PROJECT OVERVIEW

PROJECT BOUNDARY

MARKET & OCTAVIA AREA PLAN

The Market & Octavia Area Plan adopted in 2008 includes the general area within a short walking distance of Market Street between the Van Ness Avenue and Church Street Muni stations and along the new Octavia Boulevard that replaced the Central Freeway.

The Hub area was included within the boundaries of the Market and Octavia Area Plan and was envisioned as a “vibrant new mixed-use neighborhood.” Numerous policies in the plan support this vision including the creation of the Van Ness and Market Downtown Residential Special Use District (SUD) which encourages the development of a transit-oriented, high-density, development around the intersections of Market Street and Van Ness Avenue and Mission Street and Van Ness.

PROJECT TIMELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN 2016</td>
<td>Project start-up, existing conditions analysis, stakeholder meetings</td>
</tr>
<tr>
<td>APRIL 2016</td>
<td>Workshop 1: Urban Form, Land Use, and Public Benefits</td>
</tr>
<tr>
<td>JUNE 2016</td>
<td>Workshop 2: Public Realm</td>
</tr>
<tr>
<td>MARCH 2017</td>
<td>Workshop 3: Recommendations for all topic areas</td>
</tr>
<tr>
<td>OCT 2017</td>
<td>Environmental Review Process Begins</td>
</tr>
<tr>
<td>JUNE 2019</td>
<td>Workshop 4: Project Update + Public Benefits</td>
</tr>
<tr>
<td>JULY 2019</td>
<td>DEIR released</td>
</tr>
<tr>
<td>JAN 2020</td>
<td>Workshop 5: Project Update</td>
</tr>
<tr>
<td>FEB 13, 2020</td>
<td>Planning Commission Initiation Hearing</td>
</tr>
</tbody>
</table>

PROJECT GOALS

Increase housing and affordable housing near transit

Develop and coordinate designs for the public realm

Create a robust public benefits package and prioritize projects for implementation
PROJECT TIMELINE

FOR MORE INFO, VISIT: sfplanning.org/hub

MARKET & OCTAVIA AREA PLAN OF THE GENERAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO

San Francisco Planning Department


MARKET & OCTAVIA PLAN PROCESS

Publication of Draft Market & Octavia Plan December 2002

Octavia Boulevard opens September 2005

Market & Octavia Plan and rezoning is adopted May 2006

DEIR scheduled to be released October 2019

Workshop 5 Adoption Process February 2020

MARKET & OCTAVIA PLAN AMENDMENT (HUB) PROCESS

Workshop 1 April 2016

Workshop 2 June 2016

Workshop 3 and Release of Draft Public Realm Plan March 2017

DEIR began October 2017

Board of Supervisors adopts interim controls for reduced parking in the Hub December 2017

1500 Mission St development approved Goodwill Site April 2017

1500 Mission St construction begins November 2017

30 Otis St construction begins April 2019

WE ARE HERE

1546-1564 Market St (One Oak) development approved 1700 Market St development approved (former Fast Frames site) June 2015

1699 Market St development approved (former Flax site) 1601 Mission St development approved (Tower car wash site) April 2016

Purchase of 30 Van Ness March 2017

1601-1637 Market St development approved (Plummer’s Union project) October 2017

10 South Van Ness DEIR published October 2018

1700 Market St construction begins March 2019

WE ARE HERE

1699 Market St development approved (former Flax site) 1700 Market St construction begins September 2018

Van Ness BRT construction begins October 2016

City acquires land for new park at 11th and Natoma June 2017

City Project Milestone

Development Project Milestone

Development Project Under Construction

Planning Effort

FOR MORE INFO, VISIT: sfplanning.org/hub
PROJECT DETAILS

PROJECTS IN THE HUB (BY STATUS & HOUSING UNITS)

1. 10 South Van Ness
   - 984 units
2. 30 Van Ness
   - 348 units
3. 98 Franklin / 57 Oak
   - 365 units
4. 42 Otis
   - 24 units
5. 1601-1637 Market
   - 584 units
6. One Oak
   - 304 units
7. 1601 Mission
   - 220 units
8. 1554 Market
   - 109 units
9. 1740 Market
   - 100 units
10. 1500 Mission
    - 550 units
11. 30 Otis
    - 416 units
12. 1699 Market
    - 160 units
13. 1700 Market
    - 42 units
14. 22 Franklin
    - 35 units
15. 150 Van Ness
    - 429 units
16. 100 Van Ness
    - 399 units
17. 55 Page
    - 128 units
18. 8 Octavia
    - 49 units
19. 1600 Market
    - 24 units

FOR MORE INFO, VISIT:
sfplanning.org/hub
LAND USE RECOMMENDATIONS

The Planning Department is analyzing the potential for zoning and policy refinements to better ensure that the area’s growth supports the City’s goals for housing, transportation, the public realm, and the arts. The Planning Department is proposing to modify the zoning within the Hub boundary and create one zoning district with consistent land use controls across the area. Below is a map of the existing and proposed zoning, and a summary of the proposed Planning Code changes that support the policy recommendations.

**SUMMARY OF PROPOSED LAND USE PLANNING CODE CHANGES**

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>POLICY GOAL</th>
<th>PROPOSED REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Create consistent and lower parking requirements</td>
<td>• Residential: Permitted up to one car for every four Dwelling Units; Not Permitted above one car for each four dwelling units.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Residential: Projects that provide 25% on site affordable housing can have the accessory non-residential parking be used as accessory residential parking for dwelling units within the same project. Maximum of .40 spaces per DU.</td>
</tr>
<tr>
<td>Non-residential Uses</td>
<td>Allow flexibility for non-residential uses</td>
<td>• At least three occupied square feet of residential use shall be provided for each occupied square foot of non-residential use. Institutions, arts uses, public uses, replacement of existing office uses are exempt.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Allow non-residential uses above the 4th floor</td>
</tr>
<tr>
<td>Use Size</td>
<td>Support local, affordable, community-serving retail</td>
<td>• C required for single retail use over 6,000 gross sq. ft. and formula retail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• On lots greater than 20,000 square feet, require one micro retail unit (1,000 sq. ft. or less) for every 20,000 sq. ft. of lot area.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• All cannabis related uses must comply with Planning Code Section 752.</td>
</tr>
<tr>
<td>Alleys</td>
<td>Provide ample sunlight and air for buildings along alleys</td>
<td>Limit building heights along alleys and retain height controls of Planning Code Section 261.1</td>
</tr>
<tr>
<td>Exceptions</td>
<td>Allow some exceptions through 309 to meet Plan goals</td>
<td>• Micro-retail requirement</td>
</tr>
</tbody>
</table>

*Summaries listed above are abbreviated. For complete details, please see handout entitled “Summary of Zoning Revisions”*
1 Harmoniously fit the Hub neighborhood within the city as a whole.

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

“In areas of growth where tall buildings are considered through comprehensive planning efforts, such tall buildings should be grouped and sculpted to form discrete skyline forms that do not muddle the clarity and identity of the city’s characteristic hills and skyline.”

Quotes from the City’s General Plan Urban Design Element

2 Highlight the Hub as a center of activity and transit.

“Clustering of larger, taller buildings at important activity centers (such as major transit stations) can visually express the functional importance of these centers.”

“Tall buildings should be clustered downtown and at other centers of activity to promote the efficiency of commerce, to mark important transit facilities and to avoid unnecessary encroachment upon other areas of the city. Such buildings should also occur at points of high accessibility, such as rapid transit stations in larger commercial areas and in areas that are within walking distance of the downtown’s major centers of employment.”

3 Taper heights in the Hub to meet smaller-scaled adjacent neighborhoods.

“In these areas, building height should taper down toward the edges to provide gradual transitions to other areas.”

“The relationship between areas of low, fine-scaled buildings and areas of high, large-scaled buildings can be made more pleasing if the transition in building height and mass between such areas is gradual.”

“Where multiple tall buildings are contemplated in areas of flat topography near other strong skyline forms... they should be adequately spaced and slender to ensure that they are set apart from the overall physical form of the downtown.”

**EXISTING HEIGHTS**

**PROPOSED MAXIMUM HEIGHTS**

<table>
<thead>
<tr>
<th>Neighboring Area</th>
<th>Existing Height</th>
<th>Proposed Maximum Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hayes St</td>
<td>120'</td>
<td>200'</td>
</tr>
<tr>
<td>Fell St</td>
<td>80'</td>
<td>160'</td>
</tr>
<tr>
<td>Van Ness Ave</td>
<td>65'</td>
<td>140'</td>
</tr>
<tr>
<td>Mission St</td>
<td>50'</td>
<td>120'</td>
</tr>
<tr>
<td>Market St</td>
<td>125'</td>
<td>200'</td>
</tr>
<tr>
<td>Page St</td>
<td>65'</td>
<td>140'</td>
</tr>
<tr>
<td>Duboce Ave</td>
<td>50'</td>
<td>120'</td>
</tr>
</tbody>
</table>

**HOUSING UNITS**

<table>
<thead>
<tr>
<th></th>
<th>Under Current Height Limits</th>
<th>Under Proposed Height Limits</th>
<th>An increase in height would produce an additional:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Units</td>
<td>8,070</td>
<td>9,710</td>
<td>1,640</td>
</tr>
<tr>
<td>(4,650 entitled or in pipeline)</td>
<td></td>
<td>(4,650 entitled or in pipeline)</td>
<td></td>
</tr>
</tbody>
</table>

1 Maximum building height and bulk that could be granted through a 309 exception.

2 Total number of new units includes recently entitled projects, active pipeline projects, and potential future development based on height limits and urban form requirements.

Estimates do not include 1 South Van Ness. Assumes property does not redevelop in the near term.

For more info, visit: sfplanning.org/hub
Funding to meet needs of existing and new residents

- $20M New childcare centers
- $37M Capital investments in schools serving K-12 population
- $154M in impact fees which could fund an additional 643 affordable units, bringing the total number of affordable units to 2,843

New on-site units and affordable housing resources

- Achieve 29% of affordable units overall
- Up to 2,200 affordable units through the inclusionary program

Affordable Housing Fees

<table>
<thead>
<tr>
<th>Source</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable Housing Fee</td>
<td>$528M</td>
<td>$154M</td>
</tr>
<tr>
<td>Transit Fee</td>
<td>$116M</td>
<td></td>
</tr>
<tr>
<td>Complete Streets Fee</td>
<td>$32M</td>
<td></td>
</tr>
<tr>
<td>Open Space Fees</td>
<td>$71M</td>
<td></td>
</tr>
<tr>
<td>Childcare Fees</td>
<td>$57M</td>
<td></td>
</tr>
<tr>
<td>Public Benefits Package</td>
<td>$958M</td>
<td></td>
</tr>
</tbody>
</table>

Improvements to transit service and capacity including modernization of Van Ness Station

- $82M from the Transportation Sustainability Fee
- $34M from the Market Octavia Area Plan Fees

Redesign of streets and alleys to be safe and comfortable for people walking, biking, and on transit

- $3M from the Transportation Sustainability Fee
- $68M from Market Octavia Area Plan Fees

Priority 1: Streets

- 11th Street (Market St to Bryant St)
- 12th Street (Market St to Mission St)
- 13th Street (Valencia St to Folsom St)
- Gough Street (Stevenson St to Otis St)
- Market Street (12th St to 11th St)
- Oak Street (Franklin St to Van Ness Ave)
- Otis Street (Duboce Ave to South Van Ness Ave)
- South Van Ness Avenue (Mission St to 13th St)
- Valencia Street (Market St to 15th St)

Priority 2: Living Alleys

- Brady Street (Market St to Otis St)
- Chase Court
- Colton Street (Gough St to Colusa Place)
- Colusa Place
- Stevenson Street (Gough St to 12th St)
- Jessie Street (off McCoppin)
- Lafayette Street (Mission St to Howard St)
- Lily Street (Franklin St to Gough St)
- Minna Street (10th St to Lafayette St)
- Plum Street (Mission St to South Van Ness Ave)
- Rose Street (Gough St to Market St)

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- Minna Street (10th St to Lafayette St)
- Plum Street (Mission St to South Van Ness Ave)
- Rose Street (Gough St to Market St)

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

STREETS
1. 11th Street (Market St to Bryant St)
2. 12th Street (Market St to Mission St)
3. 13th Street (Valencia St to Folsom St)
4. Gough Street (Otis St to Stevenson St)
5. Market Street (12th St to 11th St)
6. Oak Street (Franklin St to Van Ness Ave)
7. Otis Street (Duboce Ave to South Van Ness Ave)
8. South Van Ness Avenue (Mission St to 13th St)
9. Valencia Street (Market St to 15th St)

ALLEYS
1. Brady Street (Market St to Otis St)
2. Chase Court (Colusa Place to Dead-End)
3. Colton Street (Brady St to Gough St)
4. Colusa Place (Colton St to Chase Ct)
5. Jessie Street (South from McCoppin St)
6. Lafayette Street (Mission St to Howard St)
7. Lily Street (Franklin St to Gough St)
8. Minna Street (10th St to Lafayette St)
9. Plum Street (Mission St to South Van Ness Ave)
10. Rose Street (Gough St to Market St)
11. Stevenson Street (Brady St to Gough St)
12. Stevenson Street (McCoppin St to Duboce Ave)

OPEN SPACE
1. Oak Plaza
2. Brady Park
3. Otis Street
4. Valencia Hub
5. Improvements to Buchanan Street Mall
6. New/improved Civic Center public spaces
7. New park at 11th and Natoma Streets
8. Improvements to Koshland Park

FOR MORE INFO, VISIT: sfplanning.org/hub
RACIAL + SOCIAL EQUITY

INTRODUCTION
Advancing racial and social equity is a priority of the City of San Francisco. Whereas government at all levels has played an important role in creating and perpetuating inequities through decades of discriminatory policies and practices, San Francisco’s elected officials and City agencies have taken a leading role in addressing present-day inequities. The San Francisco Planning Department is committed to eliminating structural racial inequities by examining its policies, plans, and programs to understand their equity implications and proactively designing them to ensure that a San Franciscan’s race does not determine life outcomes, statistically or experientially.

The Planning Department has been working to understand and address the impacts of gentrification and displacement. These include efforts to stabilize our neighborhoods and existing housing stock, to create more housing options at every income level and strengthen our affordable housing requirements; to deepen our understanding of the complex forces behind these issues; and adapt our housing supply to the unique needs of the City.

The Department understands the frustrations of many residents and business owners feeling the effects of displacement in their neighborhoods. However, based on our own work and that of other researchers, we believe that it is not market rate housing which is causing these impacts, but the growing economy and population in itself. The Planning Department remains fully committed to continuing and to growing our efforts to address displacement and gentrification in all of our neighborhoods.

PROJECT DESCRIPTION
The Hub area was included within the boundaries of the 2008 Market and Octavia Area Plan. In the Plan, this area was envisioned as a high-density, mixed-use neighborhood. Numerous policies in the plan support this vision, including the creation of a Special Use District (SUD) which allowed for towers and high-density residential development at the intersections of Market & Van Ness and Mission & South Van Ness.

While the Market and Octavia Area Plan set the framework for development, the Planning Department didn’t receive development applications until 2012 (four years after the plan was adopted), and this was largely due to the recession in 2009.

In 2016, the Planning Department initiated a community planning process to look at the area holistically and identify opportunities to increase the amount of housing and affordable housing and to improve the streets and open spaces.

The Planning effort will result in amendments to the existing Market and Octavia Area Plan, including changes to the height and zoning map, updated policies and amendments to the Planning Code; and updates to the Market and Octavia Implementation Plan.

- The Hub is a relatively small area, with an estimated 2,300 housing units.
- The project would increase building heights on 18 sites, none of these sites have existing residential uses.
- It is anticipated that most of the future development would occur on sites that are currently vacant.
- The rezoning will not directly displace any existing residential units.
- Under the existing zoning the area has the capacity for about 8,070 housing units and up to 1,770 affordable units.
- Under the proposed zoning the area has capacity for 9,710 housing units and up to 2,200 affordable units.
- The project would generate an additional 164M in affordable housing resources for the City including 61M in fees and 430 affordable units.
- The project could generate an additional 235M in public benefits for a total of up to 958M for the City. This is funding for schools, childcare, open spaces, streets and transit.

ASSESSMENT
Racial and social equity assessment tools are designed to integrate explicit considerations of racial and social equity in decisions, including policies, practices, programs and budgets. Use of the tool can help to develop strategies and actions that reduce racial and social inequities and improve success for all groups.

What are the intended racial and social equity impacts/outcomes of this particular decision or process?

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

Who will benefit or be burdened by the particular decision or process?

- More housing near transit lines.
- Significant number of new on-site affordable housing units and money for affordable housing for the City.
- Improved streets and alleys, improved safety for people to walk and bike.
- New and improved open space amenities.
- No loss of existing housing units.

Potential Burdens
- Potential small loss of retail and industrial jobs.
- Over time, risk of small businesses displacement due to changing demographics and new retail demands.
- Displacement of homeless individuals due new population tolerance for encampments.

Additional Community Concerns
- Ground floor uses may not be neighborhood serving.
- Design of new buildings, could be uninviting to a diverse population.
- New market rate housing could add to gentrification pressures in adjacent neighborhoods.

Are there strategies to mitigate burdens to advance racial and social equity outcomes?

- Strategies
  - Build more housing, including affordable housing.
  - Limit direct displacement by not increasing heights on sites with existing housing.
  - Expand the boundary in which impact fee money can be spent to serve a larger population including low income residents and communities of color.
  - Work with private development to conduct outreach to better reach low income residents and communities of color.
  - Harness existing city programs around housing and small business production, preservation and protection.
  - Transition potential homeless encampments with support from the Department of Homelessness and Supportive Housing (HSH).
  - Add a new policy in the Market and Octavia Area Plan to apply a racial and social equity lens to future planning decisions.

How are the intended equity outcomes of a particular decision or process monitored to track progress?

- Monitoring
  - Utilize existing monitoring processes to evaluate housing production and residential and commercial displacement trends (e.g. Market Octavia Monitoring Report, Housing Inventory, Interagency Plan Implementation Committee (IPIC) Annual Report).
  - Track progress on pedestrian, bicycle safety and transit performance.
# SUMMARY OF PROPOSED CHANGES

## GENERAL PLAN *

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>CHANGE</th>
<th>RATIONALE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Racial and Social Equity</strong></td>
<td>All Chapters: Incorporates a policy to apply a racial and social equity lens to decision making within land use planning processes.</td>
<td>The City has made a commitment to racial and social equity a core tenet of our values, culture, and institutional practices. Incorporating practices of equity in this area plan is essential for equitable planning.</td>
</tr>
<tr>
<td><strong>Land Use and Urban Form</strong></td>
<td>All Chapters: Change the name SoMa West to “the Hub”</td>
<td>The intersection of Market, Valencia, Haight and Gough Streets was once known as “The Hub” because of the area’s distinctive block pattern and intersection for the four cable car lines as they traveled across the City. The name eventually came to represent the surrounding neighborhood as well, which is the basis for the Special Use District (SUD).</td>
</tr>
<tr>
<td><strong>Land Use and Urban Form</strong></td>
<td>All Chapters: Update the related policies of the SUD to serve the neighborhood and incorporate uses that are neighborhood serving and accessible to sustainable transportation.</td>
<td>Per MO Policy 1.1.4, As SoMa West or the “Hub” area evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood serving uses to support an increasing residential population. The name of the SUD is amended to reflect this intention. Other specific language that supports this intent has been added as well.</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td>Map 1: Amend map with generalized land use districts</td>
<td>Specific land use designations should be contained in the zoning map and not in a policy document.</td>
</tr>
<tr>
<td><strong>Land Use and Urban Form</strong></td>
<td>Policy 1.1.6 : Add arts organization to the policy as an institution to be preserved and enhanced in the plan area.</td>
<td>Arts Organizations, including community-based arts and cultural organizations are vital assets that should be preserved and enhanced in the plan area.</td>
</tr>
<tr>
<td><strong>Urban Form</strong></td>
<td>Policy 1.2.4: Update policy based on proposed heights</td>
<td>The street wall helps define public space, city identity, and promote interesting pedestrian spaces. Complies with existing Urban Design Guidelines.</td>
</tr>
<tr>
<td><strong>Urban Form</strong></td>
<td>Map 3: Amend map with generalized maximum height districts</td>
<td>Specific height designations should be contained in the zoning map and not in a policy document.</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td>Chapter 2 + Housing Element: Incorporate policy direction that supports housing for families with children</td>
<td>San Francisco families are being priced out of the City due to a rapidly growing income inequality and lack of housing. Retaining families promotes sustainable communities and public health benefits. Families contribute to the local economy, culture and community</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td>Objective 2.3 Amend policy to incorporate language on tenant protections</td>
<td>Preservation of existing housing affordable to vulnerable populations and tenant protections are two effective strategies to reduce the risk of displacement and mitigate its impacts on vulnerable populations.</td>
</tr>
<tr>
<td><strong>Sustainability and Climate Resilience</strong></td>
<td>All Chapters: Incorporate various policy direction that supports sustainability and climate resilience such as air quality, biodiversity, energy efficiency, water conservation, and zero waste</td>
<td>Policies support existing Citywide climate resilience and biodiversity goals: a net-zero emission city that is climate adapted to protect people from extreme heat, flooding, and poor air quality; where local plants and wildlife thrive; and people are connected to nature every day.</td>
</tr>
<tr>
<td><strong>Historic Preservation</strong></td>
<td>Objective 3.3: The objective has been revised to also refer to buildings identified under Article 11 of the Planning Code and buildings that have been determined eligible for listing in the California and National Registers.</td>
<td>The language was revised to accurately reflect the full range of buildings that are considered historic resources for the purposes of review by the Planning Department.</td>
</tr>
<tr>
<td><strong>Streets and Open Spaces</strong></td>
<td>Policy 4.1.4: Amend policy to encourage inclusion of public art projects and programs in the design of building facades fronting streets and alleys.</td>
<td>Public art plays an essential role in the civic life of our city. In urban places like the Market and Octavia neighborhood, where streets, parks, and plazas are where civic life unfolds, public art takes on different meanings that can enrich the overall quality of public space.</td>
</tr>
<tr>
<td><strong>Streets and Open Spaces</strong></td>
<td>Chapters 4, 5, 7: Update policies with current conceptual design intent from the Hub Public Realm Plan.</td>
<td>The Hub Public Realm Plan includes conceptual designs of various public spaces, including streets and alleys. These designs have been developed through the community planning processes, building off initial ideas from the Market and Octavia Area Plan. Also removes outdated content associated with various approved streetscape/transit projects such as Van Ness BRT.</td>
</tr>
<tr>
<td><strong>Arts</strong></td>
<td>Arts Element: Add new policy to encourage non-profit arts on the ground floor</td>
<td>Non-profit art organizations are critical to strengthening neighborhoods, building community infrastructure and fostering positive social change. In order for them to continue to operate and remain accessible to residents and visitors, the City should support policies that encourage that ground floor space be made available for non-profit arts organizations</td>
</tr>
<tr>
<td><strong>General Clean Up</strong></td>
<td>Various Chapters</td>
<td>Non-substantive change to explanatory text, including correcting typos, and/or deletion due to outdated information, or renumbering as needed</td>
</tr>
</tbody>
</table>

*Summaries listed above are abbreviated. For complete details, please see handout entitled “Summary of General Plan Revisions - Market Octavia Area Plan”*
# SUMMARY OF PROPOSED CHANGES

## PLANNING CODE

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>SECTION</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarify intent of Van Ness + Market SUD</td>
<td>249.33 and various other sections</td>
<td>Update the purpose of the SUD to serve the neighborhood and incorporate uses that are neighborhood serving. While the underlying zoning is C-3-G, the intent of this SUD to encourage uses that support neighborhood residents and businesses. Remove “Downtown” from the name of the SUD, to read as Van Ness &amp; Market Residential Special Use District (note: name amendment occurs in other applicable code areas).</td>
</tr>
</tbody>
</table>
| Parking | 151.1 | • Residential: Permitted up to one car for every four Dwelling Units; Not Permitted above one car for each four dwelling units.  
• Residential: Projects that provide 25% on site affordable housing can have the accessory non-residential parking be used as accessory residential parking for dwelling units within the same project. Maximum of .40 spaces per DU. |
| Heights along Alleys | 261.1 | Height controls along alleys would continue to apply to parcels that are currently zoned NCT-3 This would continue to limit heights along certain alleys to provide ample sunlight and air. |
| Building Mass | 249.33 | Update lot coverage controls to ensure residential projects are not full lot coverage and provide some open space. |
| Building Mass | 270 (f)(t) | Amend code to allow the following exceptions to the R2 bulk district.  
• Buildings up to 350 feet in height may not exceed an average floor area of 10,000 square foot  
• Buildings taller than 350 feet may not exceed an average floor area 12,000 square feet, Maximum plan length of 150 feet, and maximum diagonal dimension of 190 feet.  
• Towers taller than 550 feet in height districts of 590 feet and greater may not exceed an average floor area of 18,500 feet between a podium height of 140 -170 feet. Building mass above 140 feet shall be set back at least 10 feet from property line for a minimum ratio  
• Tower sculpting allowed up to certain limits |
| Public Benefits | 415.3 | Amend the code to remove the ability for certain projects (grandfathered) to waive area plan impact fees if they meet inclusionary requirements by paying the fee. Purpose is to incentive on-site affordable housing and ensure that projects meet their inclusionary requirements and their impact fee requirements. |
| Public Benefits | 421.5 | Amend the code to expand the area in which impact fees from the Market and Octavia Infrastructure Fund can be spent from 250’ from the Market and Octavia Area Plan boundary to 1,250’. This provides more flexibility for funding infrastructure projects such as open space, transit, streets and childcare. |
| Public Benefits | 424.1 | Amend the code to incorporate the proposed open space and streetscape projects from the Hub Public Realm Plan. |
| Public Benefits | 424.4 | Amend the code to add priorities for the use of the Van Ness and Market Special Use District Affordable Housing fees. |
| Public Benefits | 424.5 | Amend the code to expand the area in which impact fees from the Van Ness and Market Special Use District Infrastructure Fund can be spent. Since the Hub area is a relatively small, this provides more flexibility for spending impact fee money on infrastructure projects including open space, transit, streets and childcare. |
| Exceptions | 309 | Amend the code to allow for exception for the micro-retail requirements as permitted in Section 249.11 |
| Exceptions | 309 | Amend the code to allow for an exception to receive additional height and bulk as studied in the Hub EIR. This provides certainty about urban form and would not allow projects to apply state density bonus on top of the additional height studied in the Hub EIR. |

* Summaries listed above are abbreviated. For complete details, please see handout entitled “Summary of Planning Code Revisions - Market Octavia Area Plan”.