

# Plan Implementation

## Priority Actions

- Disposition process for Central Freeway Parcels  
(Mayor's Office of Economic Development (MOWED) and SFRA)
- Completion of Central Freeway ancillary projects  
(SF Department of Public Works (DPW), Caltrans, San Francisco Transit Authority (SFCTA))
- Transit Preferential Street (TPS) and streetscape improvements on Market, Mission and Church Streets (SFCTA and the Municipal Transit Authority (MTA))
- Pedestrian improvements to key intersections along Market, Fell, Oak Street, Gough, and Franklin Streets (DPW, MTA)
- Completion of Historic Preservation Survey (DCP)
- Initial development on Central Freeway parcels (MOWED, SFRA, Private Developers)
- Demonstration project for "living street" alley improvements and inclusion into MTA's Livable Streets program (DPW, MTA)
- Streetscape improvements on Hayes Street (DPW, MTA)
- Reconfiguration of vehicular traffic flows around Octavia Boulevard (MTA)
- Market / Church Street Transit Improvements (SFCTA, DPW, MTA)
- On-going street tree planting program (DPW)
- Study and implementation of on-street parking management tools (DCP, SFCTA, MTA, Parking Authority)

## 5 to 10 Years

- On-going development on Central Freeway parcels (MOWED, SFRA, Private Developers)
- Infill street tree plantings on Market Street (DPW)
- Bus Rapid Transit improvements to Van Ness Avenue from Mission to Lombard Streets, including streetscaping (SFCTA, DPW, MTA)
- Specific Improvements to Muni's Haight Street 71-line (SFCTA, MTA)

## 10 to 15 Years:

- Completion of pedestrian and streetscape improvements on Fell, Oak, Gough and Franklin Streets (DPW, MTA)
- On-going pedestrian improvements and street-tree planting program (DPW, MTA)
- BART/Muni entrance improvements (BART, DPW)
- Development of historic streetcar museum on Duboce Avenue right-of-way (MTA/DPT and SF Historical Society)

## Cost and Revenue Balance

### Revenue

#### Public

- Adoption of major projects by implementing agencies
- Incremental implementation of minor improvements in coordination with routine maintenance and repair

#### Private

- Development impact fees
- Parking and curb cut impact fees
- Transfer of Development Rights

#### Community Funding

- Volunteer efforts, ex. Street greening
- Grants and fundraising efforts
- Community Benefits Districts
- Community based nonprofits



### COMMUNITY IMPROVEMENTS

- Pedestrian Improvements
- Open Space
- Streets
- Greening
- Community Services

# Monitoring Plan

## Priority Actions

### Annual

Housing stock indicators, existing and new development ■

*Benchmark:* Existing housing supply (2006) and citywide housing trends – unit size, affordability.

Commercial activity, employment - neighborhood serving business standards ■

*Benchmark:* Necessary services are available.

Transportation services and parking supply, ■

*Benchmark:* Necessary services are available and reliable.

### Market & Octavia Time Series Report

Parking supply, public, private, and on-street management.

*Benchmark:* Maintain existing ratio of private parking supply, approximately 0.5 spaces per unit, in residential areas.

*Benchmark:* Explore and/or implement parking management strategies in coordination with new development.

*Benchmark:* Residents are able to make most, if not all, trips within the city by transit, biking or walking, with a reasonable service level.

Zoning code performance, variances, conditional use applications

Historic preservation

*Benchmark:* Complete Historic Preservation Survey by Winter 2007.

*Benchmark:* Pursue opportunities for establishing historic districts when appropriate.

*Benchmark:* Preservation of identified historic resources in the plan area.

Proposed improvements and funding management

*Benchmark:* Public expenditure in the plan area relative to Plan Area goals.

*Benchmark:* Public improvements are informed by plan area priority projects.

*Benchmark:* Re-evaluate priority rating of neighborhood improvements, as needed.



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## MONITORING PLAN

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

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