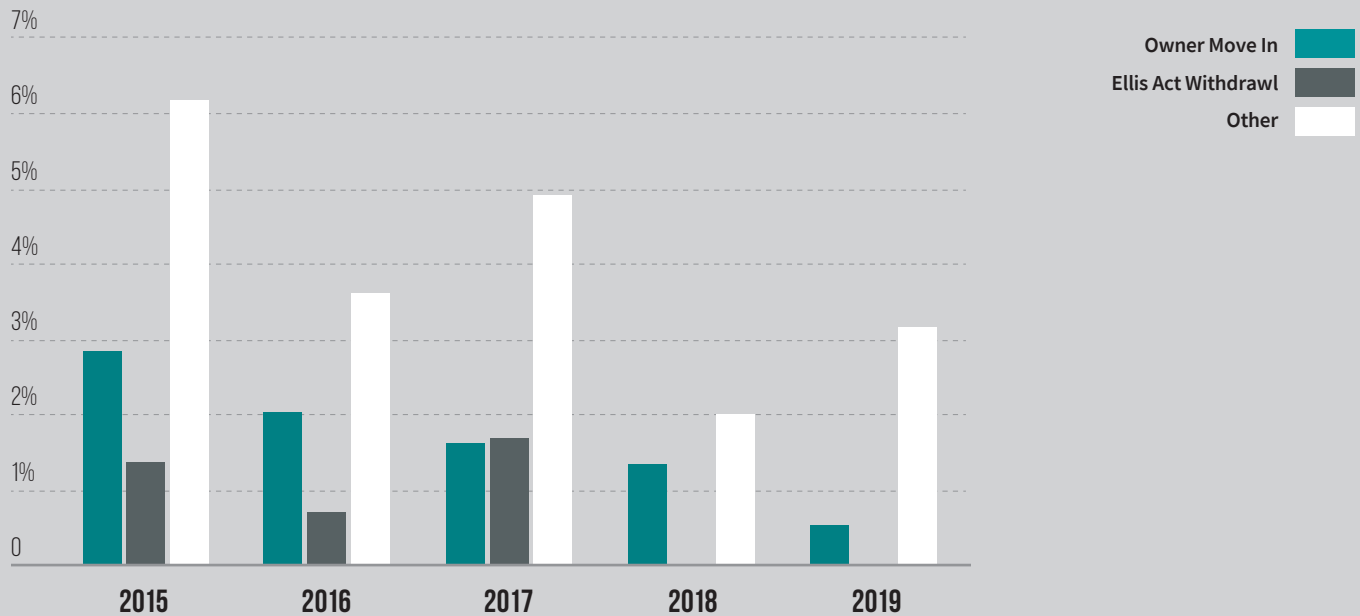
Housing Pipeline, Quarter 4 of 2019

Citywide 
Market & Octavia 

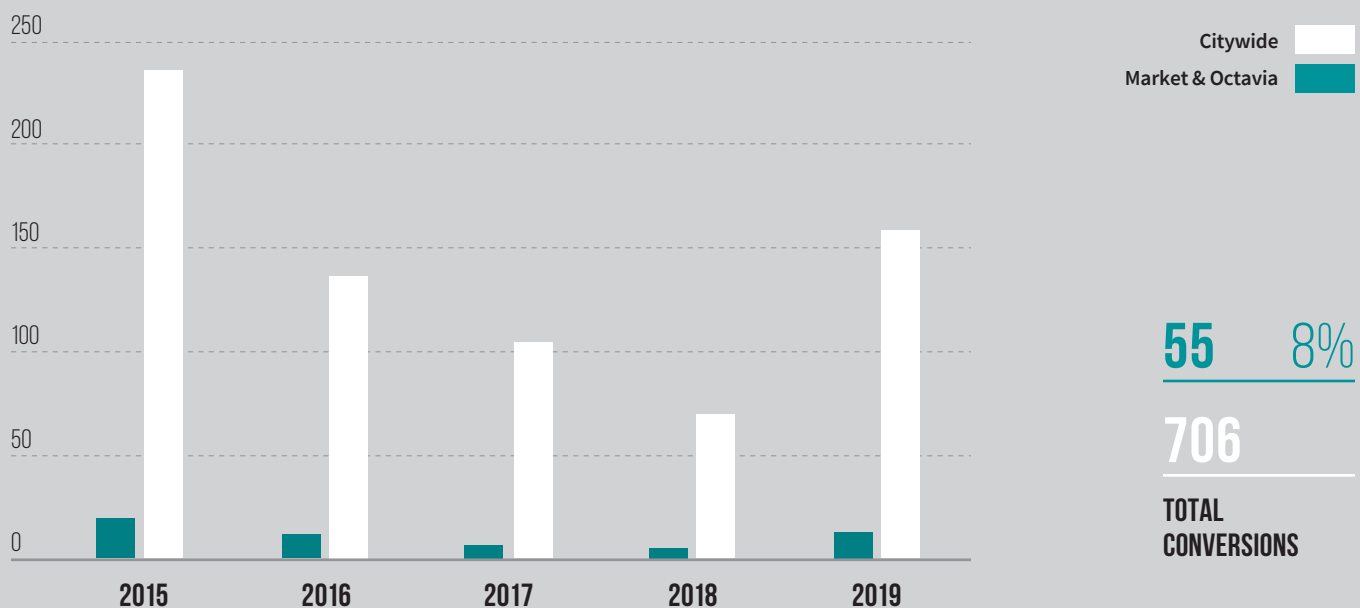


OTHER CHANGES IN HOUSING CHARACTERISTICS

Evictions: Market & Octavia as a Share of Citywide Trends, 2015–2019

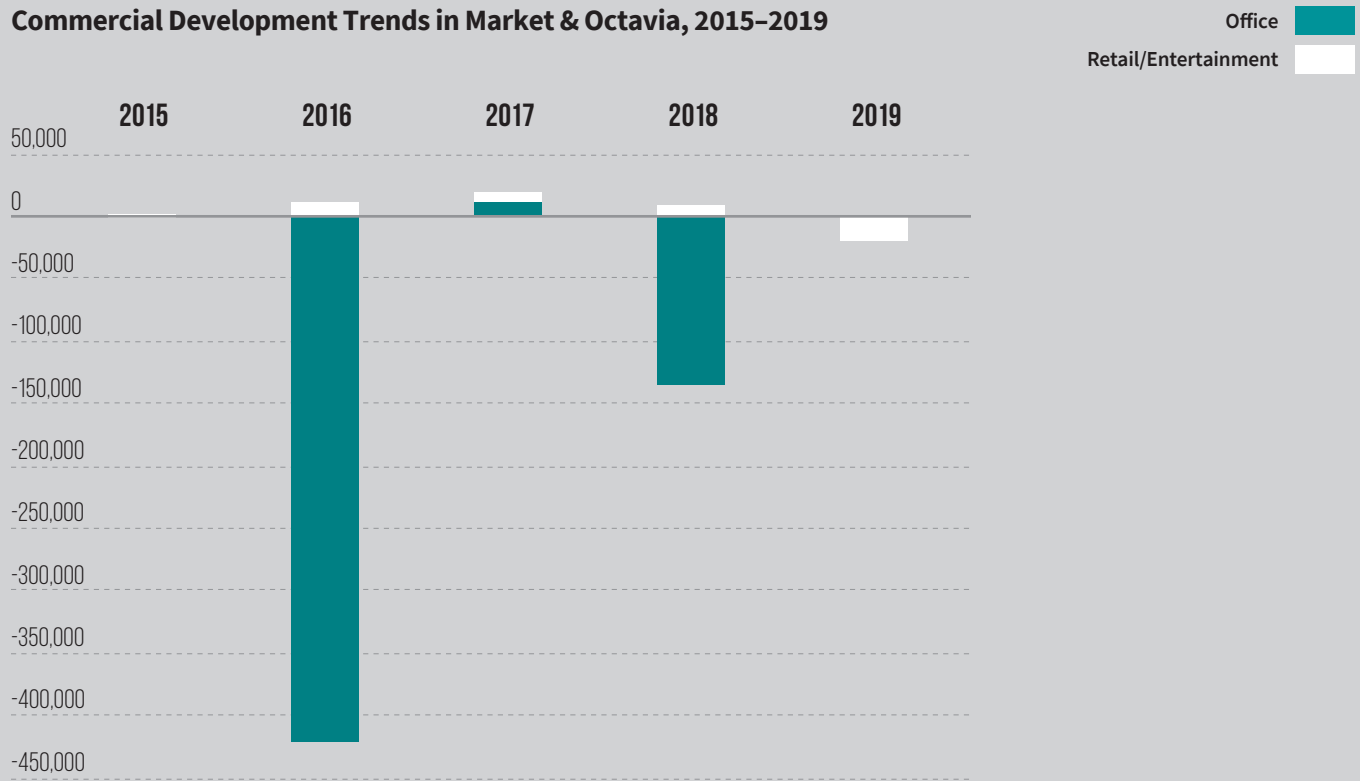


Condo Conversion Trends, 2015–2019





COMMERCIAL SPACE

Commercial Development Trends in Market & Octavia, 2015–2019



COMMERCIAL SPACE

Commercial Project Pipeline in Net Square Feet, 2019

Citywide 
Market & Octavia 

389,579

1,851,286

CULTURAL, EDUCATIONAL,
INSTITUTIONAL

21%

OF CITYWIDE

0

-528,476

MEDICAL

0%

OF CITYWIDE

449,698

13,862,076

OFFICE

3%

OF CITYWIDE

-114,056

-3,052,925

PDR/LIGHT INDUSTRIAL

4%

OF CITYWIDE

-1,644

3,263,392

RETAIL/ENTERTAINMENT

-.05%

OF CITYWIDE

0

3,786,762

VISITOR/LODGING

0%

OF CITYWIDE

723,577

19,182,115

TOTAL

4%

OF CITYWIDE

EMPLOYMENT

Establishments, 2019



* TOTAL includes other jobs

EMPLOYMENT

Jobs, 2019

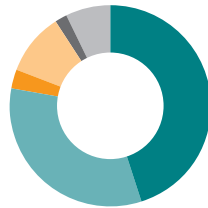
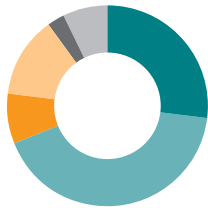


* TOTAL includes other jobs

INFRASTRUCTURE & FEES COLLECTED

Commute Mode Split, 2018

20%	CAR	40%
43%	TRANSIT	34%
7%	BIKE	4%
19%	WALK	11%
3%	OTHER	4%
8%	WORK AT HOME	7%
MARKET & OCTAVIA		CITYWIDE



Market & Octavia Affordable Housing Fee and Upper Market Neighborhood Commercial District Inclusionary Housing Fees Collected FY 2015-2019

\$21,948,333

TOTAL

Market & Octavia Community Infrastructure Impact Fees Collected FY 2015-2019

\$21,209,000

TOTAL

Projected Five-Year Development Impact Fee Revenue

\$82,674,000

TOTAL

First Source Hiring Program, 2015-2019

Total Public Projects	3
Total Public Placements	46
Total Private Projects	7
Total Private Placements	28

Introduction

The Market & Octavia Area Plan envisions a place that people of many different lifestyles and incomes, ages and ethnicities could call home. A product of a multi-year community planning process, the Market & Octavia Area Plan calls for a fine balance of housing, retail, open space, and transit. It seeks to meet San Francisco's twin challenges of housing and transportation by encouraging new housing near reliable transit lines; cars are accommodated but are no longer the main mode of transport. The Plan also aims to improve the neighborhood with a full range of city services, safe and lively streets, gathering places, and an appreciation for its special character.

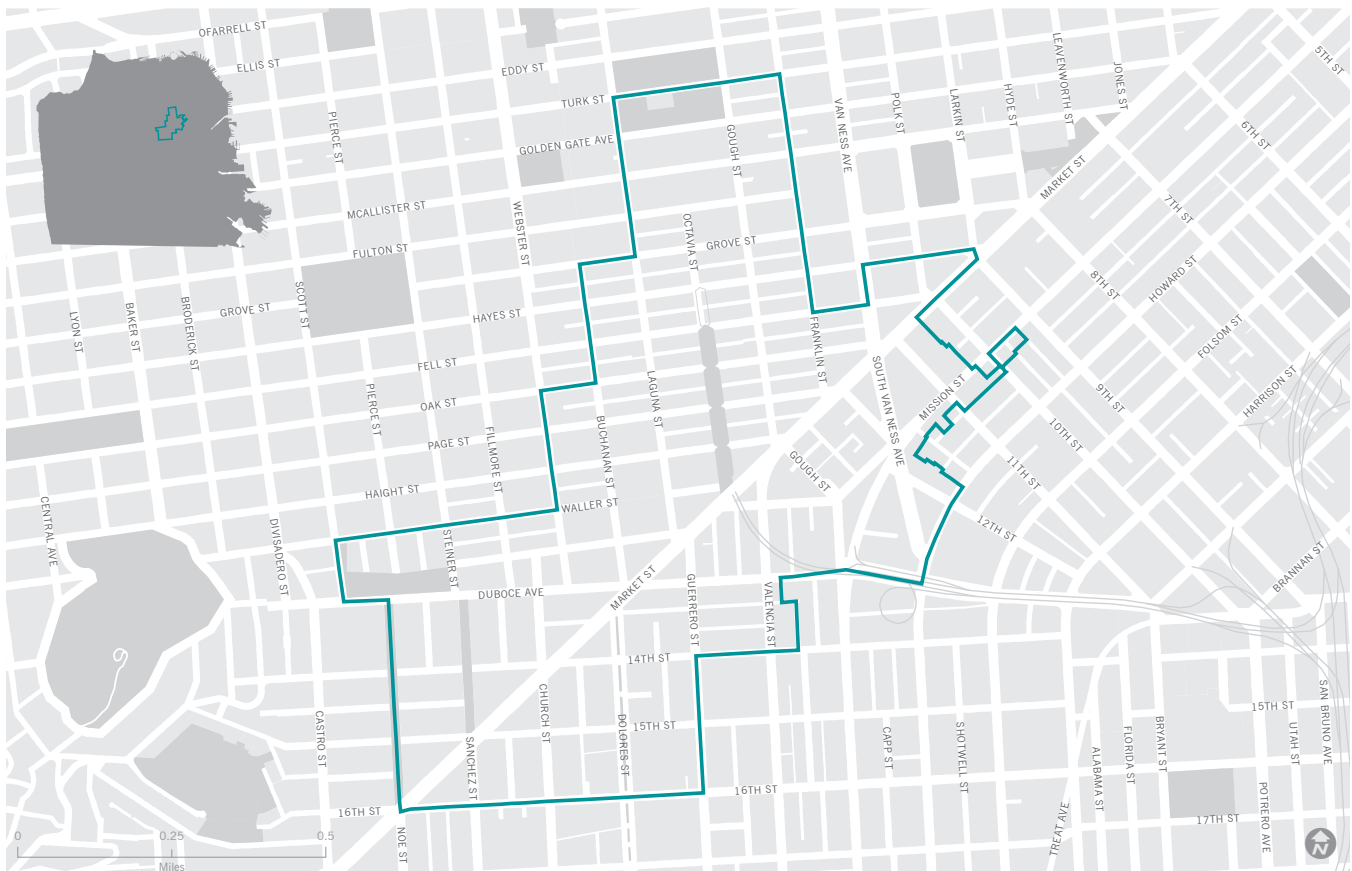
In response to the need for housing and to support transit-oriented development, the Market & Octavia Area Plan brought about new zoning rules for appropriate residential and commercial uses. To

balance out the pressures of development and population growth encouraged by the plan, the Market & Octavia Area Plan places high-density land uses close to transit and prescribes a range of neighborhood enhancements including streetscape and open space improvements.

Map 1 shows the Market & Octavia Area Plan boundaries: Turk, between Franklin and Laguna to the north; Larkin along Hayes to Van Ness and 11th to Mission to the east, Noe from 16th to Duboce through Scott to Waller; Webster to Oak and Franklin to Grove to the west; and 16th between Noe and Guerrero, 14th between Guerrero and Valencia and Duboce/ Division/13th Streets to the south.

Following the Plan's Environmental Impact Report's certification in April 2007, the San Francisco Planning Commission adopted the Market & Octavia Area Plan

MAP 1. Market & Octavia Plan Area



as part of the San Francisco General Plan in July 2007. On April 8, 2008, the Board of Supervisors approved the area plan and it was made effective on May 30, 2008.

Plan implementation includes application of new planning code controls on new development and rehabilitation projects, application of new general plan policies by all City agencies, and development of community improvements to support new and existing residents of the plan area. The Planning Department, along with other City agencies, private developers, existing and new residents, and the Market & Octavia Community Advisory Committee (CAC), play a critical role in implementing the plan.

Report Structure

This Market & Octavia Area Plan Five-Year Monitoring Report covers: office and retail development and employment trends; housing production and conversion trends; affordable housing; and project entitlement requirements and fees. In addition to these topics – all of which are required in the annual reporting – the five-year report will also describe existing and planned transit service and provide an accounting of transit impact fees related to the Market & Octavia Plan Area. An inventory of existing curb cuts in transit-preferential streets is also included in this report. The complete text of monitoring requirements under the ordinance can be found in Appendix A.

The Planning Department is issuing this third Market & Octavia Area Plan Five-Year Monitoring Report in 2021 and will cover the period from January 1, 2015 through December 31, 2019. Although the ordinance directed the initial five year time series report due on July 15, 2008, the Market & Octavia Area Plan was not adopted and approved until late 2007. In effect, the first Monitoring Report, produced in 2011, covered the period three years preceding and two years following the plan's adoption. The second monitoring report covered the period from January 1st, 2010 through December 31st, 2014. Subsequent time series monitoring reports will be released in years ending in 5 and 0.

Data Sources

The time series report relies primarily on the Housing Inventory, the Commerce and Industry Inventory, and the Pipeline Quarterly Report, all of which are published by the Planning Department. Additional data sources include: the State Employment Development Department (EDD), the San Francisco Municipal Transportation Agency (SFMTA), Dun and Bradstreet business data, CBRE and NAI-BT Commercial real estate reports, and information gathered from the Department of Building Inspection, the offices of the Treasurer and Tax Collector, the Controller, the Assessor-Recorder, Mayor's Office of Housing and Community Development, Department of Public Works, and Economic and Workforce Development.

Copies of this report can be downloaded from the Publications & Reports link at the Planning Department's web site at <http://www.sfplanning.org>.

Department Staff Contact for this report is Dylan Hamilton, (415) 575-9123, dylan.hamilton@sfgov.org.



1

HOUSING

Housing

Housing and the provision of adequate shelter, especially for those with low to moderate incomes, continue to be chronic issues in San Francisco. Fundamental principles of the Market & Octavia Area Plan call for ample and diverse housing opportunities which add to the vitality of the area, and the building of efficient, affordable housing that is consistent with the neighborhood character by reducing parking requirements. The Market & Octavia Area Plan also encourages infill housing development, especially in scales and densities that reflect the area’s fine-grained fabric.

The Market & Octavia Area Plan also recognizes the value of sound, existing housing stock and calls for its preservation. Dwelling unit mergers are strongly discouraged and housing demolitions are allowed only on condition of adequate unit replacement.

Housing Stock & New Housing Production

Based on Planning Department data, as of 2019 there are 15,172 existing housing units in the Market & Octavia Plan Area – about 4% of the estimated citywide total.

1,954 net new units were added to the Market & Octavia Plan Area’s housing stock between 2015 and 2019 (see [Table 1.1](#)). Of this total, 1,421 units resulted from new construction; 541 units were gained from additions to existing buildings; and eight units were demolished in the five-year period. Of these 1,954 new units, 895 were built through twelve projects completed on Central Freeway parcels. A separate sub-section details development trends in the Central Freeway parcels (see Page 24).

[Table 1.2](#) shows the Citywide housing development figures for comparison. About 10% of the net increase in the City’s housing stock in the last five years was in the Market & Octavia Plan Area. [Map 2](#) shows the location of recent housing construction. Additional details about these new development projects can be found in [Appendix B, List BL-1](#).

TABLE 1.1.
New Housing Production Trends, Market & Octavia, 2015-2019

Year	Units Completed from New Construction	Units Demolished	Net Units Gained or Lost from Alterations	Net Change in Number of Units
2015	79	0	406	485
2016	570	8	51	613
2017	156	0	47	203
2018	29	0	19	48
2019	587	0	18	605
TOTAL	1,421	8	541	1,954

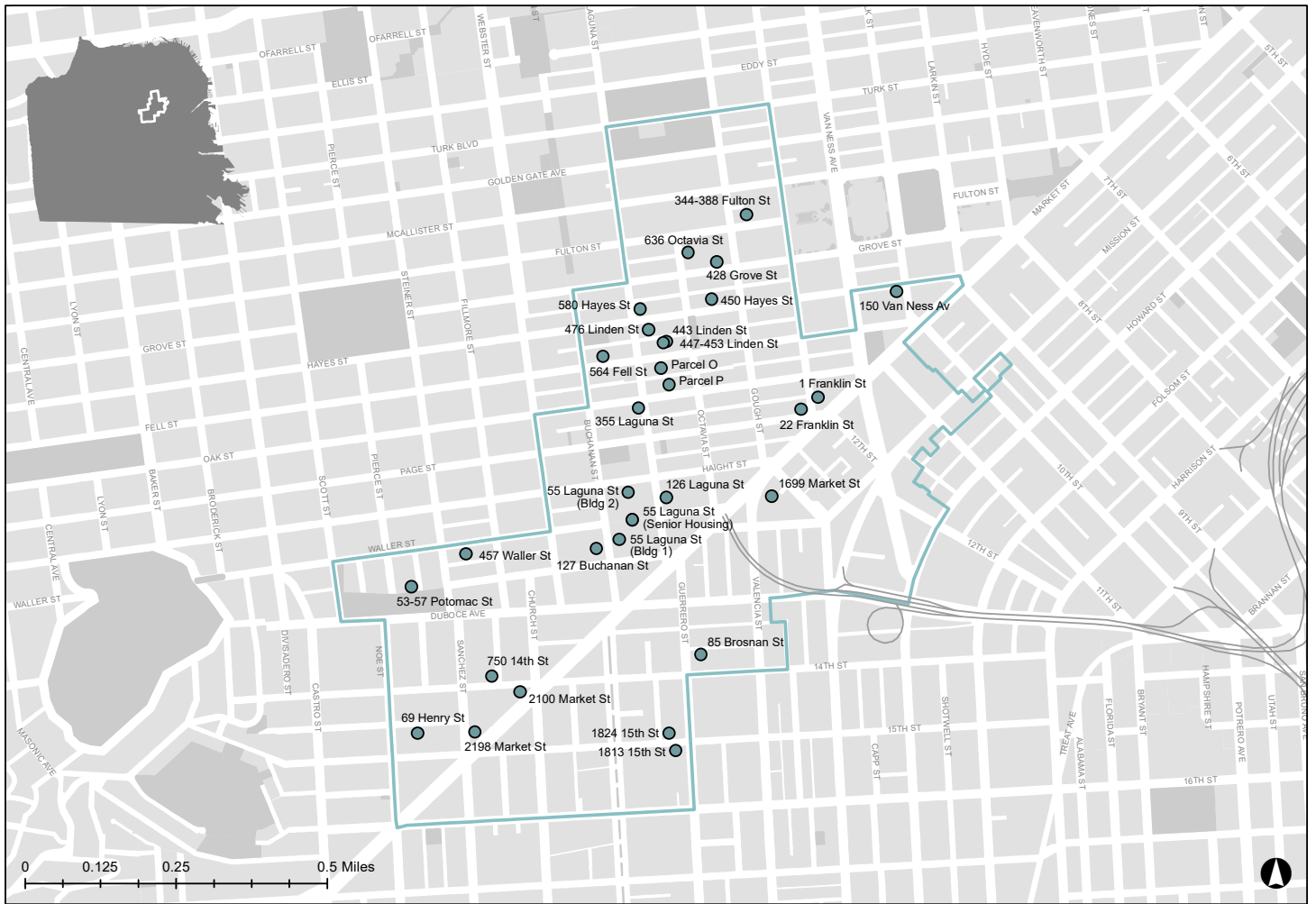
Source: San Francisco Planning

TABLE 1.2.
New Housing Production, San Francisco, 2015–2019

Year	Units Completed from New Construction	Units Demolished	Net Units Gained or Lost from Alterations	Net Change in Number of Units
2015	2,472	25	507	2,954
2016	4,895	30	181	5,046
2017	4,270	18	189	4,441
2018	2,309	53	323	2,579
2019	4,461	139	376	4,698
TOTAL	18,407	265	1,576	19,718

Source: San Francisco Planning

MAP 2. New Housing Production, Market & Octavia, 2015–2019



Housing Development Pipeline

Table 1.3 shows that, as of Q4 2019, a total of about 5,177 units in some 37 projects are currently in the pipeline in the Market & Octavia Plan Area. Map 4 shows the location of proposed housing projects in Market & Octavia by development status. List BL-3 in Appendix B provides a detailed list of these housing pipeline projects.

Table 1.3 shows that about 1,370 units – or 26% of the total pipeline – are under construction and will likely be completed within the next two years. Another 1,145 units – about 22% of the total pipeline – have received some level of Planning Department entitlements and could be completed within the next two to seven years.

Approximately 51% of the units in the residential development pipeline are in the early stages of the review process and are expected to be completed in the next five to ten years. On a Citywide level, approximately 29% of proposed units – over 24,300 units – are under review and have yet to receive entitlements. About 13% of the units in the housing pipeline citywide are under construction, and the remaining 58% have been entitled and have filed for, or have received, building permits.

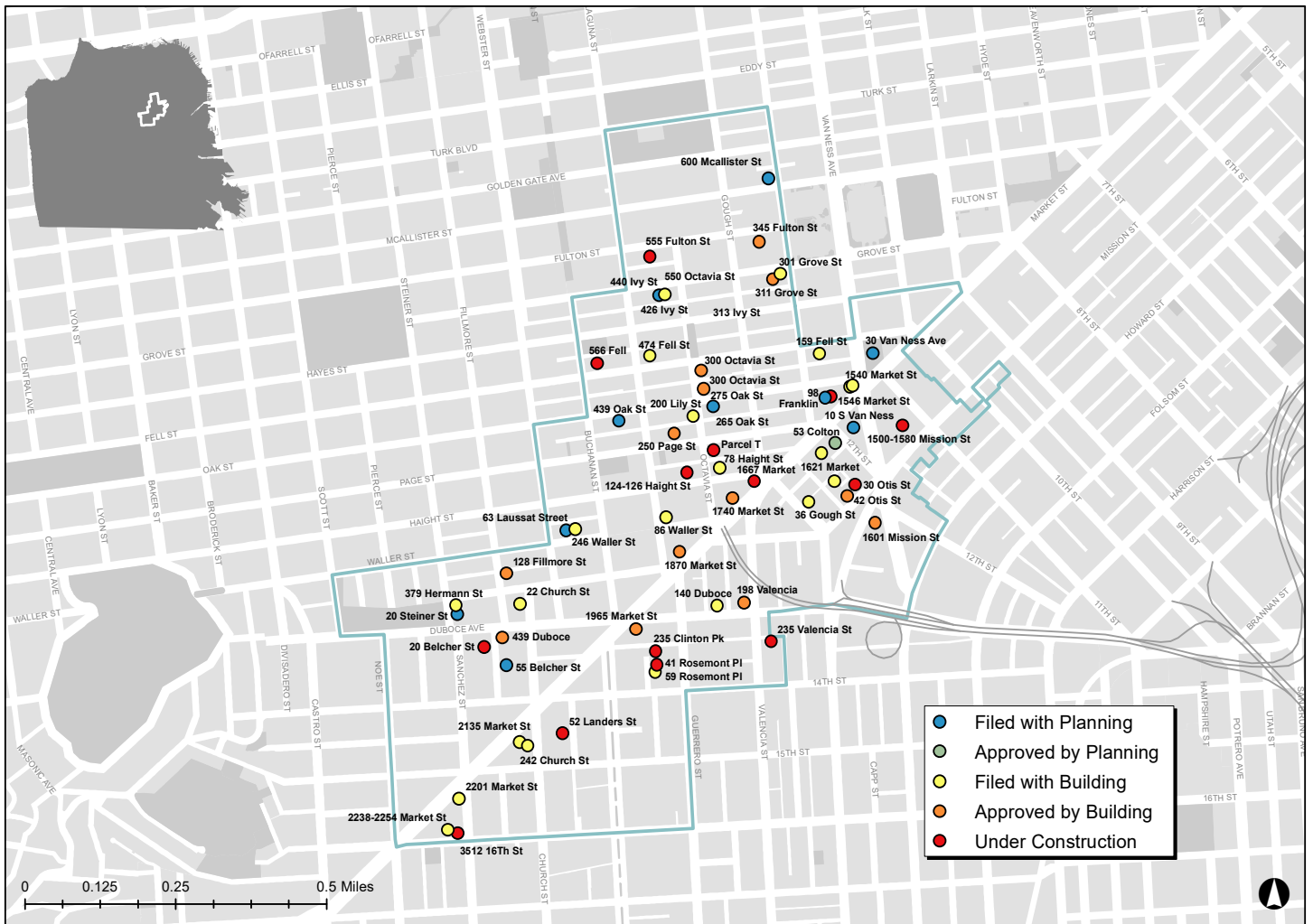
If completed in the next 10 years, the current residential pipeline within the Market & Octavia Area Plan boundaries would mean an increase of almost 9% in the area’s housing stock. Successful accommodation of this significant infill growth, as envisioned in the Plan, would require continued improvements of neighborhood infrastructure so as to increase transit usage and enhance amenities, such as parks and gathering spaces.

TABLE 1.3. Housing Development Pipeline, Market & Octavia and San Francisco, Q4 2019

Non-Residential Land Uses	Market & Octavia				San Francisco				Market & Octavia as % of San Francisco	
	No. of Units	Unit %	No. of Projects	Project %	No. of Units	Unit %	No. of Projects	Project %	Units	Projects
Construction	1,370	26%	10	27%	10,893	13%	413	18%	13%	2%
Planning Entitled	1,145	22%	7	19%	49,129	58%	648	29%	2%	1%
Planning Approved	298	6%	1	3%	36,313	43%	62	3%	1%	2%
Building Permit Filed	334	6%	2	5%	4,026	5%	70	3%	8%	3%
Building Permit Approved/ Issued/ Reinstated	513	10%	4	11%	8,790	10%	516	23%	6%	1%
Under Review	2,662	51%	20	54%	24,359	29%	1,178	53%	11%	2%
Planning Filed	1,888	36%	8	22%	16,828	20%	272	12%	11%	3%
Building Permit Filed	774	15%	12	32%	7,531	9%	906	40%	10%	1%
TOTAL	5,177	100%	37	100%	84,381	100%	2,239	100%	6%	2%

Source: San Francisco Planning

MAP 3. Housing Development Pipeline by Development Status, Market & Octavia, Q4 2019



Affordable Housing in Market & Octavia

The Market & Octavia Area Plan recognizes that housing affordability, together with a mix of housing types, makes for a diverse and vibrant community. The Market & Octavia Area Plan relies on three mechanisms to provide affordable housing in the plan area:

- a.) The existing citywide inclusionary affordable housing requirement;
- b.) Development impact fees for affordable housing in the Market & Octavia Plan Area require projects in the plan area to contribute \$6 per square foot – in the case of converting non-residential to residential uses - or \$11.38 per square foot – in the case of new residential development . Projects in the Van Ness & Market Residential Special Use District pay an additional affordable housing fee of \$47.46 per net additional square foot between 6:1-9:1 FAR.
- c.) Other potential sources for affordable housing could include federal bonds, grant funding, state tax credits through The California Tax Credit Allocation Committee, funding through the federal Opportunity Zones program, and low-interest loans from Community Development Financial Institutions (CDFIs) such as Enterprise Community Partners and Low Income Investment Fund (LIIF).

New Affordable Housing Production

Of the 1,950 net new units built in Market & Octavia between 2015 and 2019, 406, or 21%, were affordable units (Table 1.4), which is relatively consistent with the citywide figure – 22% of San Francisco’s new housing units built during the reporting period were affordable (Table 1.5). Two of the nineteen housing projects with affordable units were 100% affordable. Located at 95 Laguna and 55 Laguna, these projects received funding from the San Francisco Mayor’s Office of Housing and Community Development, and yield 199 units between them.

The Market & Octavia Plan Area’s 406 new affordable housing units built between 2015 and 2019 comprise about 9% of San Francisco’s total new affordable housing stock built during that time frame. Map 4 shows the location of inclusionary BMRs and 100% affordable housing units. Additional details about inclusionary units can be found in Appendix B, List BL-1 and affordable housing units by project in Appendix B, List BL-2. With the adoption of the 2020 Market & Octavia Area Plan Amendment (Hub), there will be increased capacity for additional affordable housing both new on-site units and funding for 100% affordable housing developments.

TABLE 1.4.
Affordable Housing Unit Production,
Market & Octavia, 2015-2019

Year	Public Subsidy	Inclusionary	TOTAL
2015	0	56	56
2016	0	61	61
2017	39	18	57
2018	0	0	0
2019	185	47	232
TOTAL	224	182	406

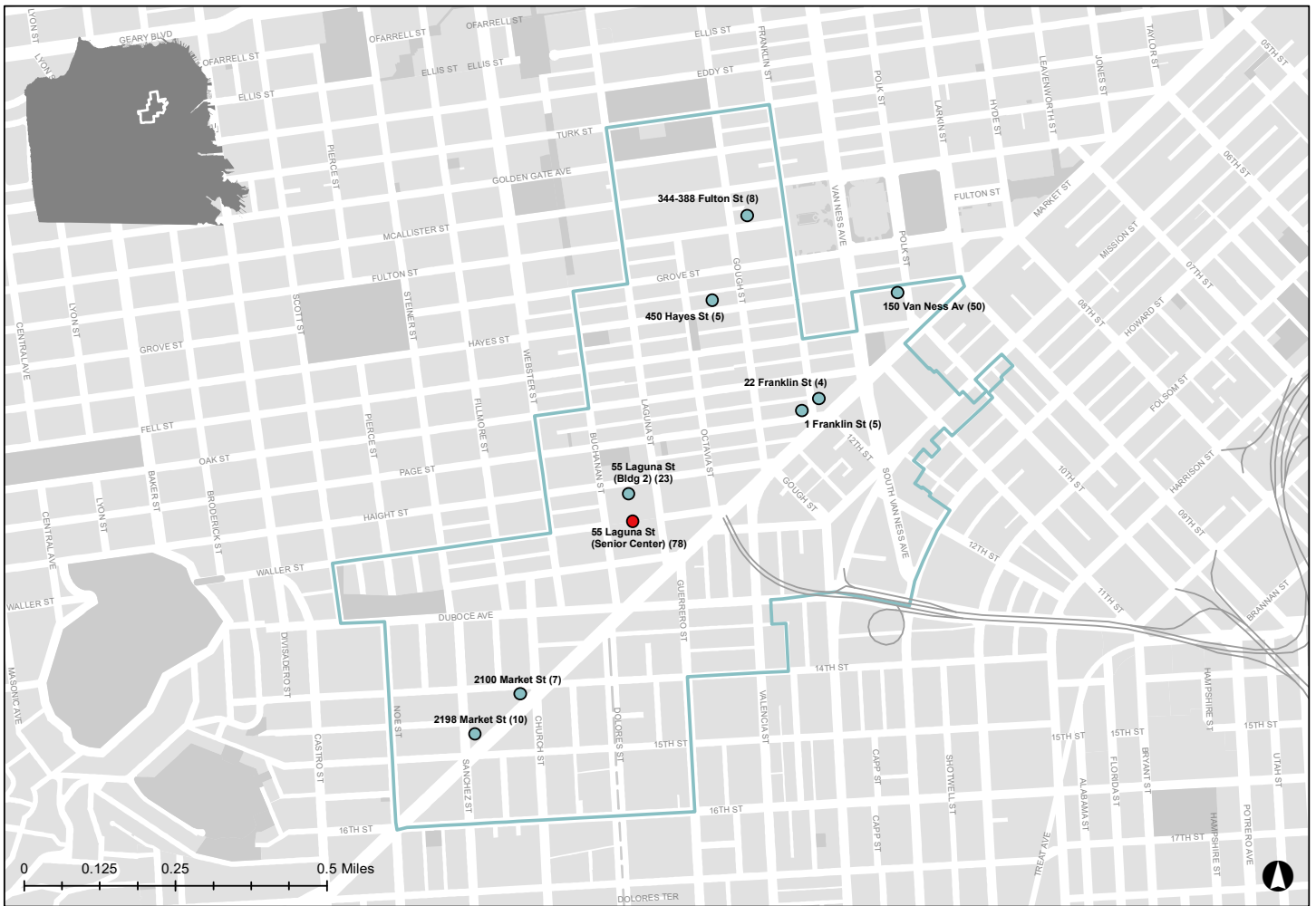
Source: San Francisco Planning

TABLE 1.5.
Affordable Housing Unit Production,
San Francisco, 2015–2019

Year	Public Subsidy	Inclusionary	TOTAL
2015	214	286	500
2016	283	454	737
2017	946	399	1,345
2018	375	129	504
2019	859	405	1,264
TOTAL	2,677	1,673	4,350

Source: San Francisco Planning

MAP 4. New Affordable Housing Production, Market & Octavia, 2015–2019



● 100% Affordable

Housing Stock Preservation

The Market & Octavia Area Plan supports the preservation of the area’s existing housing stock and prohibits residential demolition unless these would result in sufficient replacement of housing units. Demolitions are also restricted to ensure the preservation of affordable housing and historic resources.

In the reporting period, eight units in the Market & Octavia Area Plan area were demolished (Table 1.6). Citywide, the number of units lost through demolition totaled 265.

Housing units can also be lost through dwelling unit mergers. The Market & Octavia Area Plan discourages this practice to ensure diversity in housing unit type and size. Table 1.6 below shows that one unit was lost from multiple units being merged to form larger units. Table 1.7 shows that citywide, 40 units were lost from mergers. Figures for the removal of illegal units, which also result in loss of housing, are shown in Tables 1.6 and 1.7. Corrections to official records – which do not indicate changes in the amount of housing stock, but to its count – are also shown in Tables 1.6 and 1.7.

TABLE 1.6. Units Lost, Market & Octavia, 2015–2019

Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2015	–	–	–	–	–	–	–
2016	1	–	–	–	1	8	9
2017	–	–	–	–	–	–	0
2018	–	1	–	–	1	–	1
2019	–	–	–	–	–	–	–
TOTAL	1	1	–	–	2	8	10

Source: San Francisco Planning

TABLE 1.7. Units Lost, San Francisco, 2015–2019

Year	Units Lost Through Alterations by Type of Loss					Units Demolished	Total Units Lost
	Illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Total Alterations		
2015	100	12	1	3	116	25	141
2016	72	16	12	78	178	30	208
2017	44	4	2	2	52	18	70
2018	31	5	21	1	58	53	111
2019	18	3	–	–	21	139	160
TOTAL	265	40	36	84	425	265	690

Source: San Francisco Planning

Other Changes in the Housing Stock

The type and variety of housing opportunities in a neighborhood can determine the type of people who are able to live there. For example, single-family homes tend to support families and/or larger households, which are typically homeowners, while flats or apartments tend to be occupied by a single-person or smaller households, which are largely renters. Group housing and assisted living quarters are housing types available for the elderly and people who have disabilities.

In addition to tracking new housing development and demolitions, the Market & Octavia Area Plan specifies that the monitoring reports document other changes to the housing stock, including condo conversions.

Table 1.8 shows that, in the last five years, some 55 units in the Market & Octavia Plan Area were converted to condominiums. This represents almost 8% of all condo conversions citywide.

Another indicator of change in housing characteristic is the incidence of owner move-in and/or Ellis Act evictions. These evictions effectively remove units from the rental housing stock and are, in most cases, precursors to condo conversions. Between 2015 and 2019 in the Market & Octavia Plan Area, there were owner move-in evictions in 29 units and 6 units were withdrawn from the rental stock under the Ellis Act; citywide totals are 1,564 and 764, respectively (see Table 1.9 and Table 1.10). Owner move-in and Ellis Act evictions in Market & Octavia constituted approximately 2% and about .8% of citywide totals. Other types of evictions, while noted in the tables to the right, do not necessarily result in the rental units being converted to other tenure types.

TABLE 1.8. Condo Conversion, Market & Octavia and San Francisco, 2015–2019

Year	Market & Octavia	San Francisco	Market & Octavia as % of San Francisco
	No. of Units	No. of Units	
2015	19	236	8%
2016	11	136	8%
2017	7	105	7%
2018	5	70	7%
2019	13	159	8%
TOTAL	55	706	8%

Source: San Francisco Public Works

TABLE 1.9. Evictions, Market & Octavia, 2015–2019

Year	Market & Octavia		
	Owner Move In	Ellis Act Withdrawal	Other
2015	12	2	142
2016	8	1	90
2017	5	3	82
2018	3	0	41
2019	1	0	67
TOTAL	29	6	422

Source: San Francisco Rent Board

TABLE 1.10. Evictions, San Francisco, 2015–2019

Year	San Francisco		
	Owner Move In	Ellis Act Withdrawal	Other
2015	425	146	2,311
2016	399	147	2,497
2017	314	181	1,675
2018	225	174	2,070
2019	201	116	2,133
TOTAL	1564	764	10,686

Source: San Francisco Rent Board



FIFTEEN FIFTY

NOW LEASING

40 FLOORS
THOUSANDS
OF STORIES

Central Freeway Parcels

The removal of the Central Freeway and subsequent construction of Octavia Boulevard released for development approximately seven acres of land in some 22 publicly owned parcels (See Map 5). Over one-half of these parcels have already been developed into affordable housing projects, including a substantial amount of affordable senior housing. Commercial uses are also encouraged on the ground floor of new development on the freeway parcels, and are required on those lots fronting Hayes Street and portions of Octavia Blvd.

In the last five years, eight projects with 400 units have been built on four parcels. One of the projects is a 100% affordable totaling 107 units, while the remaining three projects have a total of 292 units, including 13 inclusionary affordable units.

In addition, some 115 units in four projects are in various stages of the development pipeline. Of this pipeline, 70 units, or approximately 61%, will be affordable units. (See Table 1.11 for additional details on completed and pipeline projects in the Central Freeway parcels.)

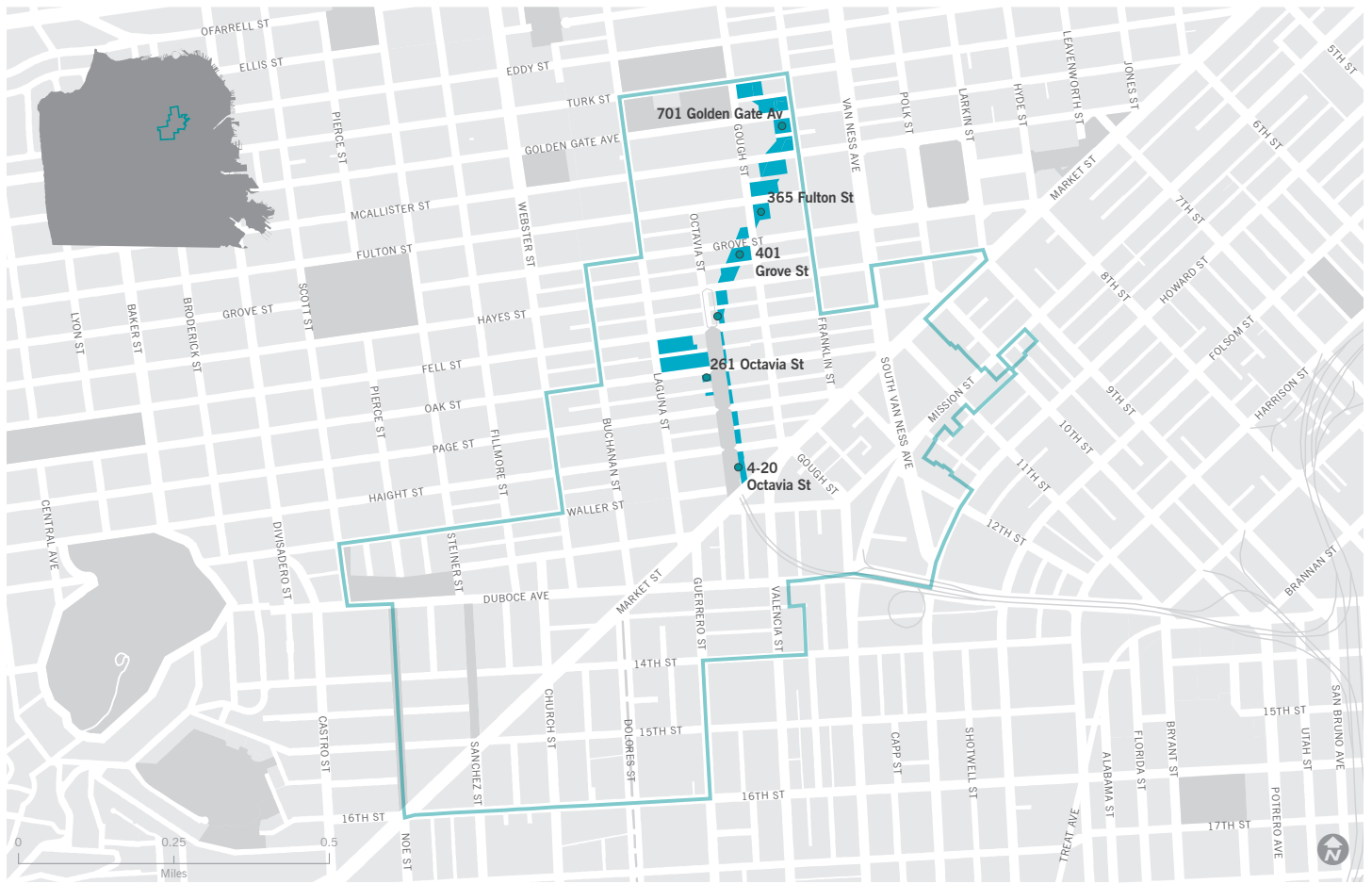
The remaining undeveloped parcels are listed in Appendix B, List BL-4. All told, these remaining parcels have the zoned capacity to accommodate up to approximately 101 units.

TABLE 1.11. Central Freeway Parcels

Parcel	Address	No. of Units	No. of Affordable Units	Development Status	
Completed	F	388 Fulton St	69	8	Complete
	J	450 Hayes St	41	5	Complete
	O	455 Fell St	108	107	Complete
	P	307 Octavia Blvd	182	0	Complete
Total Completed		400	120	72%	
Pipeline	M	360 Octavia Blvd	12	3	Under Review
	N	300 Octavia Blvd	12	–	Under Review
	T	188 Octavia Blvd	28	4	Under construction
	U	78 Haight St.	63	63	Under Review
Total Pipeline		115	70	8%	
TOTALS		515	190	45%	

Source: San Francisco Planning

MAP 5. Central Freeway Parcels



Parcel C. 701 Golden Gate Ave Street



Parcel G. 365 Fulton Street



Parcel 2. 500 Gough Street

2

COMMERCIAL SPACE AND EMPLOYMENT

Commercial Space and Employment

The vitality and strength of the Market & Octavia Plan Area as a place requires appropriate spaces for a range of land uses. A variety of neighborhood characteristics are found within the plan boundaries; the Market & Octavia Plan Area is as much a place of work and commerce as it is a place of housing. Over half of the land area is dedicated to residential uses, including about 22% in housing mixed with commercial uses, typically on the ground floor. Commercial land uses take up almost 40%. Schools and cultural destinations comprise about 5% of the land use. (See Appendix B, [Table BT-1](#) for land use distribution tables for Market & Octavia and San Francisco.)

The Market & Octavia Area Plan calls for the reinforcement and improvement of existing land use patterns, employing infill development to repair the fabric by removal of the Central Freeway. New mixed use development is especially encouraged in areas best served by transit or mostly accessible on foot. A full range of services and amenities in the area can thrive in the Market & Octavia Plan Area because a critical mass of people and activities demand and can support them.

Commercial Space Inventory

The Market & Octavia Area Plan supports continuous retail activities on Market, Church and Hayes Streets and on Van Ness Avenue – the area’s core transit and commercial corridors. Monitoring requirements call

for an accounting of commercial and retail space in the Market & Octavia Plan Area. [Table 2.1](#) below is an inventory of non-residential space in the Market & Octavia Plan Area as of 2019.

[Table 2.2](#) on the following page shows commercial and other non-residential development activity in the Market & Octavia Plan Area between 2015 and 2019, while [Table 2.3](#) shows corresponding figures for San Francisco. While San Francisco has added over eight million square feet of commercial uses between 2015 and 2019, the Market & Octavia Plan Area lost nearly half a million square feet of such uses over the same time period.

Major non-residential projects recently completed in Market & Octavia during the reporting period include the UCSF dental clinic at 100 Buchanan (also known as 55 Laguna), which is located on the ground floor of the senior affordable housing complex developed by Mercy Housing, and the 9,000 square feet of ground floor retail at the site of the 150 Van Ness apartment complex. [Map 6](#) shows the location of these non-residential developments. [Table BL-5](#) in Appendix B provides details on these recently completed commercial and other non-residential projects in the Market & Octavia Plan Area.

TABLE 2.1. Commercial and Other Non-Residential Building Space, Market & Octavia and San Francisco, 2019

Non-Residential Land Uses	Market & Octavia		San Francisco		Market & Octavia as % of San Francisco
	Area (Sq. Ft.)	Area (Sq. Ft.)	Area (Sq. Ft.)	Area (Sq. Ft.)	
Cultural, Institutional, Educational	2,017,644	17%	39,724,401	13%	5%
Medical	633,171	5%	21,523,295	7%	3%
Office	7,022,884	59%	169,992,715	55%	4%
PDR/ Light Industrial	312,435	3%	18,551,374	6%	2%
Retail/ Entertainment	1,888,516	16%	53,827,547	17%	4%
Visitor/ Lodging	120,108	1%	8,112,841	3%	1%
TOTAL	11,994,758	100%	311,732,172	100%	4%

Source: San Francisco Planning

TABLE 2.2. New Commercial and Other Non-Residential Development Trends, Market & Octavia, 2015–2019

Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR/ Light Industrial	Retail	Visitor	TOTAL
2015	1,525	–	–	–	-863	–	662
2016	12,590	12,000	-422,645	–	10,340	–	-387,715
2017	–	–	11,570	–	6,937	–	18,507
2018	-4,705	–	-136,558	–	9,000	–	-132,263
2019	-18,233	–	–	–	-19,345	–	-37,578
TOTAL	-8,823	12,000	-547,633	–	6,069	–	-538,387

Source: San Francisco Planning

TABLE 2.3. New Commercial and Other Non-Residential Development Trends, San Francisco, 2015–2019

Year Completed	Cultural, Institutional, Educational	Medical	Office	PDR/ Light Industrial	Retail	Visitor	TOTAL
2015	-19,931	21,200	475,843	-139,312	-17,850	–	319,950
2016	143,760	12,000	844,840	-557,373	410,747	17	853,991
2017	-90,276	-32,904	2,262,435	-236,232	305,262	29,849	2,239,134
2018	705,373	–	1,558,095	-323,869	-1,451	-154,427	1,783,721
2019	-18,683	–	2,055,193	-54,130	354,245	101,051	2,437,676
TOTAL	720,243	296	7,197,406	-1,310,916	1,050,953	-23,510	7,634,472

Source: San Francisco Planning

Commercial Development Pipeline

At the end of the fourth quarter of 2019, the development pipeline in The Market & Octavia Area Plan area shows a net increase of approximately 723,577 commercial sq. ft. (see Table 2.4). Although PDR/Light Industrial, and Retail are seeing decreases in total square footage, and Medical and Visitor uses are seeing neither an increase nor a decrease, strong growth of Office and Cultural, Institutional, and Educational (CIE) uses has led to the overall increase in commercial square footage in the current pipeline. The largest CIE project, generating nearly all of this projected increase in square footage, is the development of a new campus for the International High School of the French American International School. The campus, comprising approximately 375,000 new square feet, will occupy the bottom five floors of a new 31-story residential tower at 98 Franklin Street. 49 South Van Ness comprises the largest share

of new office development in the Market & Octavia Plan Area pipeline. The 39-story project will yield over 550,000 square feet of office space, much of which will be used by City and County of San Francisco staff, as well as 23,000 square feet of ground floor retail.

Of this commercial pipeline, about 490,000 square feet are currently under construction, and will likely be completed within the next two years. The projects that have received their entitlements but have not yet begun construction, and will likely be completed within the next five years, represent a net loss of commercial square footage. These projects – including a 304-unit residential development at 1540 Market Street (1 Oak) and a 96-unit residential project at 1965 Market Street – involve the demolition or removal of approximately 21,000 square feet of commercial space primarily for the purpose of building more housing units. Projects constituting the remaining

MAP 6. Commercial Development Trends, Market & Octavia, 2015–2019

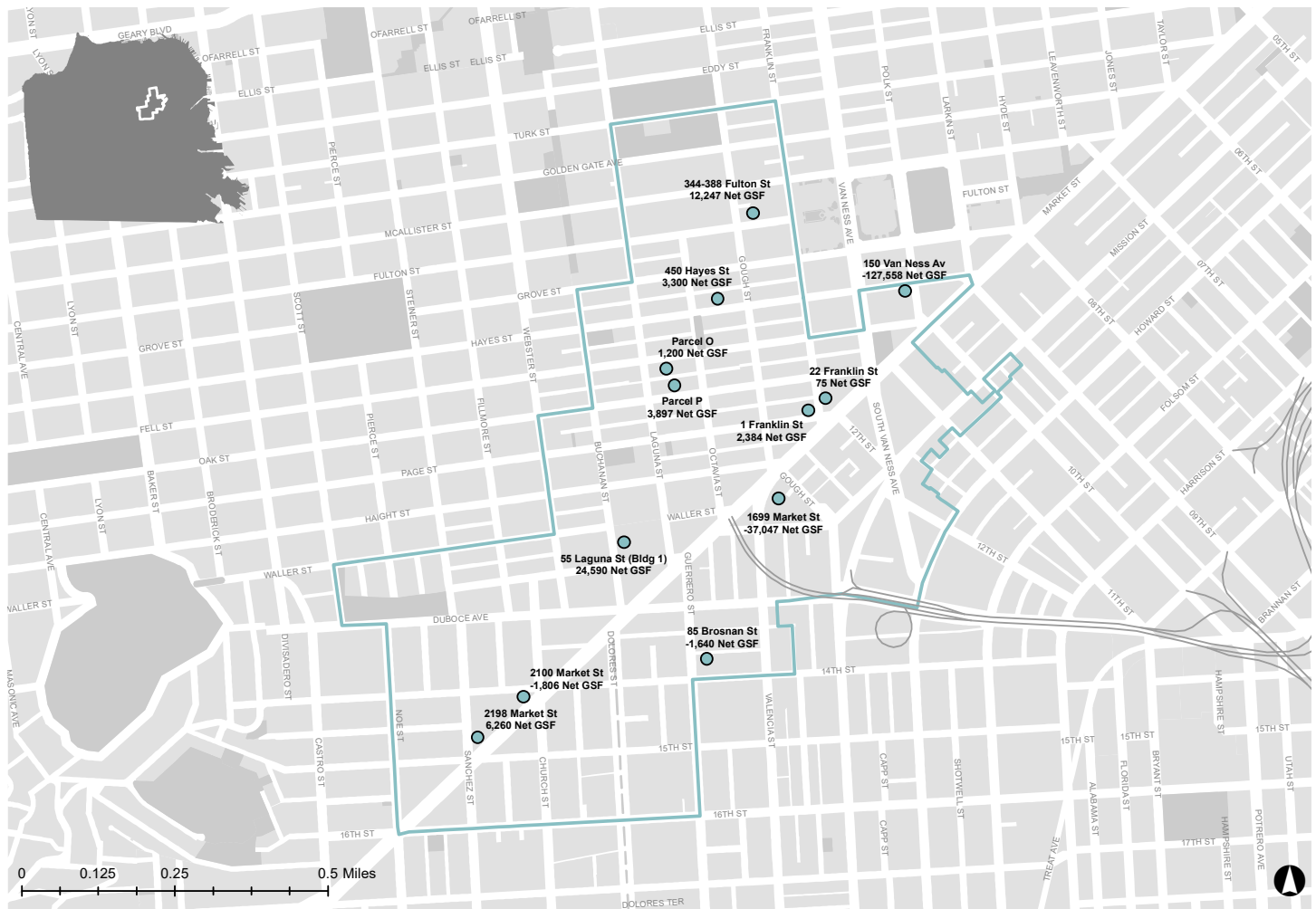


TABLE 2.4. New Commercial and Other Non-Residential Development Pipeline, Market & Octavia, Q4 2019

Development Status	Cultural, Institutional, Educational	Medical	Office	PDR/ Light Industrial	Retail	Visitor	Total Commercial Sq. Ft.
Construction	14,079	–	526,517	-100,620	50,007	–	489,983
Planning Entitled	–	–	-30,929	-8,224	18,109	–	-21,044
Planning Approved	–	–	27,296	–	9,275	–	36,571
Building Permit Filed	–	–	-48,225	–	222	–	-48,003
Building Permit Approved/ Issued/ Reinstated	–	–	-10,000	-8,224	8,612	–	-9,612
Under Review	375,500	–	-45,890	-5,212	-69,760	–	254,638
Planning Filed	375,500	–	–	–	-71,170	–	304,380
Building Permit Filed	–	–	-45,890	-5,212	1,360	–	-49,742
TOTAL	389,579	–	449,698	-114,056	-1,644	–	723,577

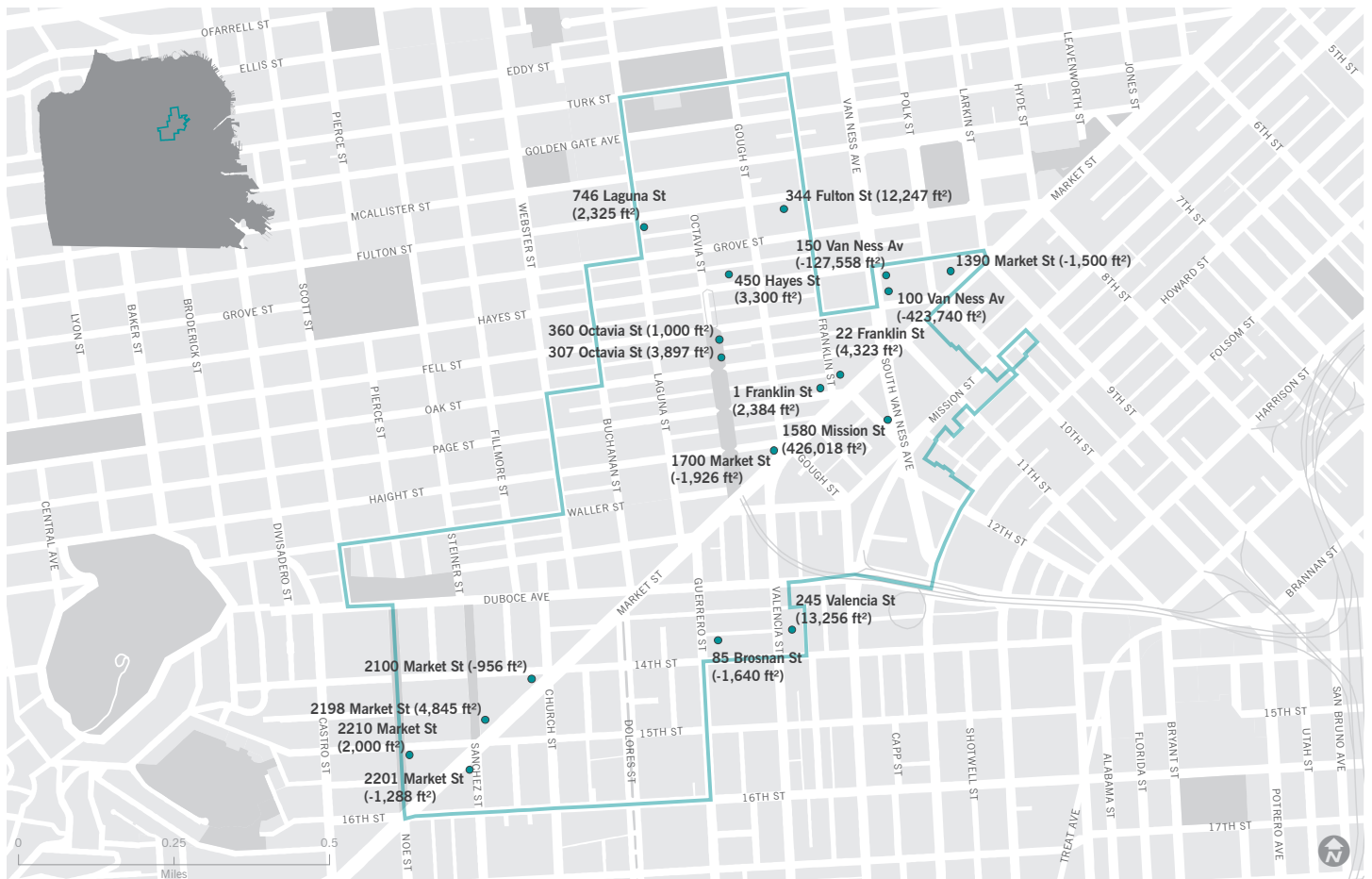
Source: San Francisco Planning

TABLE 2.5. New Commercial and Other Non-Residential Development Pipeline, San Francisco, Q4 2019

Development Status	Cultural, Institutional, Educational	Medical	Office	PDR/ Light Industrial	Retail	Visitor	Total Commercial Sq. Ft.
Construction	1,034,745	8,363	2,017,667	-362,716	200,265	710,860	3,609,184
Planning Entitled	101,825	1,213	6,840,932	-599,720	2,323,116	1,043,985	9,711,351
Planning Approved	105,081	1,213	6,284,788	-444,288	2,265,372	351,000	8,563,166
Building Permit Filed	-7,408	-	-187,105	-28,499	34,233	-	-188,779
Building Permit Approved/ Issued/ Reinstated	4,152	-	743,249	-126,933	23,511	692,985	1,336,964
Under Review	714,716	-538,052	5,003,477	-2,090,489	740,011	2,031,917	5,861,580
Planning Filed	686,113	-540,135	4,939,161	-2,288,269	853,193	2,009,717	5,659,780
Building Permit Filed	28,603	2,083	64,316	197,780	-113,182	22,200	201,800
TOTAL	1,851,286	-528,476	13,862,076	-3,052,925	3,263,392	3,786,762	19,182,115

Source: San Francisco Planning

MAP 7. Commercial and Other Non-Residential Development Pipeline, Market & Octavia, Q4 2019



254,638 square feet of commercial space in the Market & Octavia Plan Area pipeline are under review and have filed applications with the Planning Department and/or the Department of Building Inspection. These projects are in the early stages of development, and will likely be completed in the next five to seven years.

Table 2.5 shows the commercial development pipeline for San Francisco for comparison. About 4% of the citywide retail pipeline is located within the Market & Octavia Plan Area. Map 7 shows the locations of the proposed commercial developments in the plan area.

Employment

Office Jobs

San Francisco is a regional employment hub, taking in the largest concentration of office jobs in the Bay Area including financial, legal, and other specialized business services. According to state Employment Development Department (EDD), there were about 342,800 office jobs in San Francisco at the end of the second quarter of 2019. Of these jobs, about 18,600 (or 5% of the citywide total) were in the Market & Octavia Plan Area; there were approximately 640 establishments (or 4% of San Francisco establishments) with office employment (see Table 2.6).

Retail Jobs

San Francisco is also a regional shopping destination, and 18% of all city jobs are in the retail/entertainment sector (Table 2.6). There were about 6,800 retail jobs in the Market & Octavia Plan Area, about 16% of total jobs in the area; this also represented almost 5% of all citywide retail jobs.

Estimated New Jobs in Retail and Office Pipeline

As discussed in the previous section, almost 450,000 square feet of office space are in the pipeline in the Market & Octavia Plan Area, while the retail sector is seeing a slight decrease, with a projected loss of 1,644 square feet. The net gain in retail/office is 448,054 square feet. Assuming an average employee density of 350 sq ft, these new commercial spaces can accommodate as many as 1,284 new office jobs, while losing five retail jobs, jobs when completed.

TABLE 2.6. Employment, Market & Octavia and San Francisco, Q2 2019

Non-Residential Land Uses	Market & Octavia				San Francisco				Market & Octavia as % of San Francisco	
	Establishments		Jobs		Establishments		Jobs		Est.	Jobs
	Number	%	Number	%	Number	%	Number	%		
Cultural, Educational, Institution	84	5%	2,862	7%	2,265	4%	71,050	9%	4%	4%
Medical	591	32%	1,583	4%	22,638	37%	72,219	10%	3%	2%
Office	643	35%	18,679	45%	18,239	30%	342,827	45%	4%	5%
PDR / Light Industrial	123	7%	11,783	28%	6,042	10%	113,612	15%	2%	10%
Retail/ Entertainment	347	19%	6,825	16%	8,957	15%	135,917	18%	4%	5%
Visitor / Lodging	13	1%	114	0%	330	1%	19,791	3%	4%	1%
Other	55	3%	65	0%	3,039	5%	3,351	0%	2%	2%
TOTAL	1,856	100%	41,911	100%	61,510	100%	758,768	100%	3%	6%

Source: San Francisco Planning, California Economic Development Department Q2 2019

3

TRANSPORTATION AND PARKING

Transportation & Parking

The Market & Octavia neighborhood has long been a walkable place with good access to public transit. The Market & Octavia Area Plan seeks to strengthen the area’s accessibility and prioritize movement by foot, bicycle and transit. The Plan also discourages new parking facilities as these generate traffic, use up space that could be devoted to other uses such as housing, and have an overall negative effect on the neighborhood.

Commute Mode Split

Table 3.1 confirms the neighborhood’s accessibility by modes other than the automobile. According to the Five-Year, 2018 American Community Survey, 43% of employed residents in the Market & Octavia Plan Area took public transit, nearly 10% more than the Citywide figure. Another 19% walked to work, compared to about 11% citywide. About 7% biked to work; in comparison, only 4% biked to work citywide. As for automobile commuters, 40% of San Francisco workers drove or carpooled compared to 20% of Market & Octavia Plan Area commuters.



TABLE 3.1. Commute Mode Split, Market & Octavia and San Francisco, 2018

Transport Mode	Market & Octavia		San Francisco		Market & Octavia as % of San Francisco
	No. of Commuters	%	No. of Commuters	%	
Car	7,696	20%	202,752	40%	4%
Drove Alone	6,597	17%	165,934	33%	4%
Carpooled	1,099	3%	36,818	7%	3%
Transit	17,086	43%	172,940	34%	10%
Bike	2,869	7%	20,174	4%	14%
Walk	7,463	19%	57,946	11%	13%
Other	1,350	3%	17,653	4%	8%
Worked at Home	2,961	8%	33,288	7%	9%
TOTAL	39,420	100%	504,358	100%	8%

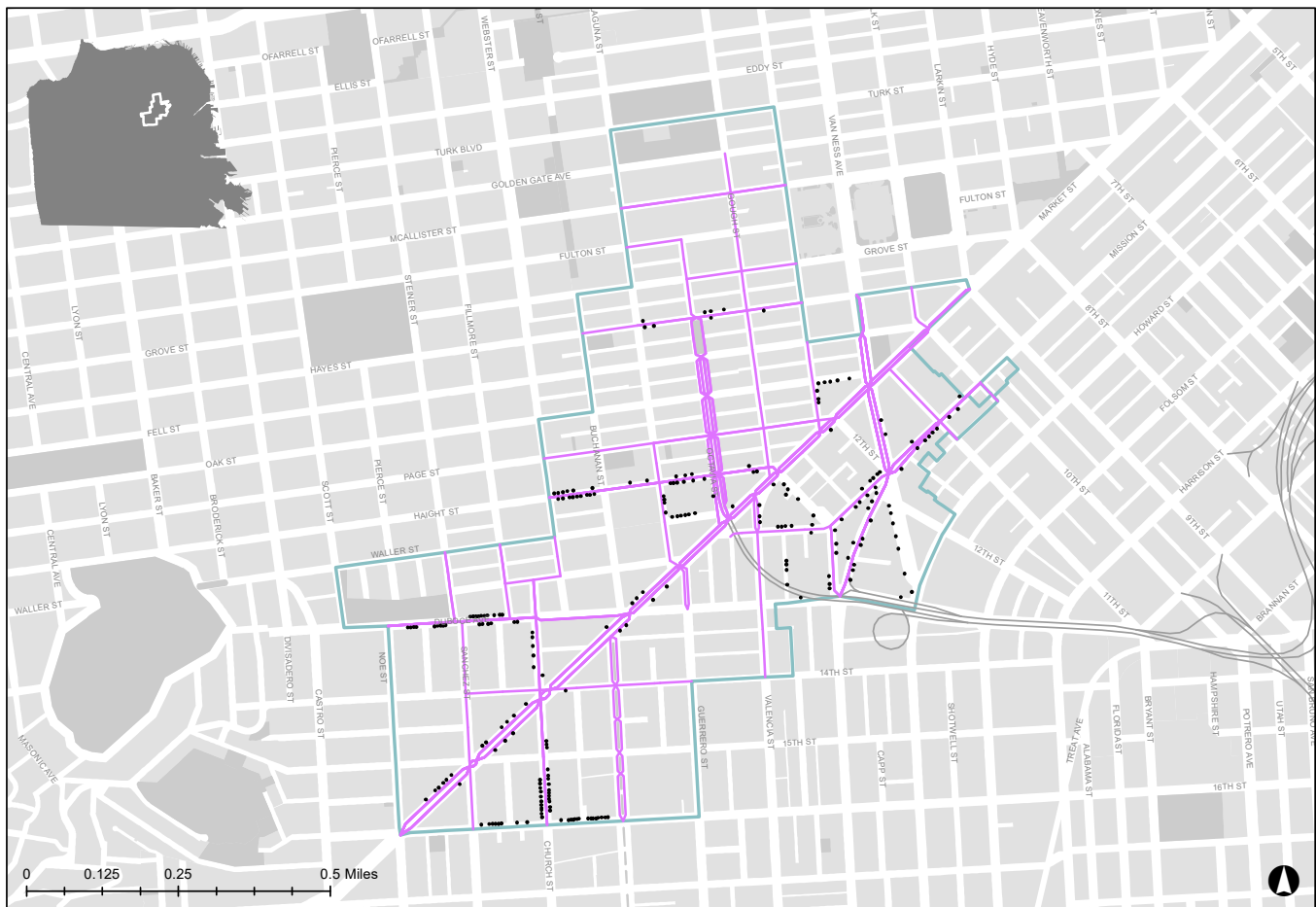
Source: 2018 5-Year American Community Survey

Curb Cuts

The Market & Octavia Area Plan states that transit running time can be more efficient if the number of turning movements made by automobiles or other private vehicles on transit priority streets are kept to a minimum. This can be achieved by restricting the number of driveways and curb cuts on transit preferential streets and streets with bike lanes. Off-street parking, especially for new development projects, are best accessed from side streets, back alleys or other adjacent streets without transit lines.

Under the Market & Octavia Area Plan, curb cuts are not permitted on specific street frontages. A survey of the area was conducted in May 2010 to set the baseline of existing curb cuts. [Map 8](#) below shows sidewalks where new curb cuts are not permitted as well as location of existing curb cuts from the 2010 survey. A full inventory of streets with prohibited curb cuts can be found through the San Francisco Transportation Information Map at <https://sfplanninggis.org/TIM/>.

MAP 8.
Street Frontages in Market & Octavia Where New Curb Cuts Are Prohibited, and Existing Curbs Cuts as of 2010



- Curb cuts (2013 survey)
- Street segments where curb cuts are restricted

Public Parking

The San Francisco Municipal Transportation Agency (SFMTA) tracks metered parking throughout the City. Table 3.2 shows 1,332 on-street metered parking spaces in the Market & Octavia Plan Area. Citywide, there are 25,114 on-street metered spaces. On-street metered parking in the Market & Octavia Plan Area accounts for roughly 5% of the total citywide stock. Additionally, there are 600 paid publicly-available (PPA) parking spaces in the City-owned Performing Arts Garage in the Market & Octavia Plan Area.

In 2013, the San Francisco Municipal Transportation Agency conducted a one-time citywide parking census. This study tracked parking – in the Market & Octavia Plan Area specifically, and throughout the city as a whole – including metered parking, unmetered parking, customer parking, and garage parking.

Relevant components of the study were included in the 2014 Market & Octavia Area Plan Monitoring Report.

Off-Street Residential Parking

The Market & Octavia Area Plan seeks to develop and implement parking policies that encourage travel by public transit and alternative transport modes to reduce traffic congestion. When the plan was adopted in 2008, three new zoning districts were created to reflect the area’s historic and transit-intensive qualities: a) residential transit oriented (RTO); b) neighborhood commercial transit oriented (NC-T); and c) the Van Ness and Market Downtown Residential Special Use District (VNMDR SUD). These new zoning districts do not require off-street residential parking, allowing instead for a maximum of three parking

TABLE 3.2. Parking, Market & Octavia and San Francisco, 2019

Parking Type	Market & Octavia	Citywide	Parking Type Description
On-Street Metered	1,332	25,114	All metered parking managed by SFMTA and the Port of San Francisco
City-Owned Paid Publicly Available (PPA)	600	N/A	Parking lots and garages that are open to the public and priced (e.g., with hourly, daily, monthly rates). All 600 listed spaces are at the Performing Arts Garage
	1,932	25,114	

Source: San Francisco Municipal Transportation Agency

TABLE 3.3. Parking Spaces in Entitled Residential Developments, Market & Octavia, 2015-2019

Year	No of Projects	No of Housing Units	No of Parking Spaces
2015	3	47	-7
2016	11	675	171
2017	2	72	17
2018	2	97	24
2019	3	28	-16
TOTALS	21	919	189

Source: San Francisco Planning

spaces for every four units (a 3:4 ratio), two parking spaces for every four units (2:4), or one space for every four units (1:4), respectively. Conditional use approvals could increase the allowable parking by one car per every four units (hence, 4:4 for RTO; 3:4 for Market & Octavia Area Plan NCT, and 2:4 for VNMDR SUD). In 2017, interim controls were established to eliminate the ability for projects to seek a conditional use for additional parking in the VNMDR SUD. These controls were made permanent as part of the 2020 Market & Octavia Area Plan Amendment (Hub) legislation. There are similar caps for the various non-residential uses in all districts. [Table 3.3](#) shows the number of parking spaces associated with residential development entitled by the Planning Department in the Market & Octavia Plan Area between 2015 and 2019. In the last five years, some 189 net parking spaces in 21 proposed projects – which generated a total of 919 new housing units – have received Planning approvals; roughly, this translates to one space for every five units.

Curb Management

As new modes of transportation – such as scooters, ride-hailing, bike-sharing, and private transit, along with on-demand package and food delivery services – compete with more traditional modes, management of San Francisco’s curb space has become more important than ever. The San Francisco Municipal Transportation Agency’s (SFMTA) Curb Management Strategy, released in February of 2020, provides a suite of recommended tools, policies, legislative changes, design standards, and process improvements to manage and allocate the City’s limited and valuable curb space in a way that is both responsive to and anticipates current and future demands for curb access. Among the key components of the plan is the definition of five key curb functions, and delineation of which uses are prioritized in different parts of the city:

- 1) Access for people
- 2) Access for goods
- 3) Public space and services
- 4) Storage for vehicles
- 5) Movement

Given the five principal uses of curb space, the SFMTA’s report recommends accommodating growing needs for loading space, policies regulating private users of curb space, and promoting an equitable and accessible approach to allocation and management of curb space. Given the Market & Octavia Plan Area’s proximity to Civic Center, the Financial District, and the Hayes Valley commercial area, thoughtful management of the neighborhood’s limited curb space is especially important. SFMTA is also working on a curb management plan Specific to Hayes Valley; more information on the project is available on the website through the following link <https://www.sfmta.com/projects/hayes-valley-parking-curb-management-plan>.



4

IMPLEMENTATION OF PROPOSED PROGRAMMING

Market & Octavia Area Plan Community Advisory Committee

The Market & Octavia Community Advisory Committee (MO CAC), a nine-member body appointed by the Board of Supervisors and the Mayor, began meeting monthly in the spring of 2009. Planning Code Section 341 identifies the following tasks for the CAC:

1. Collaborate with the Planning Department and the Inter-Agency Plan Implementation Committee on prioritizing the community improvement projects and identifying implementation details as part of annual expenditure program that is adopted by the Board of Supervisors;
2. Provide an advisory a role in a report-back process from the Planning Department on enforcement of individual projects' compliance with the Market & Octavia Area Plan standards and specific conditions of project approvals, including the specific first-source hiring requirements for the Plan Area such that those agreements will be more effectively implemented;
3. Collaborate with the Planning Department in updating the community improvements program at a minimum of every fifth year in coordination with relevant City agencies; Providing input to Plan area monitoring efforts for required time-series reporting.

Market & Octavia CAC

The Market & Octavia Community Advisory Committee (MO CAC) is a representative body that provides advice to the Planning Director, the Interagency Plan Implementation Committee (IPIC), the Planning Commission, and the Board of Supervisors regarding implementation of the Market & Octavia Area Plan and the plan's community improvements. In consultation with the San Francisco Planning Department staff and other relevant professional staff, and informed by criteria established by the committee, the Market & Octavia CAC will prioritize projects in the Plan for community improvements funding.

The MO CAC will also provide advice on the dispersal of project funding to ensure that it is consistent with those criteria. Projects eligible for funding must be ones that are identified in the Market & Octavia Area Plan that are consistent with the Plan's goals, objectives and philosophy, and that can be clearly evaluated. The CAC provides continuity over the life of the plan and long term oversight and guidance on developments in the plan area consistent with the Market & Octavia Area Plan's spirit and objectives.

The CAC has been meeting monthly since April 2009. Key accomplishments for this reporting period (2015-2019) include: dedicated funding to public art, support for transit and bicycle-oriented improvements, initiation and management of a historic commemorative project with a consultant to celebrate the freeway revolt and removal of the Central Freeway, and support of affordable and market rate housing in the neighborhood. The CAC has worked diligently to become familiar with City agency capital improvement plans and projects in the plan area and has developed initial recommendations to the Inter-Agency Plan Implementation Committee.

Infrastructure and Transportation Improvements

The Planning Department estimates over \$78 million - a figure that may change due to the ongoing financial impacts of the COVID-19 crisis - in impact fee revenue in the Market & Octavia Plan Area over the next five years to fund infrastructure projects envisioned in the plan. Given the transportation and infrastructure needs, careful capital planning is critical. The Inter-agency Plan Implementation Committee (IPIC), including representatives from key implementing agencies, develops a 10 year capital plan for the project area to ensure efficiency and effectiveness of capital fund expenditures. Capital Plans are constrained by projected revenue for each



plan area. Key revenue sources include projected development impact fees and secured grants. The Planning Department develops impact fee revenue projections based on known development projects and an assumed rate of planned growth in the next five years.

The Market & Octavia IPIC Expenditure Plan is incorporated in the City's budget every year, and the City's Ten-Year Capital Plan every other year, which is published bi-annually. The Planning Department chapter of the Capital Plan includes a 10-year projection of capital projects by implementing agency and revenue projections by plan area. Capital plans for each area plan will be updated annually. The Planning Department will update revenue projections based on projected growth. Specific capital projects may change based on recommendations of the IPIC and Community Advisory Committees (CACs). The Capital Plans integrate the recommendations of the Market & Octavia CAC (MO CAC), incorporating projects that they prioritized through their scorecard ranking system.

During the reporting period, progress has been made on the planning and development of a number of transportation projects and open space projects. Additionally the Market & Octavia CAC meets and works to further the implementation of the plan.



Completed Infrastructure Projects

FY 2015 Infrastructure Projects. The list below highlights infrastructure projects supported in full or in part by impact fees that have been completed as of 2015:

- » The Hayes Street two-way project, which was supported in part by impact fee revenue, reorganized east-west traffic in Hayes Valley to reduce pedestrian conflicts and eliminate confusion. The project restored Hayes Street to a two-way local street to support its commercial nature and role as the heart of Hayes Valley.
- » The Haight Street two-way project, which was supported in part by impact fees, returned buses to a dedicated transit lane on Haight Street between Octavia and Market, and added pedestrian amenities at the Market/Haight/Gough intersection.
- » An in-kind agreement at Dolores and Market Street created traffic calming across Dolores Street, and a new public plaza at the southwest corner of the intersection.
- » An expanded bulbout at the southeast corner of 14th and Market streets reduces the crossing distance across 14th Street and provides additional space for pedestrians.



- » At the intersection of Market and Octavia Streets, a right turn enforcement camera for eastbound traffic was installed to address bicycle safety. This was one of the short-term projects funded by the sale of the Central Freeway Parcels.
- » Bicycle improvements at the intersection of Buchanan and Market guide cyclists entering and exiting the wiggle through this complicated intersection. This was another short-term project funded by the sale of the Central Freeway Parcels.
- » The McCoppin Hub Park, one of the Central Freeway Ancillary Projects, was constructed in the existing public right-of-way at the western end of McCoppin Street.
- » A new skatepark and dog play area, another of the Central Freeway Ancillary Projects, was constructed below a portion of the Central Freeway.

FY 2016 Infrastructure Projects. The list below highlights infrastructure projects that have been completed in 2016:

- » The Octavia Boulevard Enhancement Project, one of several projects funded under the Streetscape Enhancement Fund saw steady progress in 2016; completed phases include crosswalk upgrades, intersection daylighting, pedestrian bulb outs, and

spot safety improvements on Hayes from Laguna to Buchanan, on Laguna from Fell to Oak, and at the Page and Octavia intersection.

- » The Pedestrian Improvements to Franklin and Gough Intersections project was substantially complete as of 2016, though a small number of intersections will be completed in the coming year to accommodate street repaving schedule. Specifically, pedestrian bulb outs have been added on Gough at Oak, Fell, Hayes, and Grove; on Franklin at Hayes and Grove; the closed crossing at Fell and Gough has been opened; and numerous intersections on both streets now include pedestrian countdown signals.
- » The Sidewalk Greening Program is an ongoing program funding tree plantings, planter basin expansions, and sidewalk garden installations through the Plan Area; in 2016 projects were completed on Pierce between Duboce and Waller and on Hermann between Steiner and Fillmore.

FY 2017 Infrastructure Projects. The list below highlights infrastructure projects that have been completed in 2017:

- » The Page Street Neighborway project was partially completed in 2017, with the installation of a centerrunning green bicycle lane from Buchanan to



Octavia Blvd. Remaining improvements are in final design phase and anticipated to begin construction in 2018.

- » 2017 saw the completion of the 55 Laguna Street rental development, on the site of the former UC Cooperative Extension campus. The project includes three In-Kind Improvements valued at approximately \$4.9 million: Waller Park (a 28,000 sq ft terraced plaza), a Community Garden (a 10,600 sq ft garden with 56 plots for community members), and Woods Hall Annex (the seismic upgrade of a historic 12,000 sq ft facility, to be provided rent-free to the nonprofit Haight Street Art Center).

FY 2018 Infrastructure Projects. No infrastructure projects supported in full or in part by impact fees were completed in 2018.

FY 2019 Infrastructure Projects. No infrastructure projects supported in full or in part by impact fees were completed in 2019.

Ongoing Planning Efforts

There are several ongoing planning projects that aim to refine ideas that were first proposed in the Market & Octavia Area Plan. These planning efforts will translate broader Plan goals into implementable projects.

- » Market and Octavia Living Alleys: Living Alleys is an ongoing effort led by Public Works to engage residents in re-imagining the area’s extensive network of alleyways as an alternative transportation network and opportunity for community-scale places for public life in the Market & Octavia Plan Area. This program will utilize impact fee revenue through Public Works to design, build, and maintain living alleyway projects in their neighborhoods. A community design process is currently being scoped out, which will entail public outreach on design and selection of feasible alleys.
- » Market and Octavia Area Plan Amendment (Hub): In 2016, the Planning Department began a planning effort to look at a portion of the Market and Octavia Area Plan historically called the Hub, and previously known in the Plan as “Soma West.” This plan amendment explores opportunities to increase the amount of housing and affordable housing, develop and coordinate designs for the major streets and alleys, and define and prioritize how development impact fees will be spent. Over the course of four years, the Planning Department engaged in a community planning process, holding workshops and attending neighborhood meetings and community events to get feedback on specific topics including land use, urban form, the public realm and public benefits. The proposed amendments were modified and adopted in July 2020. For more information visit <https://sfplanning.org/market-street-hub-project>.

- » Freeway Commemorative Project: Based on interest from the CAC and on an initial community meeting with a diverse group of stakeholders in and around the Plan Area, the CAC is working closely with the Planning Department and the SF Parks Alliance to explore, design and implement a physical commemoration of the cultures, people, and actions associated with the Central Freeway's existence and removal in the Market & Octavia Plan Area. The exact form of this commemoration, which will be a physical installation or set of installations in the public realm, is to be determined through an inclusive community process.

Ongoing Infrastructure Projects

In addition to completed infrastructure, progress has been made on many more transportation and open space projects in the Plan Area. Many of these improvements were proposed in the Market & Octavia Area Plan and are being further refined as City agencies perform additional study, develop project designs, secure funding, or conduct additional community outreach. Other new project ideas have been generated through the work of the IPIC and the CAC to help implement the Market & Octavia Area Plan.

Many of the streetscape, transportation and open space projects will utilize impact fee revenue. However, the majority of funding for ongoing infrastructure projects relies heavily on other public funding sources.

Streetscape and Transportation

The Market & Octavia Area Plan envisions a neighborhood that supports multiple transportation modes, and places particular emphasis on creating streets that are comfortable for pedestrians and cyclists. Several capital projects, such as the various improvements to Market Street intersections, seek to both make streets safer for pedestrians and create places for public life and activity.



Projects funded by impact fees. Streetscape and Transportation projects supported in full or in part by impact fees include:

- » Light Rail Vehicle enhancement will allow MTA to run two-car trains on lines currently running only one-car trains; vehicle availability is one of the major reasons MTA must run one-car trains on some lines. Additional vehicles will also allow MTA to provide more targeted demand-based service deployments, such as the Cole Valley and Castro shuttles. As the max load point in the city's rail system, the Muni stations and stops in the Market and Octavia Area benefit greatly from additional capacity due to these shuttles.
- » The Van Ness Bus Rapid Transit (BRT) project will project rapid bus service along the Van Ness corridor. Impact fee revenues will be used to support related pedestrian improvements including station and platform work in the portion of the corridor contained in the Plan Area.
- » Quick build project to plan, design, and construct upgraded protected bikeways on Valencia Street from Market Street to 15th Street, following the recommendations of the Hub Public Realm Plan. Implementation from 19th Street to Cesar Chavez is scheduled in 2020 and implementation from 15th to 19th Streets is scheduled in 2021. The project will design protected bikeways in conjunction with



community outreach, including extensive analysis of curb management and turn restrictions to ensure that Valencia Street works for all users.

- » Implement medium-term project efforts identified in the Western Addition Community Based Transportation Plan. This includes traffic-calming and pedestrian safety corridor treatments on Golden Gate Avenue, Turk Street and Laguna Street, pedestrian countdown signals at selected intersections, and pedestrian rapid flashing beacons at mid-block crossings on the former Octavia Street ROW corridor.
- » Local Muni bus Transit Signal Priority to purchase and deploy Transit Signal Priority (TSP) devices and communications equipment for intersections on the Local Muni Bus TSP network and to replace aging traffic signal controllers and cabinets within the plan area. This project will improve travel time and service reliability for Muni riders.
- » Better Market Street, a major effort to envision a more lively public space and effective transit corridor, includes the stretch of Market Street from 10th Street to Octavia Boulevard in the Plan Area. Impact fee revenue will partially fund pedestrian, bicycle, and public realm improvements along Market Street.
- » The Page Street Neighborway (formerly the Page Street Green Connection project) is a series of efforts to transform Page Street into a safer and more pleasant place to walk and bike to neighborhood destinations and nearby parks and provide landscaping and greening opportunities as appropriate. ‘Phase One’ of the project comprises capital improvements for the segment of the corridor within the Market & Octavia Plan Area (from Market Street to Webster Street), including multiple corner bulbouts, a raised intersection at Buchanan, and sidewalk landscaping. Related pilot circulation and bikeway changes include traffic diversion at Webster and Octavia streets; one-way conversion from Octavia to Laguna; Class II, III and IV bikeway facilities on Page Street; and parking/turn restrictions on Haight Street.
- » Create protected bikeways on 13th Street from Folsom Street to Valencia Street, following the recommendations of the Hub Public Realm Plan. The project will provide an important bike connection from Valencia Street to the existing protected bike lanes on 13th St, substantial signal modifications, and key pedestrian safety elements. This project does not include long-term elements of the Hub Public Realm Plan design, including sidewalk widening, re-paving, lighting, and green infrastructure.

- » Re-establishing the Octavia Boulevard Right-of-Way between Fulton and Golden Gate Streets has been identified as a community improvement project in the Area Plan with the goal of reconnecting the neighborhood street grid and increasing access to Margaret Hayward Park and Jefferson Square. The Planning Department will work with residents of the Freedom West coop housing community, which currently owns the former right-of-way, and other partners to explore the long-term feasibility of this project.
- » SFMTA’s Upper Market Street Safety Project is substantially funded by impact fee revenue for work along Market Street extending from Octavia Boulevard to Castro Street. Improvements will include sidewalk bulbouts (most locations are implemented currently with painted pedestrian safety zones), signal timing and hardware improvements, landscaping and public realm enhancements, and bicycle improvements including enhanced bike lanes west of Buchanan and a physically protected bikeway from Buchanan/Duboce to Octavia Boulevard.

Projects Funded by Sale of the Central Freeway Parcels.

Sales from the Central Freeway Parcels supports the Octavia Fund, which finances capital improvements in the Market & Octavia Plan Area. The Octavia Fund financed two projects that were completed between 2015 and 2019:

- » Octavia Boulevard Oak Enhancement included sidewalk bulb-out, extended center medians and landscaping at the intersection of Oak St and Octavia Blvd
- » Haight and Hayes Street Infrastructure Improvements used Octavia Funds for sidewalk bulb-outs on Hayes St, at the Laguna and Buchanan intersections. The larger Haight and Hayes project included traffic and pedestrian signals, curb ramps, bulb-outs and bus pads along Haight and Hayes streets.



Projects Funded Through Other Sources.

Several SFMTA projects were completed between 2015-2019 with funding – partially or completely – by the Prop A 2014 General Obligation Bond:

- » Two-way Haight Street: The project provides more direct routing for the 7 Haight inbound. Previously, the 7 Haight jogged over a block resulting in indirect routing that was more susceptible to delays. The project created a contraflow transit lane on Haight St. in the project area to eliminate this jog, resulting in a direct route, and a faster ride toward downtown on the 7 between Buchanan St and Gough/Market Streets.
- » 5 Fulton Rapid Project – On McAllister: The project includes transit bulbs, traffic signals replacing stop signs, and stop optimization and relocation. The project location is on McAllister, incorporating a few blocks from Franklin to Laguna. Additionally, the project upgraded the route from 40’ to 60’ buses, increasing capacity.
- » J Church Muni Forward (quick build improvements complete; full project in 2022 or later): The quick-build project re-timed traffic signals between 18th St & Market St to improve the flow of trains, improving travel time and reliability. Other J Church improvements include the implementation of red transit lanes on Church Street.

Other service increases in the Market & Octavia Plan Area include:

- » 14R Mission Rapid – Boosted frequency on weekdays and weekends.
- » 5R Fulton Rapid – Since the 2014 Market & Octavia Area Plan Monitoring Report, SFMTA also created the 5R line which provides more frequent and faster service along the same route
- » 22 Fillmore - Boosted frequency on weekdays and weekends.

Open Space and Community Facilities

- » Open space projects supported in full or in part by impact fees include:
- » The Oak Plaza In-Kind Agreement is a new 16,050 sq/ft public plaza that would be constructed on Oak Street between Franklin and Van Ness in coordination with the development at 1540 Market Street (a.k.a. One Oak). Improvements include; a shared public way (4,843 sq/ ft), improvements to the north side of Oak Street (2,869 sq/ ft), four new publicly-owned “micro-retail” kiosks on the northern edge of Oak Plaza adjacent to the 25 Van Ness property; six new landscaped planters or trees along the 25 Van Ness façade; four new street lights on the north side of Oak Street; and electric power to support programming in the Plaza.
- » The Patricia’s Green Rotating Art Project brings a variety of art installations to this central open space. Impact fee revenue will continue supporting the Arts Commission’s ongoing programming of this project.
- » The CAC passed a resolution in May 2019 to approve the placement of the temporary 20-foot California grizzly bear clad with copper pennies as submitted by the Arts Commission for 1 year period with a possible extension. The proposed art installation will be located in the northwest

corner of the intersection of Market and Octavia Blvd. The Arts Commission is planning to soon take the proposal to the Commission’s Visual Arts Committee and then full Commission for approval. The timing of the art installation will be carefully coordinated with the SFMTA Market Street Bicycle/ Pedestrian Improvement Project to ensure that the visibility and access to the artwork will not be impacted.

- » The Sidewalk Greening Program (formerly the Street Tree Planting Program) is an initiative to facilitate new community-maintained street trees and sidewalk gardens throughout the Plan Area. Utilizing a portion of these funds, San Francisco Public Works will partner with non-profit organizations and interested community members to implement tree planting and sidewalk landscaping installation. Additional tree planting and establishment activities will be performed by San Francisco Public Works Urban Forestry staff or through a City managed contractor.
- » Project proposed to enhance safe access to Koshland Park at Rose and Buchanan Streets. The park is heavily used by neighborhood teenagers and children as it includes playground space and a basketball court. There is currently no marked crossing at this location, though it is frequently used by children and others to access the park. Access improvements at this location would improve pedestrian safety and access to open space, and will be delivered in combination with the Page Street Neighborway project.
- » Project to install a new sub-surface drip irrigation system, building off of existing water pipes and backflow preventers, to replace the existing deficient pop-up overspray system in the side medians of Octavia Boulevard. The new irrigation system will service the street trees and landscaping in the side medians of Octavia Boulevard, which was the central infrastructure enhancement of the Market and Octavia Plan, while reducing water loss and maintenance obligation for the system.

- » Margaret Hayward Park has been identified as having major capital improvement needs by the Recreation & Parks Department. Impact fee funds will be used to support planned improvements, including a new playground, removal of certain existing structures and replacement with a new community building, an operations facility, large central plaza for events, and the replacement of existing fields with synthetic fields supplemented by organic infill turf.
- » Buchanan Street Mall extends from Grove to Eddy Streets; the southernmost block of the Mall, from Fulton to Grove, is within 250 feet of the Plan Area boundary, and thus eligible for funding through MO impact fees. The Mall provides a vital green connection between Hayes Valley and Western Addition, as well as play and recreation space for neighboring residents. This project will fund pre-construction design work as well as planning and community engagement work to explore options to connect the Mall to Hayes Valley.
- » 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. Improvements include: Civic Center Plaza improvements, Fulton Street Mall improvements, and United Nations Plaza improvements.
- » In 2016 the Recreation and Parks Department approved the purchase of 11th and Natoma, where they plan to build a new park. RPD is working to develop a project schedule and start feasibility analysis.
- » 30 Otis Plaza is a new public space that will be developed as part of the new residential development of 30 Otis Street. The public plaza will serve as the southern terminus of a new linear public open space on 12th Street. The public plaza will be approximately 9,500 square feet, public art benches and small reflecting pool, special paving, green planters and trees, permanent stairs seating, and movable tables and chairs.

- » A portion of Market and Octavia impact fee funds are dedicated to supporting the provision of new or expanded licensed child care facilities within the plan area. These funds are administered by the Office of Early Care and Education.

Fees Program and Collection

The Market and Octavia Affordable Housing Fee, which became effective in May 2008, requires new residential development projects in the Market & Octavia Plan Area and the Upper Market NCD subject to the Inclusionary Affordable Housing Program to pay an additional affordable housing fee. The Van Ness and Market Affordable Housing Fee, which became effective in May 2008, requires new residential and non-residential development projects in the Van Ness and Market Downtown Residential Special Use District to pay an additional affordable housing fee. [Table 4.1](#) shows that a total of \$21.9MM in fees were collected from 8 housing development projects during the reporting period, including both the Market & Octavia Affordable Housing Fee and the Van Ness & Market Downtown Residential Special Use District Fee. (See also [Appendix Table BL-2](#) for details.) [Table 4.1](#) also shows that \$21,209,000 was collected as community infrastructure impact fees.

The Market & Octavia Community Improvements Neighborhood Program was established to fund community improvements specific to the plan area. An impact fee per occupiable square foot is levied on proposed residential projects or the residential component of mixed use projects. The rate generally increases annually. As of January 2020, the rate is \$14.23/gsf. Projects that yield an addition of residential units or incremental addition that contributes to a 20% increase in residential space are also subject to this impact fee.

A per square foot fee is also imposed on commercial developments or commercial components of mixed-use projects. As of January 2020, the rate is \$5.38/gsf. Similarly, net addition beyond 20% of non-residential uses would also be subject to the impact fee.

TABLE 4.1.
Market & Octavia Fees Program
Collection, FY 14-15 to FY 18-19

*Includes Market & Octavia Affordable Housing Fee and Van Ness & Market Downtown Residential Special Use District FAR Bonus

Source: SF Planning

Fiscal Year	Affordable Housing Fee*	Community Infrastructure Impact Fee
FY2014-2015	\$638,558	\$3,017,000
FY2015-2016	\$4,641,173	\$3,079,000
FY2016-2017	\$3,026,905	\$2,687,000
FY2017-2018	\$11,898,032	\$11,397,000
FY2018-2019	\$1,743,664	\$1,029,000
TOTALS	\$21,948,333	\$21,209,000

TABLE 4.2.
Projected Five-Year Fee Revenue,
Market & Octavia, FY 20-24

* If the City decides that these parcels should be developed with higher levels of affordable housing than are required by code, the revenue generated by their sale will be significantly reduced and might not be available as additional cash for the eligible uses of funds from the Octavia Boulevard Special Fund

Source: SF Planning, SF Office of Economic and Workforce Development

Improvement Type	Revenue	% Revenue
Market and Octavia Development Impact Fees		
Transportation	\$17,138,000	21%
Complete Streets	\$34,901,000	42%
Open Space	\$16,208,000	20%
Child Care	\$6,017,000	7%
Program Administration	\$3,910,000	5%
Total Revenue	\$78,174,000	95%
Non-Impact Fee Sources		
Central Freeway Parcel Sales - Ancillary Projects	\$4,500,000*	5%
TOTALS	\$82,674,000	100%

A new community facilities fee will fund community facilities in the plan area and the adjacent neighborhoods. It is added as part of the Market & Octavia Area Plan Amendment (Hub) legislation. Any revenue generated from this new fee will be included in the next monitoring report.

The Market & Octavia Community Improvements Program fees are collected prior to issuance of the construction permit from the Department of Building Inspection. Based upon projected growth in the plan area, the Market & Octavia Development impact fee is expected to generate over \$78 million in the next five years. Table 4.2 shows projected revenue over five years by expenditure category as defined in the Market & Octavia Area Plan fee ordinance (see Appendix C for complete text of ordinance).

Historic Preservation

The San Francisco Planning Department conducts historic resource surveys that serve as a planning tool to gather data and to identify historic buildings, structures, sites, objects, and historic districts. Three surveys have been completed and endorsed by the Historic Preservation Commission since the adoption of the Market & Octavia Area Plan: 1) an area plan level survey; 2) an augmentation survey; and 3) the Mission Dolores Neighborhood Survey. A new survey began in 2019 of the Duboce Triangle neighborhood.

Mission Dolores Neighborhood Survey: The Mission Dolores Neighborhood Association (MDNA), a neighborhood group, commissioned Carey & Company to expand on the area plan level survey, both in depth of documentation and area, bringing a study beyond the boundary of the Market & Octavia Plan Area. The survey initially identified a National Register-eligible district over a large area, partially within the Market & Octavia Plan Area. Further research



Representative photo of Market Street Masonry District
Credit: Moses Corrette, SF Planning Department



Representative photo of Duboce Park District
Credit: SF Planning Department

was requested by the State and the Department to research a more defined district(s). Preservation consultants Katherine Petrin and Shayne Watson conducted additional analysis. Work is ongoing with the neighborhood group, consultants and the Department to finalize smaller boundaries for multiple districts and documentation.

Duboce Triangle Extension Survey: In 2019, the Duboce Triangle Neighborhood Association, a neighborhood group, engaged VerPlanck Historic Preservation Consulting to draft a historic context and survey for an extension of the Duboce Triangle area. Slightly more than half of Duboce Triangle was surveyed by Page & Turnbull as part of the Market and Octavia plan area survey. This survey, which was completed in 2009, identified Noe Street as its western boundary, meaning that six blocks of Duboce Triangle west of Noe Street were not surveyed. This Duboce Triangle Extension Survey would concentrate on this unsurveyed area, and would revisit some parts of the neighborhood that were surveyed in the plan area survey. During the plan area survey, there were an unknown number of properties that were not old enough

to be surveyed then that are now “age-eligible” (45 years old was the cut-off date for survey). Furthermore, an unknown number of properties have been demolished, altered, or restored since 2009. These properties would also need to be resurveyed. Work is ongoing.

The Planning Department’s survey activities are reported to the State Office of Historic Preservation (<http://ohp.parks.ca.gov>) through the Federal Certified Local Government Program, and conform to State and Federal standards. The survey uses the State’s ranking system for historic resources called the California Historical Resource Status Code System (CHRSC). National Register and California Register criteria were utilized to make evaluations of the buildings in the survey. These Registers are lists of buildings, sites, structures, districts and objects important in history, and significant to San Francisco and its neighborhoods.

Jobs Housing Linkage Fee

The City’s First Source Hiring Program connects economically disadvantaged San Francisco residents with entry-level jobs that are generated by the City’s investment in contracts or public works; or by business activity that requires approval by the City’s Planning Department or permits by the Department of Building Inspection. Project proposals with commercial components over 25,000 sq. ft. requiring discretionary action by the Planning Commission or building permit applications for residential projects with 10 units or more are subject to First Source Hiring compliance.

First Source Hiring Program

The City’s First Source Hiring Program connects low-income San Francisco residents with entry-level jobs that are generated by the City’s investment in contracts or public works; or by business activity that requires approval by the City’s Planning Department or permits by the Department of Building Inspection. Project proposals with commercial components over 25,000 sq. ft. requiring discretionary action by the Planning Commission or building permit applications for residential projects with 10 units or more are subject to First Source Hiring compliance.

Proposed projects falling within the Market & Octavia Plan Area boundaries, however, are subject to expanded requirements in that threshold for commercial development is pegged at 10,000 sq. ft. or more and developments with a residential

TABLE 4.3. Jobs Housing Linkage Fees Collected, Market & Octavia and San Francisco 2015-2019

Fiscal Year	Revenue	
	Market & Octavia	San Francisco
2014-2015	–	\$1,792,833.60
2015-2016	–	\$29,504,321.88
2016-2017	–	\$10,713,511.22
2017-2018	–	\$10,501,415.27
2018-2019	–	\$11,886,597.04
TOTAL	–	\$64,398,679.01

Source: San Francisco Planning, Office of the Controller

component, regardless of size, are subject to the first source hiring requirement. Table 4.4 below shows 81 job placements for Market & Octavia Plan Area residents during the reporting period.

TABLE 4.4. First Source Hiring Program, Market & Octavia 2015-2019

Year	Entry-Level Job Placements							
	Construction - Public		Construction - Private		Commercial Operations		TOTAL	
	Projects	Placements	Projects	Placements	Projects	Placements	Projects	Placements
2015	–	–	–	–	1	–	1	–
2016	–	–	–	–	2	–	2	–
2017	1	4	2	22	–	–	3	26
2018	1	19	2	6	2	6	5	31
2019	1	23	3	–	1	1	5	24
TOTAL	3	46	7	28	6	7	16	81

Source: Office of Economic Workforce and Development

APPENDIX A:
MARKET AND OCTAVIA
PLAN MONITORING
REQUIREMENTS
ORDINANCE

San Francisco Planning Code Section 341.2

Annual Reporting

The Planning Department shall prepare an annual report detailing the housing supply and development, commercial activities, and transportation trends in the Market & Octavia Plan Area. The information shall be presented to the Board of Supervisors, Planning Commission, the Citizens Advisory Committee, and Mayor, and shall address: (1) the extent of development in the Market & Octavia Plan Area; (2) the consequences of that development; (3) the effectiveness of the policies set forth in the Market & Octavia Area Plan in maintaining San Francisco's environment and character; and (4) recommendations for measures deemed appropriate to deal with the impacts of neighborhood growth.

(a) Time Period and Due Date. Reporting shall be presented by July 1st of each year, and shall address the immediately preceding calendar year.

(b) Data Source. The Planning Department shall assemble data for the purpose of providing the reports. City records shall be used wherever possible. Outside sources shall be used when data from such sources are reliable, readily available and necessary in order to supplement City records. When data is not available for the exact boundaries of the Plan Area, a similar geography will be used and noted.

(c) Categories of Information. The following categories of information shall be included: Commercial Space and Employment.

(1) The amount of office space "Completed," "Approved," and "Under Construction" during the preceding year, both within the Plan Area and elsewhere in the City. This inventory shall include the location and square footage (gross and net) of those projects, as well as an estimate of the dates when the space "Approved" and "Under Construction" will become available for occupancy.

- (2) Plan Area and Citywide Employment trends. An estimate of additional employment, by occupation type, in the Plan Area and Citywide.
- (3) Retail Space and Employment. An estimate of the net increment of retail space and of the additional retail employment relocation trends and patterns Plan Area and Citywide.
- (4) Business Formation and Relocation. An estimate of the rate of the establishment of new businesses and business and employment relocation trends and patterns within the Plan Area and Citywide Housing.
- (5) Housing Units Certified for Occupancy. An estimate of the number of housing units in the Plan Area and throughout the City newly constructed, demolished, or converted to other uses.
- (6) Affordable Housing Production. An estimate of the number of new affordable housing units in the Plan Area and throughout the City, including information on affordability and funding sources.
- (7) Unit size. An estimate of the mix of unit sizes in the Plan Area and throughout the City including new construction, unit mergers and unit subdivisions.
- (8) Unit Conversion. An estimate of average number by unit type in the Plan Area and throughout the City, including condo conversion, and eviction cases.
- (9) Enforcement of Project Entitlements. A summary of successful compliance with conditions and design standards for development projects approved in the Plan Area and any enforcement actions taken to ensure compliance or adjudicate complaints

Transportation

- (10) Parking Inventory. An estimate of the net increment of off-street parking spaces in all Districts.
- (11) Transit Service. An estimate of transit capacity for peak periods.
- (12) Transit infrastructure and capacity improvements. A summary of new transit infrastructure and capacity improvements in the Plan Area and affecting the Plan Area as projected in the Market & Octavia Area Plan, including a comparison of that increased and improved transit service relative to the number of new housing units and office space approved during the same period.
- (13) Transit Impact Fee. A summary of the use of the transit impact development fee funds, identifying the number of vehicles, personnel and facilities acquired.

(d) Report. The analysis of the factors under Commercial Space, Housing and Transportation will compare Plan Area trends to existing conditions, Citywide trends, and regional trends, when relevant. The comparisons will indicate the degree that the City is able to accommodate new development as projected within the Plan Area. Based on this data, the Department shall analyze the effectiveness of City policies governing Plan Area growth and shall recommend any additional measures deemed appropriate.

(Added by Ord. 72-08, File No. 071157, App. 4/3/2008)

San Francisco Planning Code Section 341.3

Time Series Report

By July 15, 2008, and every fifth year thereafter on July 15th, the report submitted shall address the preceding five calendar years and, in addition to the data described above, shall include a cordon count of the following key indicators:

(a) Implementation of Proposed Programming. The area plan proposes the implementation of various programs including impact fees for development, parking and curb cuts, residential permit parking reform, shared parking programs, and historic preservation survey. Implementation of said programs shall report the following:

- (1) Fees. Monitor expenditure of all implemented fees. Report on studies and implementation strategies for additional fees and programming.
- (2) Parking Programs. Report on implementation strategies, including cooperation with relevant agencies, and success of program as implemented.
- (3) Historic Preservation Surveys. Report findings of survey. Detail further proceedings with regards to findings of survey work.

(b) Community Improvements. The Area Plan outlines major community improvements in the areas of open space, transportation, pedestrian realm, and community services. Implementation of improvements will be documented, including a focus on the following:

- (1) Transportation Infrastructure and Services. Successful implementation of the Market & Octavia Area Plan requires that transportation services keep pace with existing and new demands. Citywide efforts to improve transit services, including the Transit Effectiveness

Project (TEP), must be implemented in order to provide adequate service to the area. The time series reports shall report on the City's coordination of transit services with projected development, and provide recommendations for balancing transportation infrastructure with projected growth.

- (2) Affordable Housing. Development of subsidized housing, below market rate units, off-site inclusionary housing, affordable housing built with in-lieu fee payments, and other types of affordable housing
- (3) First Source Hiring. The Department shall cooperate with the First Source Hiring Administration and the CAC to report to the Board of Supervisors on the status of monitoring and enforcement of the First Source Hiring ordinance, Administrative Code Sections 83 et seq. in the Plan Area with the goal of increasing compliance with the First Source Hiring requirements. The Planning Department, First Source Hiring Administration, and CAC shall report to the Board on the compliance of ongoing commercial operations subject to the requirements of the First Source Hiring ordinance in addition to the compliance of the initial developer of the property.

(c) Planning Code Performance. Better Neighborhoods plans aim to clarify development proceedings, thus reducing the number of variances, articulating conditional use processes, and facilitating the development process. The permit process in the Plan Area and Citywide will be evaluated.

(Added by Ord. 72-08, File No. 071157, App. 4/3/2008)

APPENDIX B: LISTS AND TABLES

LIST BL-1. Major Market-Rate Residential Development Completed, Market & Octavia, 2015–2019

Year	Street Address/ Project Name	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales Price or Rental Price
2015	100 Van Ness	399	48	Studio: 46 One Bedroom: 202 Two Bedroom: 151	Rental	From \$2,800 From \$3,300 From \$4,500
	35 Dolores	37	4	One Bedroom: 16 Two Bedroom: 15	Ownership	From \$245,519 to \$1.4M
	400 Grove	34	4	N/A	Ownership	N/A
2016	218 Buchanan/55 Laguna	191	50	N/A	Rental	BMR from \$943 - \$1,213
	325 Octavia	182	0	Studio: 53 One Bedroom: 56 Two Bedroom: 73	Rental	From \$3,225 From \$3,765 From \$4,620
	100 Buchanan	116	0	N/A	Rental	N/A
	450 Hayes	41	5	One Bedroom: 24 Two Bedroom: 16 Three Bedroom: 1	Ownership	From \$900,000 for BMR From \$212k to \$380k for BMR
	1 Franklin	35	4	Studio: 10 One Bedroom: 10 Two Bedroom: 15	Ownership	From \$659k to \$1.25M
	229 Haight	23	0	N/A	Rental	N/A
2017	388 Fulton	69	8	Studio: 35 One Bedroom: 6 Two Bedroom: 28	Ownership	From \$1.1M
2018	150 Van Ness	431	50	Studio: 24 One Bedroom: 222 Two Bedroom: 160	Rental	From \$2,820 to \$7,000+
	580 Hayes	29	0	One Bedroom: 15 Two Bedroom: 12 Three Bedroom: 2	Ownership	From \$950,000
2019	555 Fulton	139	17	One Bedroom: 73 Two Bedroom+: 66	Ownership	From \$775,000 - \$1.5M
	2100 Market	60	7	Studio: 6 One Bedroom: 30 Two Bedroom: 24	Rental	From \$3,675+
	24 Franklin	35	4	Studio: 7 One Bedroom: 14 Two Bedroom: 14	Rental	From \$3,500+

Source: San Francisco Planning

LIST BL-2. List of Affordable Housing, Housing Income Target & Funding Source, 2015-2019

Year	Street Address	Total Units	Affordable Units	Household Income Target	Tenure Type	Funding Source/ Program	Bedroom Unit Mix			
							Studio	1BR	2BR	3BR
2015	25-35 Dolores St.	37	4	MOD	Ownership	Inclusionary Housing Program		1	3	
2016	11 Franklin St.	35	4	MOD	Ownership	Inclusionary Housing Program	1	1	2	
	450 Hayes St.	41	5	MOD	Ownership	Inclusionary Housing Program		3	2	
	1415 Mission St.	121	18	LI	Rental	Inclusionary Housing Program	3	8	7	
	100 Van Ness Ave.	18	2	LI	Rental	Inclusionary Housing Program		2		
2017	55 Laguna St.	40	39	VLI	Rental	MOHCD	10	26	3	
	307 Octavia Blvd.	182	0	N/A	Rental	Inclusionary Housing Program				
	2198 Market St.	87	10	LI	Rental	Inclusionary Housing Program		6	4	
	388 Fulton St.	69	8	MOD	Ownership	Inclusionary Housing Program	5		3	
	25 Sanchez St.	90	89	VLI	Rental	MOHCD	75	14		
	462 Duboce St.	42	41	VLI	Rental	MOHCD	34	7		
2018	218-220 Buchanana St.	330	50	LI	Rental	Inclusionary Housing Program	12	23	15	
	580 Hayes St.	29	0	N/A	Unknown	Inclusionary Housing Program				
	150 Van Ness Ave	420	50	LI	Rental	Inclusionary Housing Program	3	27	18	2
2019	22 Franklin St.	35	4	LI	Rental	Inclusionary Housing Program	1	1	2	
	95 Laguna Ave.	79	78	VLI	Rental	MOHCD	40	36	2	
	555 Fulton St.	139	17	MOD	Ownership	Inclusionary Housing Program	3	6	8	
	2100 Market St.	60	8	LI	Rental	Inclusionary Housing Program		5	3	
	1699 Market St.	160	19	LI	Rental	Inclusionary Housing Program	2	9	8	

Source: San Francisco Planning, Mayor's Office of Housing and Community Development

LIST BL-3. Residential Development Pipeline, Market & Octavia, Q4 2019

Address	No of Units	Mixed Use Project
CONSTRUCTION	1,370	
Parcel T - Octavia Blvd	27	
4360 19th St	1	
20 Belcher St	3	
4000 19th St	3	
1500-1580 Mission	540	X
566 Fell	3	
41 Rosemont Pl	1	
1700 Market St	42	X
235 Clinton Pk	1	
235 Valencia St	50	X
124-126 Haight St	5	
52 Landers St	1	
30 Otis St	404	X
555 Fulton St	139	X
1546-1564 Market St	109	X
2238-2254 Market St	41	X
PLANNING ENTITLED	1,145	
Planning Approved	298	
1601-1637 Market St / 53 Colton St	298	X
Building Permit Filed	334	
2201 Market St	9	X
1540 Market St	300	X
376 Castro St	24	X
53 Douglass St	1	
Building Permit Approved/Issued/Reinstated	513	
345 Fulton St	2	
1870 Market St	9	X
439 Duboce Av	1	
150 Hartford St	1	
1740 Market St	100	X
300 Octavia St	12	X
42 Otis St	24	
250 Page St	3	
128 Fillmore St	1	
262 Castro St	1	
434 Noe St	1	
1601 Mission St	220	X
2317 15th St	1	
313 Castro St	1	
300 Octavia St	12	X
1965 Market St	88	
198 Valencia St	28	X
311 Grove St	8	X

Address	No of Units	Mixed Use Project
UNDER REVIEW	2662	
Planning Filed	1,888	
20 Steiner St	1	
275 Oak St	2	
30 Van Ness Av	348	
63 Laussat St	1	
55 Belcher St	25	
600 McAllister St	196	X
10 South Van Ness Av	966	X
439 Oak St	1	
98 Franklin St	345	
440 Ivy St	3	
Building Permit Filed	774	
200 Lily St	1	
22 Church St	2	
2135 Market St	30	
4200 18th St	6	
86 Waller St	1	
242 Church St	20	
246 Waller St	1	
379 Hermann St	5	
301 Grove St	9	
426 Ivy St	1	
196 States St	2	
4072 18th St	1	
474 Fell St	1	
1 Corbett Av	1	
3512 16th St	1	X
159 Fell St	20	
1540 Market St	304	
2775 Market St	7	
140 Duboce Av	2	
53 Colton St	96	
230 Collingwood St	1	
150 Eureka St	4	
36 Gough St	6	
2280 15th St	1	
59 Rosemont Pl	2	
1621 Market St	185	
78 Haight St	63	
25 Ford St	1	
TOTAL	5,177	

Source: San Francisco Planning, 2019 Q4 Pipeline

LIST BL-4. Central Freeway Parcels, Zoning and Housing Development Capacity

Parcel	Street Address	Area Sq Ft	Zoning	Height Limits	Potential Unit Capacity*
K	370 Linden*	11,430	Hayes Gough NCT	40-X/50-X	50
L	370 Fell	4,579	Hayes Gough NCT	50-X	25
R	190 Lily	2,873	Hayes Gough NCT	50-X	13
S	191 Lily	3,053	Hayes Gough NCT	50-X	13
TOTAL					101

* Owned by MOHCD - development restricted to affordable housing

Source: San Francisco Planning

TABLE BT-1. Land Use Distribution, Market & Octavia and San Francisco, 2019

Land Use	Market & Octavia		San Francisco		Market & Octavia as % of San Francisco
	Area	% Distribution	Area	% Distribution	
Mixed Residential	2,529,313	22%	79,210,891	7%	3%
Residential	4,152,995	37%	363,702,570	33%	1%
Office	697,368	6%	16,680,275	2%	4%
Mixed Uses	408,293	4%	24,577,990	2%	2%
PDR/Light Industrial	528,165	5%	39,820,172	4%	1%
Cultural, Educational, Institution	587,139	5%	125,874,239	12%	.4%
Public/Open Spaces	564,698	5%	291,730,262	27%	.2%
Retail/ Entertainment	632,272	6%	23,494,800	2%	3%
Visitor / Lodging	31,881	.2%	3,855,975	.3%	.8%
Vacant Lot	648,585	6%	50,439,884	5%	1%
Medical	2,111	.01%	2,031,867	.1%	.1%
Right of Way	0	0%	716,865	.06%	0%
Missing Data	521,172	5%	65,197,432	6%	.7%
TOTAL	11,303,997	100%	1,087,333,227	100%	1%

Source: San Francisco Planning

LIST BL-5. Commercial Development Projects Completed, Market & Octavia, 2015-2019

Address	No of Units	Total Commercial	Cultural, Inst., Educational	Medical	Office	PDR/Light Industrial	Retail	Visitor / Lodging
Parcel O	108	1200		0		0	1200	
22 Franklin St	35	4398		0		0	75	
344-388 Fulton St	69	12247		0	10425	0	1822	
2198 Market St	87	6260		0	1145	0	5115	
450 Hayes St	41	3300	0	0	0	0	3300	0
1 Franklin St	35	2378	0	0	0	0	2378	0
55 Laguna St	116	28090	12590	12000	0	0	3500	0
Parcel P	182	3897	0	0	0	0	3897	0
8 Octavia St	49	2085		0		0	2085	
350 Linden St	6	1312	0	0	0	0	1312	0
2175 Market St	88	6286		0		0	6286	
1960-1998 Market	115	9000		0		0	9000	
1600 Market St	24	16889		0		0	6889	
2210 Market St	22	2000	0	0	0	0	2000	0
2001 Market St	77	27483	0	0	-332	-1900	29715	0
401 Grove St	63	7000		0		0	7000	
1844 Market St	113	4029	-1071	0	0	0	5100	0
2299 Market St	18	6940		0		0	6940	
205 Franklin St	0	28000	12000	0	-4000	0	-16500	
299 Valencia St	44	9057	0	0	0	0	9057	0
1401 Market St	754	12250	0	0	0	0	12250	0
424 Octavia St	1	6070		0		0	6070	
231 Franklin St	33	780	0	0	-4200	0	4980	0
Valencia St	0	14926	86800	0	0	-71874	0	0
77 Van Ness St	50	21200	0	0	19340	0	1860	0
1 Polk St	179	1370	-3300	0	-5280	0	9950	0
55 Page St	127	6170	0	0	0	0	6170	0
299 Dolores St	0	15232	15232	0	0	0	0	0
50 Oak St	0	144550	125000	0	19550	0	0	0
1 Polk St	179	9950	0	0	0	0	9950	0
270 Valencia St	25	3533	0	0	3533	0	0	0
391 Grove St	0	7010	0	0	7010	0	0	0
1475 Mission St	0	99900	0	0	24900	0	75000	0
1800 Market St	0	34850	41000	0	0	0	-6150	0
TOTAL	2640	559642	288251	12000	72091	-73774	210251	0

Source: San Francisco Planning

LIST BL-6. Commercial Development Pipeline, Market & Octavia, Q4 2019

Dev. Status	Address	No of Units	Total Comm. Sq Ft	Cult., Inst., Edu.	Medical	Office	PDR/ Light Ind.	Retail	Visitor / Lodging
CONSTRUCTION		1353	490567	14079	0	526517	-100620	50591	-
	Parcel T	27	3,000	-	-	-	-	3,000	-
	4360 19th St	1	-769	-	-	-	-	-769	-
	1500-1580 Mission	540	518,318	-	-	552,309	-57,000	23,009	-
	1700 Market St	42	-1,647	-	-	-	-	-1,647	-
	198 Church St	-	1,525	1,525	-	-1,440	-	1,440	-
	235 Valencia St	50	-3,341	-	-	-	-9,000	5,659	-
	245 Valencia St	-	13,256	13,256	-	-	-	-	-
	30 Otis St	404	-31,737	3,125	-	-15,000	-15,000	-4,862	-
	555 Fulton St	139	13,180	-	-	-	-19,620	32,800	-
	1546-1564 Market St	109	-6,782	-	-	-4,676	-	-2,106	-
	1550 Market St	0	-6,782	-	-	-4,676	-	-2,106	-
	2238-2254 Market	41	-7,654	-3,827	-	-	-	-3,827	-
PLANNING ENTITLED		1133	-27382	-	-	-56537	-2949	32104	-
Planning Approved		298	36,571	-	-	27,296	-	9,275	-
	1601 - 1637 Market St	298	36,571	-	-	27,296	-	9,275	-
Building Permit Filed		333	-39738	-	-	-48225	5275	3212	-
	2201 Market St	9	-1,138	-	-	-	-	-1,138	-
	1540 Market St	300	-46,865	-	-	-48,225	-	1,360	-
	376 Castro St	24	8,265	-	-	-	5,275	2,990	-
BP Appr./ Iss./ Reinstated		502	-24215	-	-	-35608	-8224	19617	-
	1870 Market St	9	927	-	-	-500	-	1,427	-
	439 Duboce St	1	-1,500	-	-	-	-	-1,500	-
	1740 Market St	100	-20,723	-	-	-25,108	-	4,385	-
	300 Octavia St	12	1,606	-	-	-	-	1,606	-
	42 Otis St	24	-4,224	-	-	-	-6,124	1,900	-
	1601 Mission St	220	2,668	-	-	-	-	2,668	-
	300 Octavia St	12	1,606	-	-	-	-	1,606	-
	1965 Market St	88	-10,000	-	-	-10,000	-	0	-
	198 Valencia St	28	2,900	-	-	-	-2,100	5,000	-
	311 Grove St	8	2,525	-	-	-	-	2,525	-
UNDER REVIEW		1821	262642	375500	-	-46931	-5212	-60715	-
Planning Filed		1507	311818	375500	-	-	-	-63682	-
	4230 18th St	0	-1,311	-	-	-	-	-1,311	-
	600 McAllister St	196	8,749	-	-	-	-	8,749	-
	10 South Van Ness	966	-71,900	-	-	-	-	-71,900	-
	98 Franklin St	345	376,280	375,500	-	-	-	780	-
Building Permit Filed		314	-49176	-	-	-46931	-5212	2967	-
	301 GROVE ST	9	566	-	-	-1,041	-	1,607	-
	3512 16TH ST	1	-2,877	-	-	2,335	-5,212	-	-
	1540 MARKET ST	304	-46,865	-	-	-48,225	-	1,360	-
TOTAL		4,307	725,827	389,579	-	423,049	108,781	21,980	-

Source: SF Planning, 2019 Q4 Pipeline



LESBIAN GAY BISEXUAL TRANSGENDER

MARKET ON MEN

855.777.4380

APPENDIX C:
MARKET AND OCTAVIA
COMMUNITY
IMPROVEMENTS
NEIGHBORHOOD
PROGRAM

Sec. 326.3. – Application.

(a) Program Area. The Market & Octavia Community Improvements Neighborhood Program is hereby established and shall be implemented through district-specific community improvements funds which apply to the following areas:

The Program Area includes properties identified as part of the Market & Octavia Plan Area in [Map 1](#) (Land Use Plan) of the Market & Octavia Area Plan of the San Francisco General Plan.

(b) The sponsor shall pay to the Treasurer Market & Octavia Community Improvements Impact Fees of the following amounts:

(1) Prior to the issuance by DBI of the first site or building permit for a residential development project, or residential component of a mixed use project within the Program Area, a \$10.00 Community Improvement Impact Fee in the Market & Octavia Plan Area, as described in (a) above, for the Market & Octavia Community Improvements Fund, for each net addition of occupiable square feet which results in an additional residential unit or contributes to a 20 percent increase of residential space from the time that this ordinance is adopted.

(2) Prior to the issuance by DBI of the first site or building permit for a commercial development project, or commercial component of a mixed use project within the Program Area, a \$4.00 Community Improvement Impact Fee in the Market & Octavia Plan Area, as described in (a) above, for the Market & Octavia Community Improvements Fund for each net addition of occupiable square feet which results in an additional commercial capacity that is beyond 20 percent of the non-residential capacity at the time that this ordinance is adopted.

(c) Upon request of the sponsor and upon payment of the Community Improvements Impact Fee in full to the Treasurer, the execution of a Waiver Agreement or In-Kind Agreement approved as described herein, the Treasurer shall issue a certification that the obligations of this section of the Planning Code have been met. The sponsor shall present such certification to the Planning Department and DBI prior to the issuance by DBI of the first site or building permit for the development project. DBI shall not issue the site or building permit without the Treasurer’s certification. Any failure of the Treasurer, DBI, or the Planning Department to give any notice under this Section shall not relieve a sponsor from compliance with this Section. Where DBI inadvertently issues a site or building permit without payment of the fee, Planning and DBI shall not issue any further permits or a certificate of occupancy for the project without notification from the Treasurer that the fees required by this Section have been paid or otherwise satisfied. The procedure set forth in this Subsection is not intended to preclude enforcement of the provisions of this Section under any other section of this Code, or other authority under the laws of the State of California.

(d) Fee Adjustments.

(1) Inflation Adjustments. The Planning Commission may adjust the amount of the development impact fees set forth in the annual fee adjustments on an annual basis before the annual budget is approved. The Market & Octavia Community Improvements Impact Fee adjustments should be based on the following factors: (a) the percentage increase or decrease in the cost to acquire real property for public park and open space use in the area and (b) the percentage increase or decrease in the construction cost of providing these and other improvements listed in § 326.1(E)(a).

Fluctuations in the construction market can be gauged by indexes such as the Engineering News Record or a like index. Revision of the fee should be done in coordination with revision to other like fees, such as those detailed in Sections 247, 313, 314, 315, 318, and 319 of the Planning Code. The Planning Department shall provide notice of any fee adjustment including the formula used to calculate the adjustment, on its website and to any interested party who has requested such notice at least 30 days prior to the adjustment taking effect.

(2) Program Adjustments. Upon Planning Commission and Board approval adjustments may be made to the fee to reflect changes to (a) the list of planned community improvements listed in § 326.1(D); (b) re-evaluation of the nexus based on new conditions; or (c) further planning work which recommends a change in the scope of the community improvements program. Changes may not be made to mitigate temporary market conditions. Notwithstanding the foregoing, it is the intent of the Board of Supervisors that it is not committing to the implementation of any particular project at this time and changes to, additions, and substitutions of individual projects listed in the related program document can be made without adjustment to the fee rate or this ordinance as those individual projects are placeholders that require further public deliberation and environmental review.

(3) Unless and until an adjustment has been made, the schedule set forth in this ordinance shall be deemed to be the current and appropriate schedule of development impact fees.

(e) Option for In-Kind Provision of Community Improvements. The Planning Commission may reduce the Community Improvements Impact Fee described in (b) above for specific development proposals in cases where a project

sponsor has entered into an In-Kind Agreement with the City to provide In-Kind improvements in the form of streetscaping, sidewalk widening, neighborhood open space, community center, and other improvements that result in new public infrastructure and facilities described in Section 326.1(E)(a) or similar substitutes. For the purposes of calculating the total value of In-Kind community improvements, the project sponsor shall provide the Planning Department with a cost estimate for the proposed In-Kind community improvements from two independent contractors or, if relevant, real estate appraisers. If the City has completed a detailed site specific cost estimate for a planned community improvement this may serve as one of the cost estimates, required by this clause; if such an estimate is used it must be indexed to current cost of construction. Based on these estimates, the Director of Planning shall determine their appropriate value and the Planning Commission may reduce the Community Improvements Impact Fee assessed to that project proportionally. Approved In-Kind improvements should generally respond to priorities of the community, or fall within the guidelines of approved procedures for prioritizing projects in the Market & Octavia Community Improvements Program. Open space or streetscape improvements, including off-site improvements per the provisions of this Special Use District, proposed to satisfy the usable open space requirements of Section 135 and 138 are not eligible for credit toward the contribution as In-Kind improvements. No credit toward the contribution may be made for land value unless ownership of the land is transferred to the City or a permanent public easement is granted, the acceptance of which is at the sole discretion of the City. A permanent easement shall be valued at no more than 50% of appraised fee simple land value, and may be valued at a lower percentage as determined by the Director of Planning in its sole discretion. Any proposal for contribution of property for public open space use shall follow the procedures of Subsection (6)(D) below.

The Planning Commission may reject In-Kind improvements if they do not fit with the priorities identified in the plan, by the Interagency Plan Implementation Committee (see Section 36 of the Administrative Code), the Market & Octavia Community Advisory Committee (Section 341.5) or other prioritization processes related to Market & Octavia Community Improvements Programming.

- (f) Option for Provision of Community Improvements via a Community Facilities (Mello-Roos) District. The Planning Commission may waive the Community Improvements Impact Fee described in (326.3(b) above, either in whole or in part, for specific development proposals in cases where one or more project sponsors have entered into a Waiver Agreement with the City approved by the Board of Supervisors. Such waiver shall not exceed the value of the improvements to be provided through the Mello Roos district. In consideration of a Mello-Roos waiver agreement, the Board of Supervisors shall consider whether provision of Community Improvements through a Community Facilities (Mello-Roos) District will restrict funds in ways that will limit the City's ability to provide community amenities according to the established community priorities detailed in the Market & Octavia Area Plan, or to further amendments. The Board of Supervisors shall have the opportunity to comment on the structure of bonds issued for Mello Roos Districts. The Board of Supervisors may decline to enter into a Waiver Agreement if the establishment of a Mello Roos district does not serve the City or Area Plan's objectives related to Market & Octavia Community Improvements and general balance of revenue streams.
- (g) Applicants who provide community improvements through a Community Facilities (Mello Roos) District or an In-Kind development will be responsible for all additional time and materials costs including, Planning Department staff, City Attorney time, and other costs necessary to administer the alternative to the direct payment of the fee. These costs shall be paid in addition to the community

improvements obligation and billed no later than expenditure of bond funds on approved projects for Districts or promptly following satisfaction of the In-Kind Agreement. The Planning Department may designate a base fee for the establishment of a Mello Roos District, that project sponsors would be obliged to pay before the district is established. The base fee should cover basic costs associated with establishing a district but may not account for all expenses, a minimum estimate of the base fee will be published annually by the Planning Department.

(h) Waiver or Reduction:

(1) Waiver or Reduction Based on Absence of Reasonable Relationship.

- (A) A project applicant of any project subject to the requirements in this Section may appeal to the Board of Supervisors for a reduction, adjustment, or waiver of the requirements based upon the absence of any reasonable relationship or nexus between the impact of development and the amount of the fee charged or for the reasons set forth in subsection (3) below, a project applicant may request a waiver from the Board of Supervisors.
- (B) Any appeal of waiver requests under this clause shall be made in writing and filed with the Clerk of the Board no later than 15 days after the date the sponsor is required to pay to the Treasurer the fee as required in Section 326.3(b). The appeal shall set forth in detail the factual and legal basis for the claim of waiver, reduction, or adjustment. The Board of Supervisors shall consider the appeal at the hearing within 60 days after the filing of the appeal. The appellant shall bear the burden of presenting substantial evidence to support the appeal, including comparable technical information to support appellant's position. The decision of the Board shall be by a simple majority vote and shall be final. If a reduction,

adjustment, or waiver is granted, any change of use or scope of the project shall invalidate the waiver, adjustment, or reduction of the fee. If the Board grants a reduction, adjustment or waiver, the Clerk of the Board shall promptly transmit the nature and extent of the reduction, adjustment or waiver to the Treasurer and Planning Department.

(2) Waiver or Reduction, Based on Housing Affordability or Duplication of Fees. This section details waivers and reductions available by right for project sponsors that fulfill the requirements below. The Planning Department shall publish an annual schedule of specific values for waivers and reductions available under this clause. Planning Department staff shall apply these waivers based on the most recent schedule published at the time that fee payment is made.

(A) A project applicant subject to the requirements of this Section who has received an approved building permit, conditional use permit or similar discretionary approval and who submits a new or revised building permit, conditional use permit or similar discretionary approval for the same property shall be granted a reduction, adjustment or waiver of the requirements of Section 326 of the Planning Code with respect to the square footage of construction previously approved.

(B) The Planning Commission shall give special consideration to offering reductions or waivers of the impact fee to housing projects on the grounds of affordability in cases in which the State of California, the Federal Government, the Mayor's Office of Housing, the San Francisco Redevelopment Agency, or other public subsidies target new housing for households at or below 50% of the Area Median Income as published by HUD. This waiver clause intends to provide a local 'match' for these deeply subsidized units and should be considered as such by relevant agencies. Specifically

these units may be rental or ownership opportunities but they must be subsidized in a manner which maintains their affordability for a term no less than 55 years. Project sponsors must demonstrate to the Planning Department staff that a governmental agency will be enforcing the term of affordability and reviewing performance and service plans as necessary, usually this takes the form of a deed restriction. Projects that meet the requirements of this clause are eligible for a 100 percent fee reduction until an alternative fee schedule is published by the Planning Department. Ideally some contribution will be made to the Market & Octavia Community Improvement Program, as these units will place an equal demand on community improvements infrastructure. This waiver clause shall not be applied to units built as part of a developer's efforts to meet the requirements of the Inclusionary Affordable Housing Program, and Section 315.

(C) The City shall make every effort not to assess duplicative fees on new development. This section discusses the method to determine the appropriate reduction amount for known possible conflicts. In general project sponsors are only eligible for fee waivers under this clause if a contribution to another fee program would result in a duplication of charges for a particular type of community infrastructure. Therefore applicants may only receive a waiver for the portion of the Market & Octavia Community Improvements Fund that addresses that infrastructure type. Refer to [Table 2](#) for fee composition by infrastructure type. The Planning Department shall publish a schedule annually of all known opportunities for waivers and reductions under this clause, including the specific rate. Requirements under Section 135 and 138 do not qualify for waiver or reductions. Should future fees pose a duplicative charge, such as a Citywide open space or childcare fee, the same methodology shall apply and the Planning Department shall update the

schedule of waivers or reductions accordingly. Additionally the City should work to ensure that fees levied on development in the Plan Area through other fee programs should be targeted towards improvements identified through the Market & Octavia Area Plan, especially fees that allow project sponsors to obtain a waiver from the Market & Octavia Community Improvement's Fund.

(i)

(ii) Applicants that are subject to the downtown parks fee, Section 139 can reduce their contribution to the Market & Octavia Community Improvements Fund by one dollar for every dollar that they contribute to the downtown parks fund, the total fee waiver or reduction granted through this clause shall not exceed 8.2 percent of calculated contribution for residential development or 13.8 percent for commercial development.

(Added by Ord. 72-08, File No. 071157, App. 4/3/2008)

ACKNOWLEDGMENTS



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London Breed

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