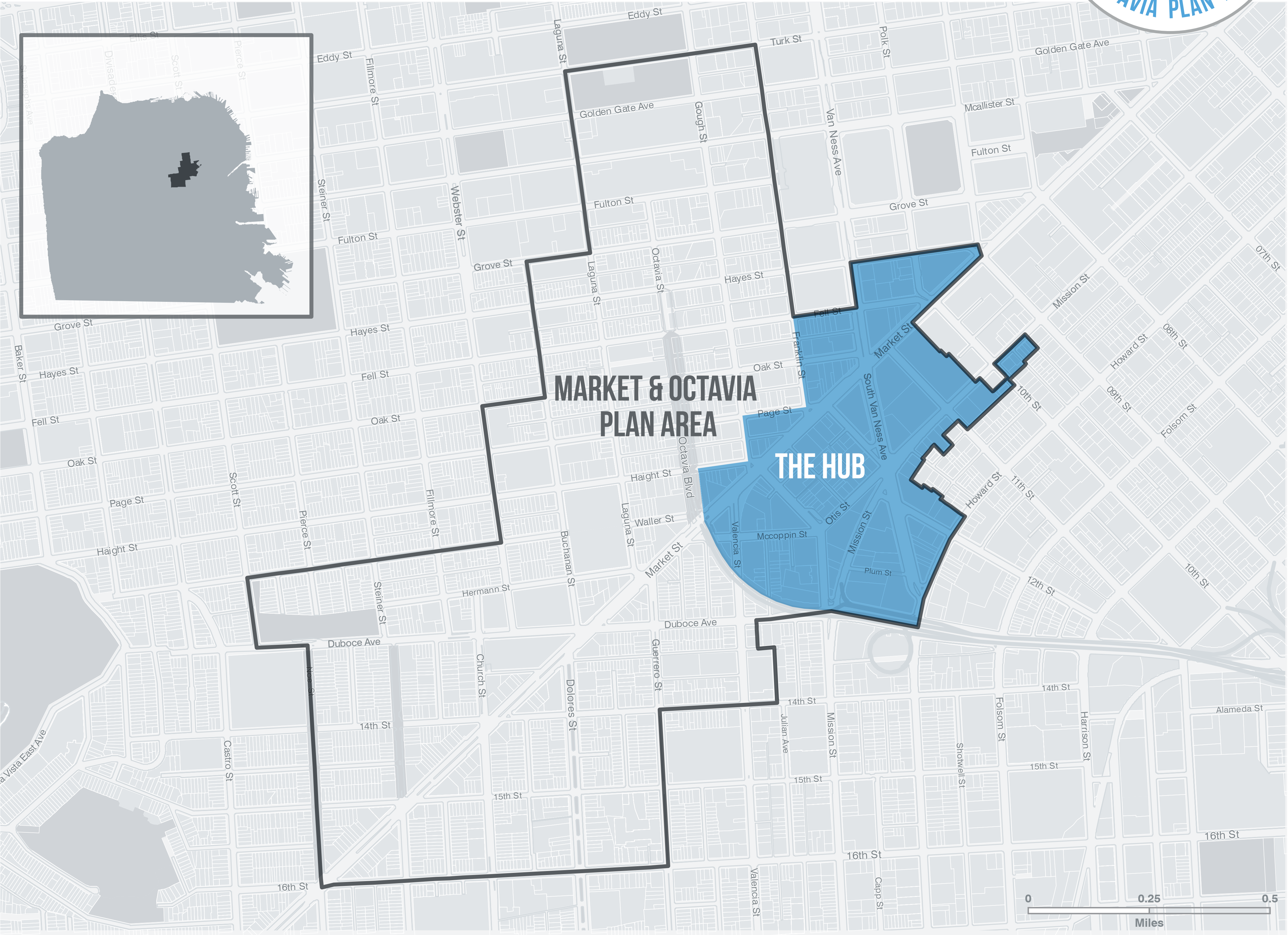
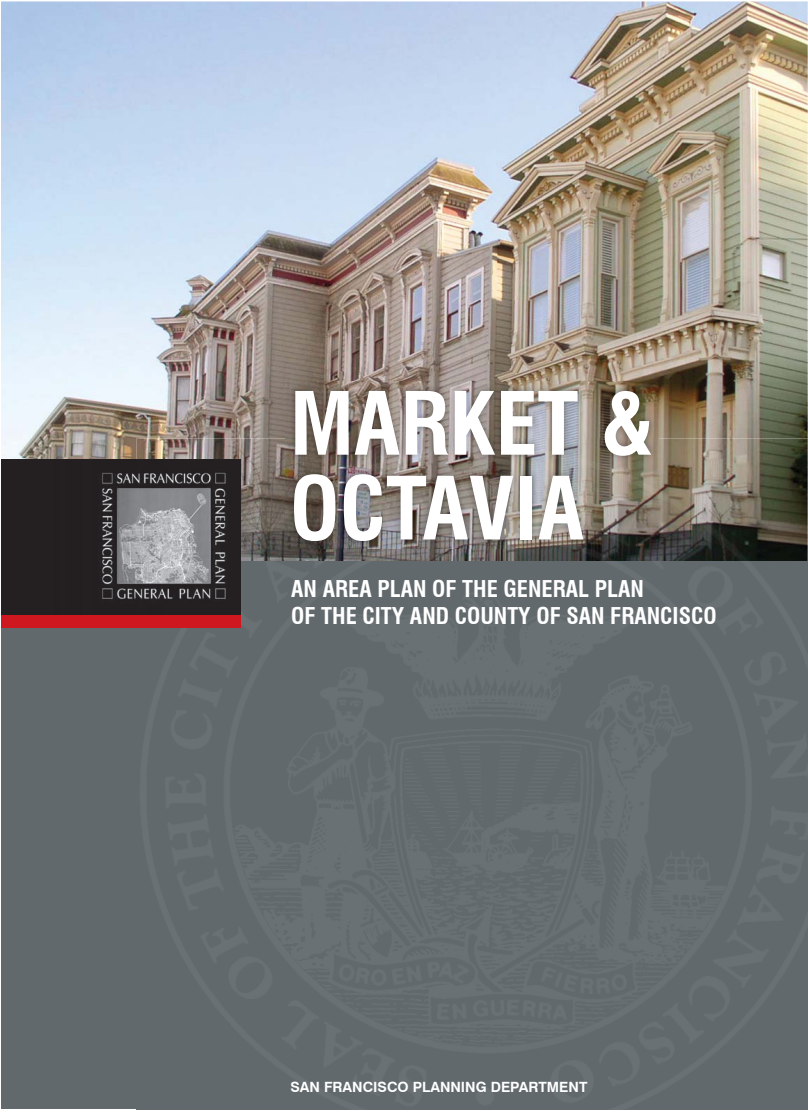


PROJECT OVERVIEW

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 GOALS

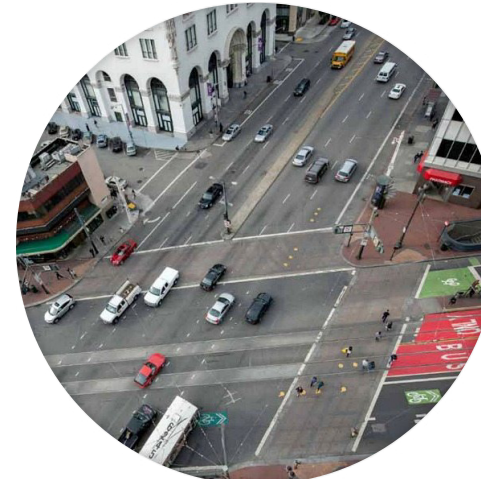
Increase housing and affordable housing near transit



Develop and coordinate designs for the public realm



Create a robust public benefits package and prioritize projects for implementation



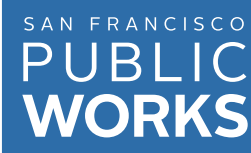
FOR MORE INFO, VISIT:
sfplanning.org/hub

PROJECT TIMELINE

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



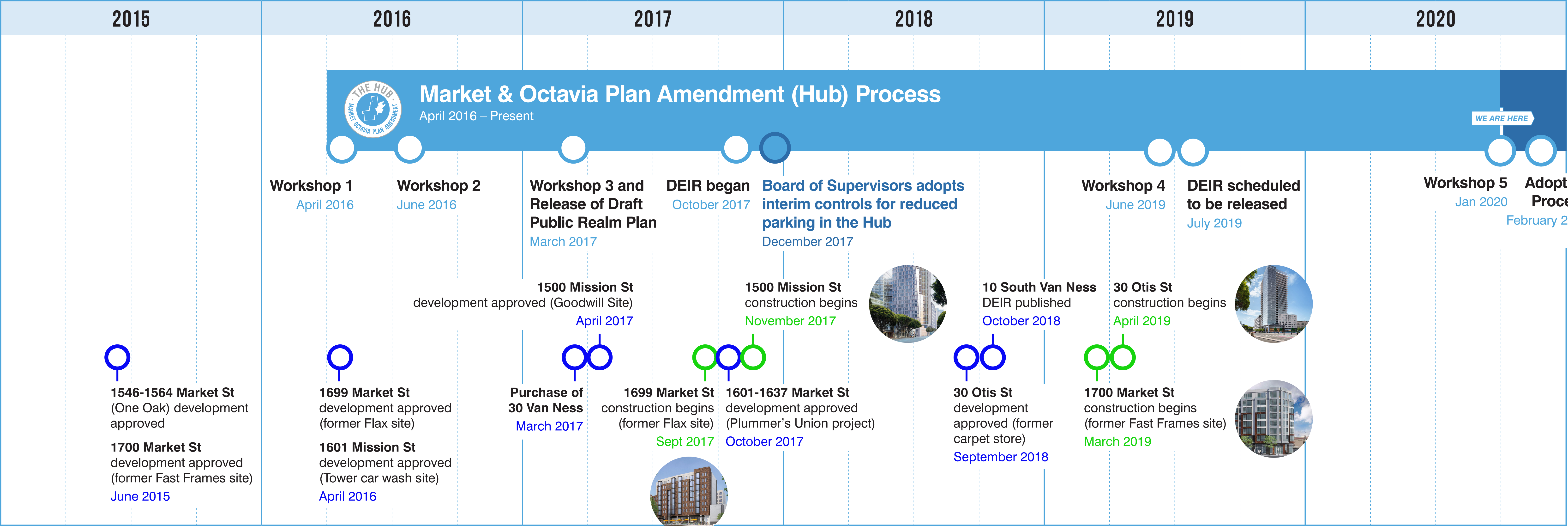
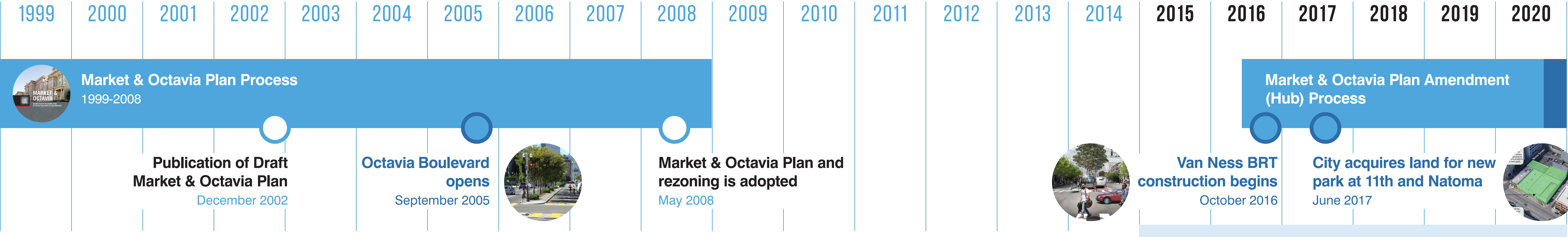
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PROJECT TIMELINE



○ Planning Effort ○ Development Project Milestone ○ Development Project Under Construction ● City Project Milestone



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



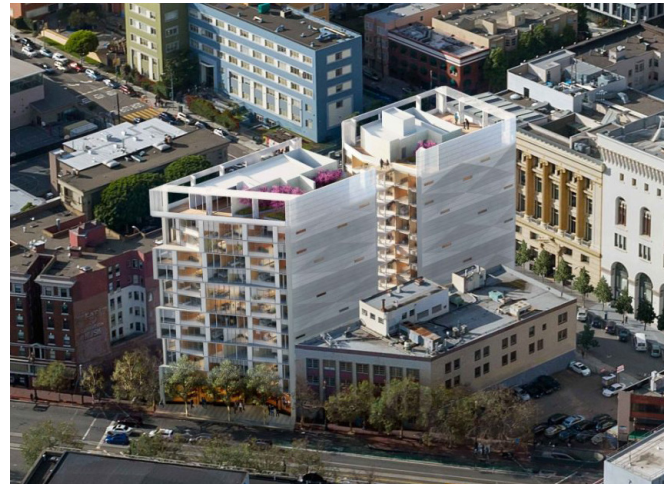
5 1601-1637 Market
584 units



6 One Oak
304 units



7 1601 Mission
220 units



8 1554 Market
109 units



9 1740 Market
100 units



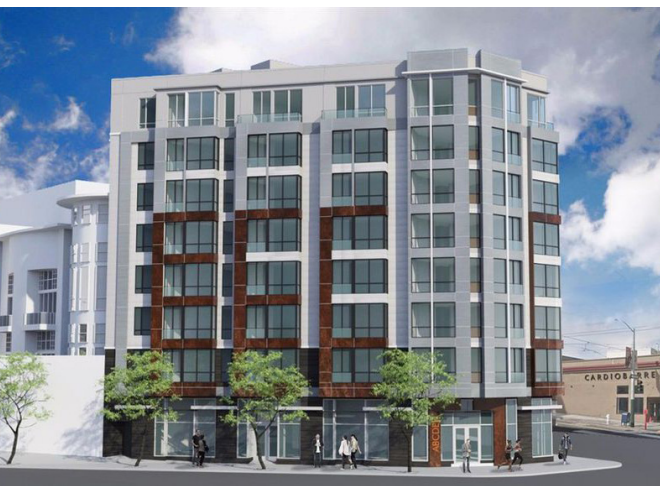
10 1500 Mission
550 units



11 30 Otis
416 units



12 1699 Market
160 units



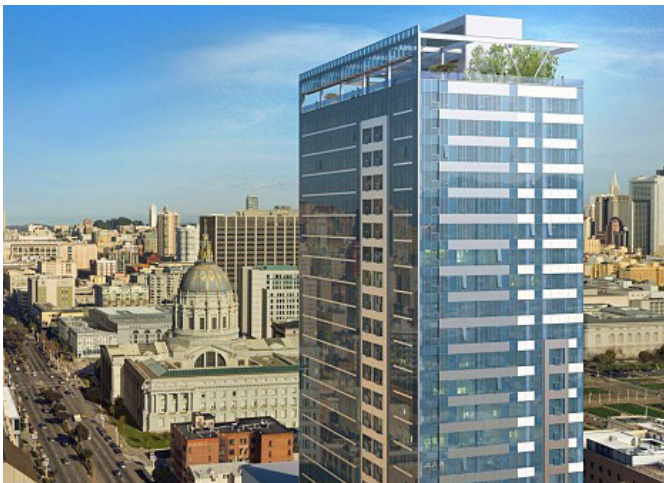
13 1700 Market
42 units



14 22 Franklin
35 units



15 150 Van Ness
429 units



16 100 Van Ness
399 units



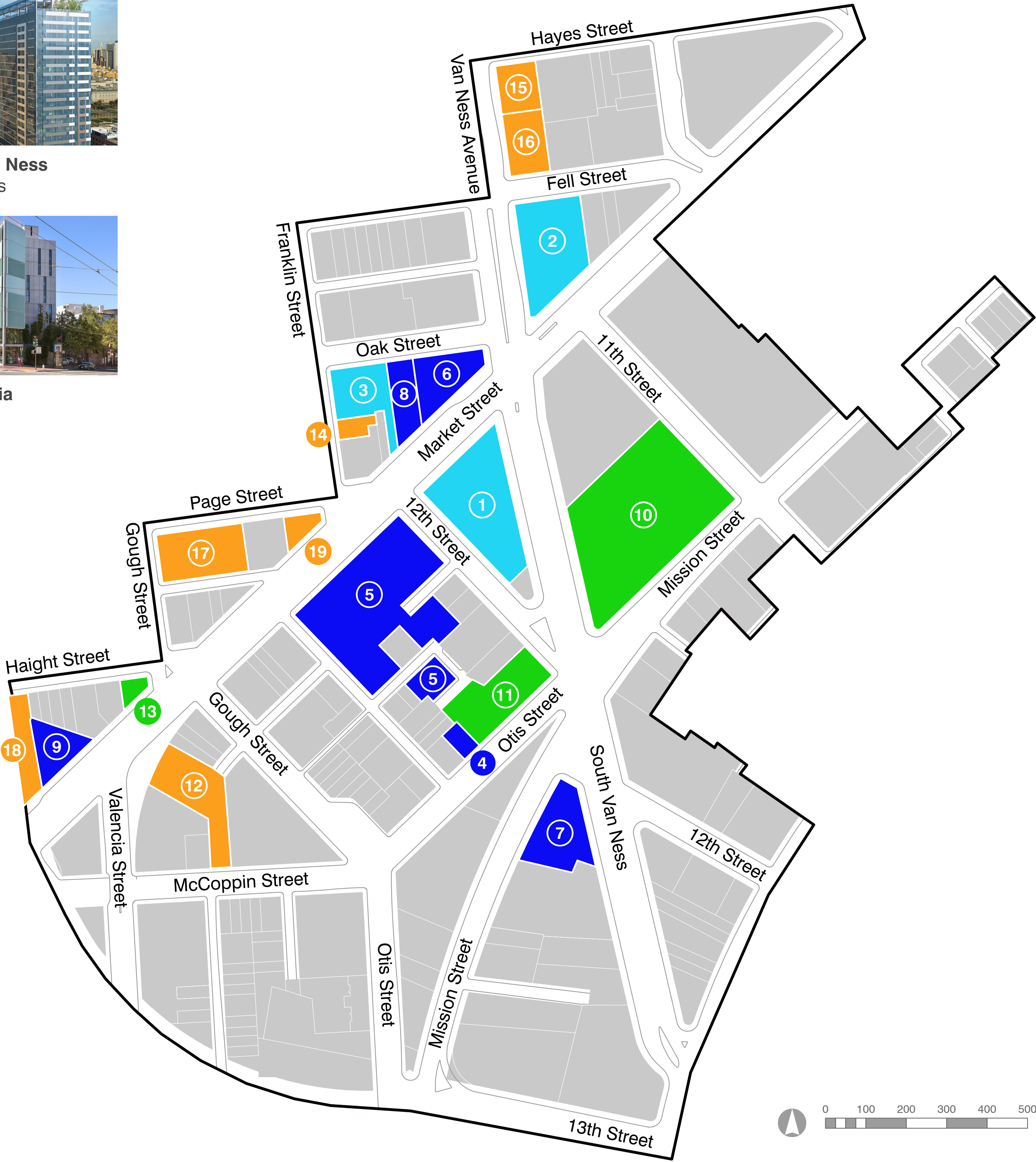
17 55 Page
128 units



18 8 Octavia
49 units



19 1600 Market
24 units



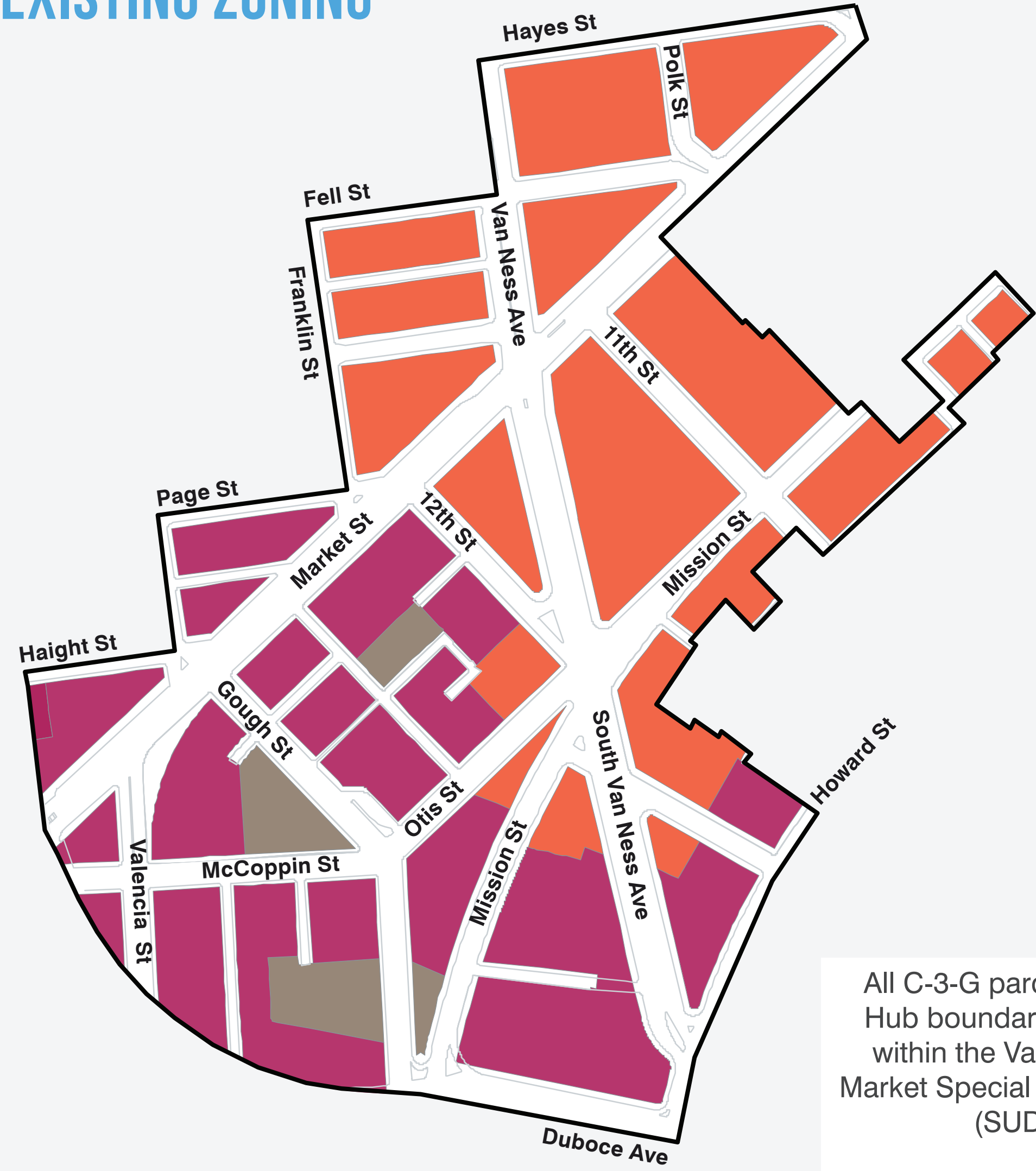
- Under Review
- Entitled
- Under Construction
- Projects Complete

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.



EXISTING ZONING



Neighborhood Commercial (NCT-3) Downtown General Commercial (C-3-G/SUD) Public (P)

PROPOSED ZONING



Under existing zoning, most parcels are zoned C-3-G/SUD or NCT-3:

Downtown General Commercial (C-3-G/SUD) is a mixed-use district found in the Downtown. This district is flexible and allows for a wide variety of land uses. All parcels in the C-3-G district are also within the **Van Ness & Market Downtown Residential Special Use District (SUD)**. The SUD was created to encourage the development of a transit-oriented, high-density, mixed-use residential around the intersections of Market Street and Van Ness Avenue and Mission Street and Van Ness. The SUD adds land use restrictions to the underlying zoning (C-3-G) to emphasize housing as the primary land use, strictly limiting non-residential uses.

Neighborhood Commercial (NCT-3) is a mixed use district that allows for primarily residential uses and some commercial and retail uses to support the neighborhood.

SUMMARY OF PROPOSED LAND USE PLANNING CODE CHANGES

TOPIC	POLICY GOAL	PROPOSED REQUIREMENT
Parking	Create consistent and lower parking requirements	<ul style="list-style-type: none">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.
Non-residential Uses	Allow flexibility for non-residential uses	<ul style="list-style-type: none">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.Allow non-residential uses above the 4th floor
Use Size	Support local, affordable, community-serving retail	<ul style="list-style-type: none">C required for single retail use over 6,000 gross sq. ft. and formula retailOn 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.All cannabis related uses must comply with Planning Code Section 752.
Alleys	Provide ample sunlight and air for buildings along alleys	<ul style="list-style-type: none">Limit building heights along alleys and retain height controls of Planning Code Section 261.1
Exceptions	Allow some exceptions through 309 to meet Plan goals	<ul style="list-style-type: none">Micro-retail requirement

* Summaries listed above are abbreviated. For complete details, please see handout entitled “ Summary of Zoning Revisions”

URBAN FORM RECOMMENDATIONS



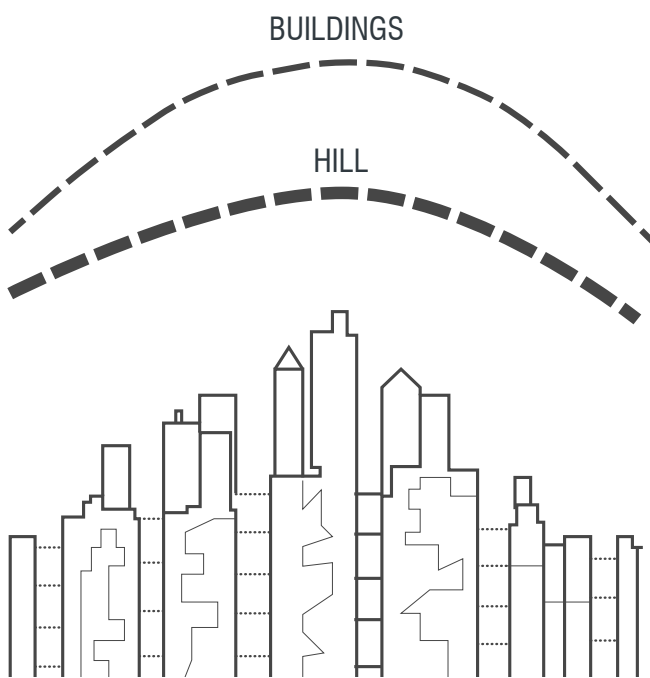
PRINCIPLES

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.”

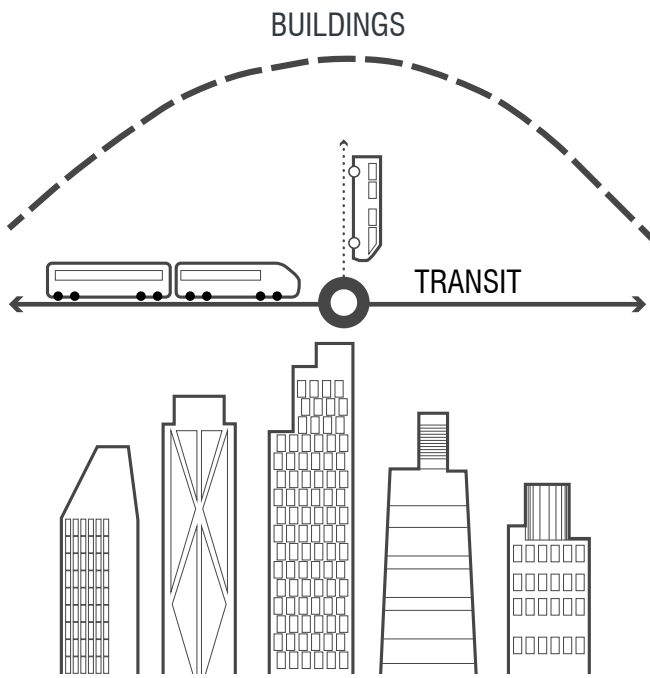
Quotes from the City’s General Plan Urban Design Element



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.”

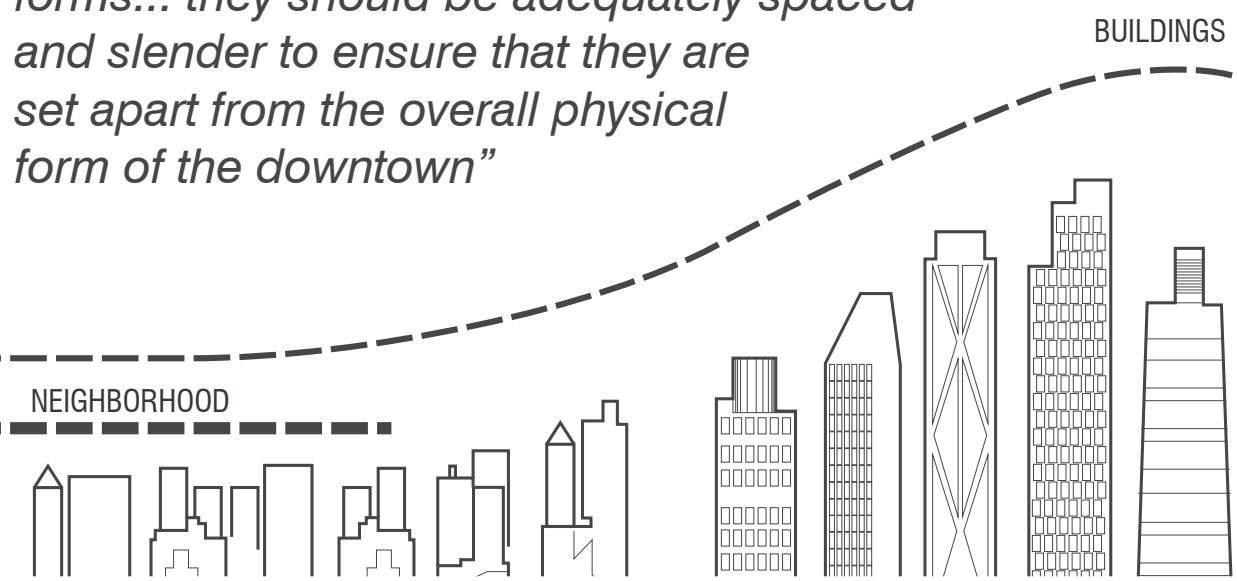


3 Taper heights in the Hub to meet smaller-scaled adjacent neighborhoods.

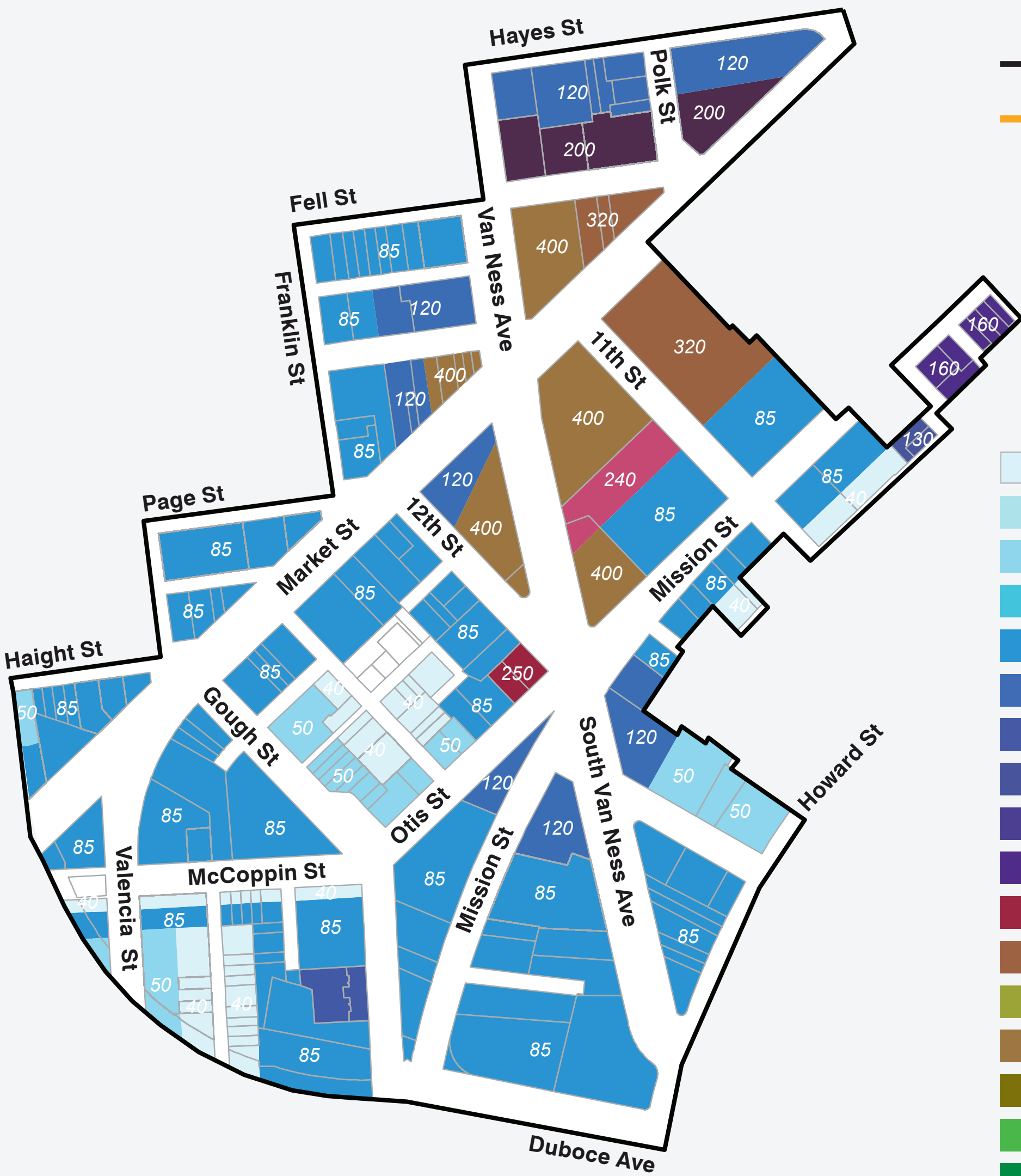
“In these areas, building height should taper down toward the edges to provide gradual transitions to other areas.”

“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.”

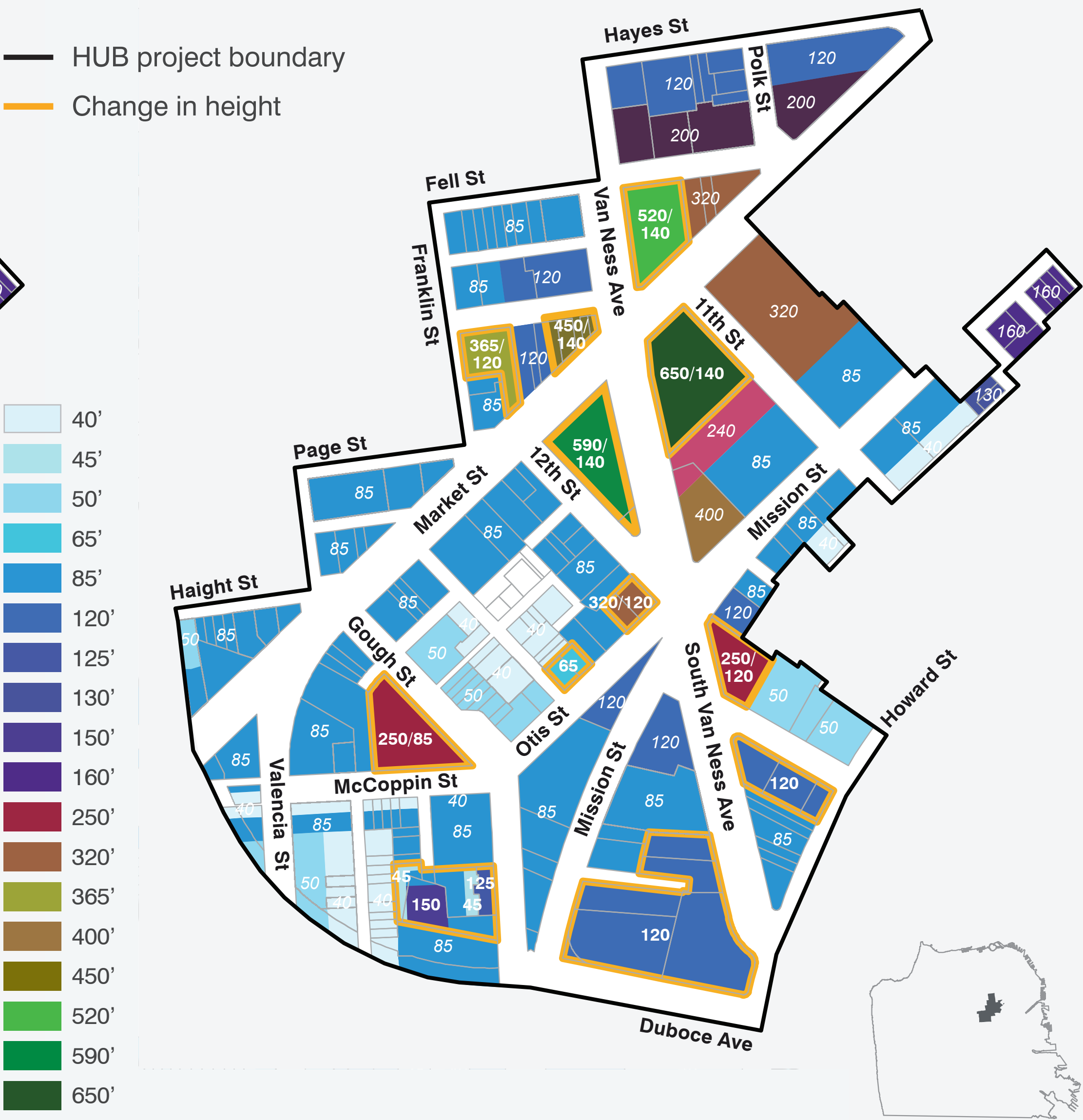
“Where multiple tall buildings are contemplated in areas of flat topography near other strong skyline forms... they should be adequately spaced and slender to ensure that they are set apart from the overall physical form of the downtown”



EXISTING HEIGHTS



PROPOSED MAXIMUM HEIGHTS¹



HOUSING UNITS



Under Current Height Limits

8,070 NEW UNITS²
(4,650 entitled or in pipeline)

Under Proposed Height Limits

9,710 NEW UNITS²
(4,650 entitled or in pipeline)

An increase in height would produce an additional:

1,640 NEW UNITS

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

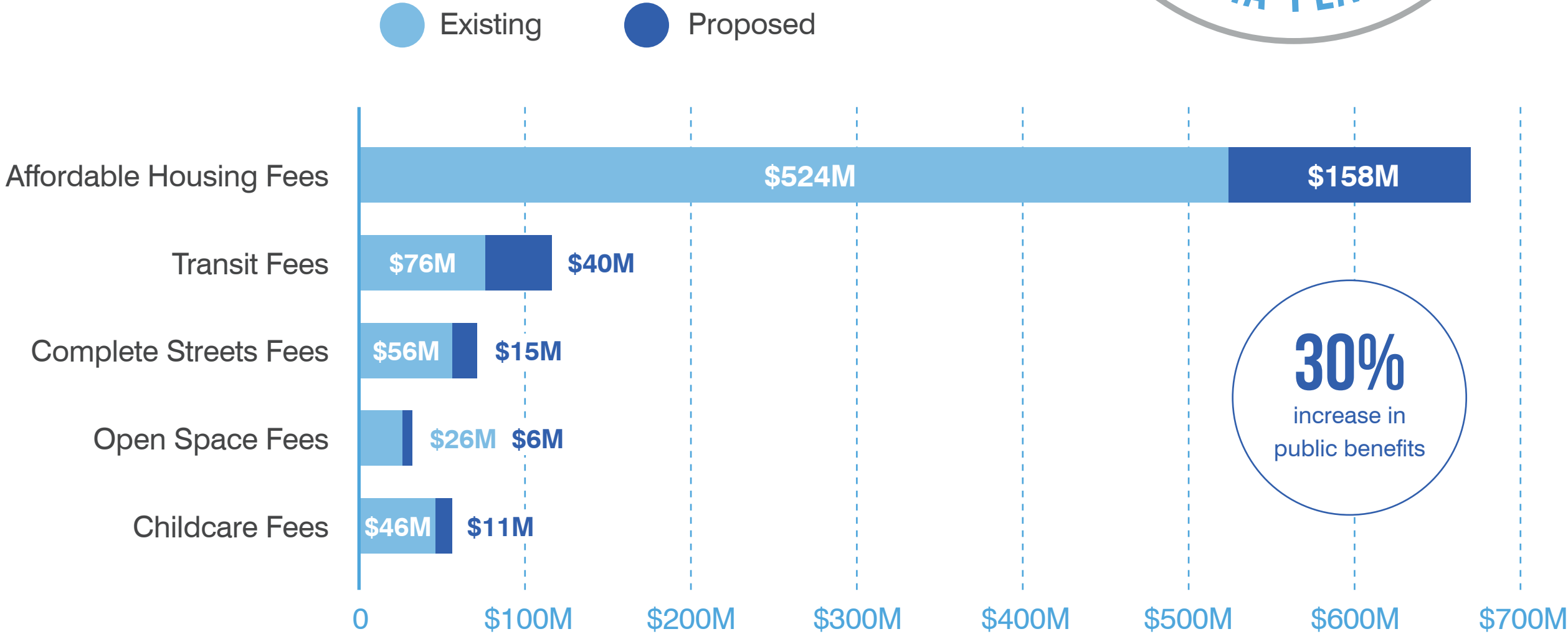
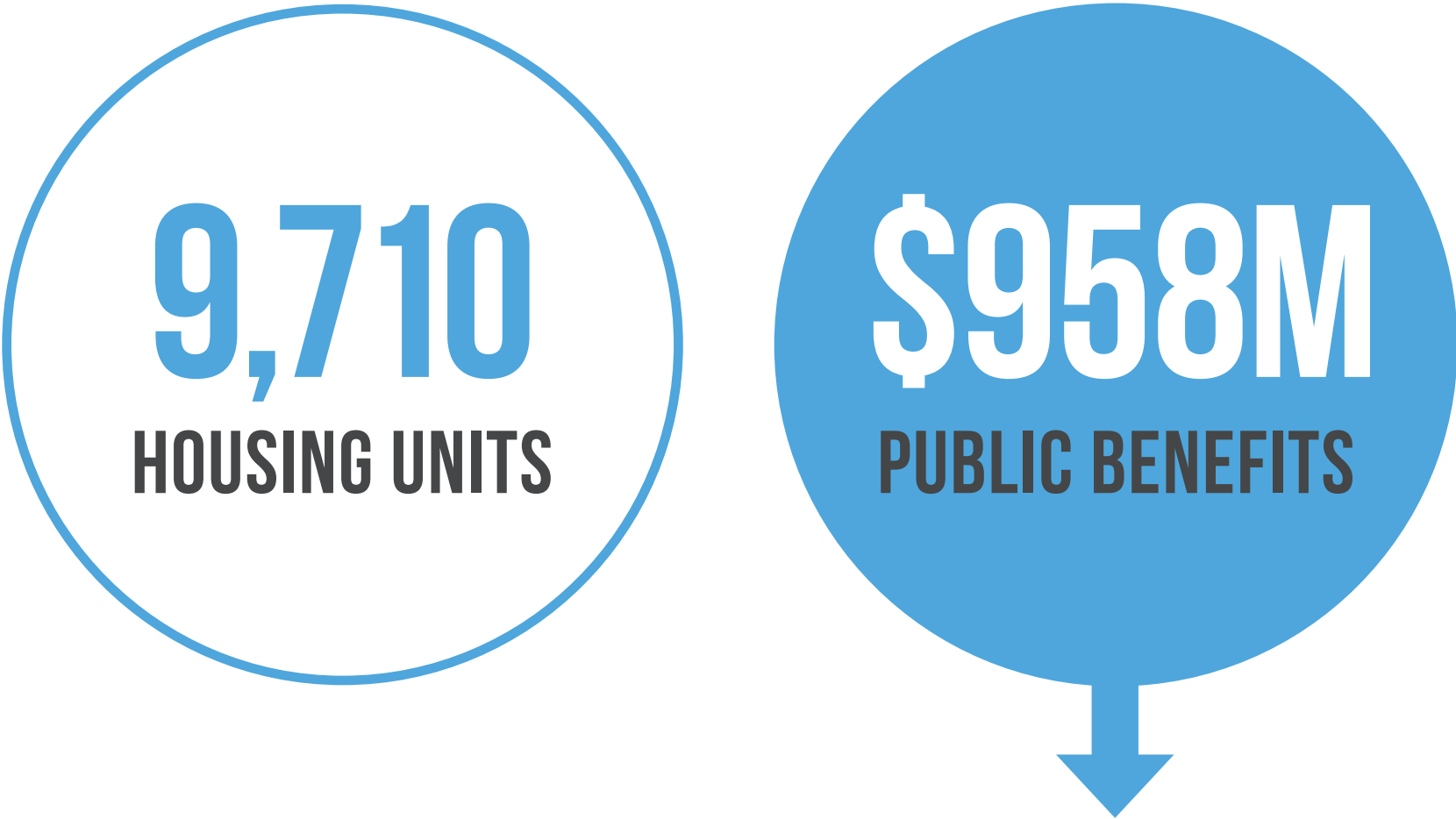


PUBLIC BENEFITS RECOMMENDATIONS



PUBLIC BENEFITS SUMMARY

The Plan would create up to...



New on-site units and affordable housing resources

- Achieve 29% of affordable units overall
- Up to 2,200 affordable units through the inclusionary program
- \$154M in impact fees which could fund an additional 643 affordable units, bringing the total number of affordable units to 2,843



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



Funding to meet needs of existing and new residents

- \$20M New childcare centers
- \$37M Capital Investments in schools serving K-12 population



New parks and enhancement to existing open spaces*

- \$7.5M New Park at 11th and Natoma
- \$7.5M Improvements to Buchanan Mall
- \$2M Improvements to Koshland Park
- \$7.5M New/Improved Civic Center Public Spaces
- \$7.5M Other open spaces in the Hub area TBD

* This would require expanding the buffer around the Market and Octavia Area Plan boundary in which impact fees can be spent, from 250' to 1,250'.

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)

PUBLIC BENEFITS PACKAGE

DETAILED FUNDING SOURCES & USES (IN 2019 DOLLARS)

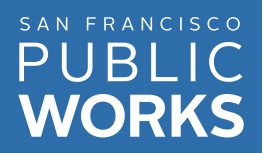
Public Benefit	Direct Provision By New Development	Market Octavia + SUD Infrastructure Fee	Transportation Sustainability Fee	Market Octavia + SUD Affordable Housing Fee	School Impact Fee	Child Care Fee	TOTAL By Category	% Share
Affordable Housing	\$528,000,000			\$154,000,000			\$682,000,000	71%
Transit		\$34,000,000	\$82,000,000				\$116,000,000	12%
Parks & Recreation		\$32,000,000					\$32,000,000	3%
Complete Streets		\$68,000,000	\$3,000,00				\$71,000,000	7%
Schools & Childcare					\$37,000,000	\$20,000,000	\$57,000,000	6%
TOTAL By Source	\$528,000,000	\$135,000,000	\$85,000,000	\$154,000,000	\$37,000,000	\$20,000,000	\$958,000,000	100%

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.

FOR MORE INFO, VISIT:
sfplanning.org/hub



San Francisco
Planning



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

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 objectives and policies; 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 additional 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.



The Hub area is directly adjacent to SoMa, the Mission, Civic Center and the Western Addition neighborhoods. These are historically low-income communities of color and some of San Francisco's vulnerable neighborhoods with lower income census tracts experiencing ongoing gentrification and displacement based on the Urban Displacement Project. In addition, almost all the census tracts within the Hub area are identified as a Community of Concern by MTC.¹

¹ Communities of Concern are defined as census tracts that have a concentration of both minority and low-income residents, or that have a concentration of low-income residents and any three or more of the following six disadvantage factors: persons with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, persons with one or more disability, single-parent families, and renters paying more than 50 percent of their household income on housing



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?

- | Goals |
|--|
| • 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 they benefit from investment and opportunities. |

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

- | Anticipated Benefits |
|---|
| • 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 protection, preservation and production. |
| • 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. |



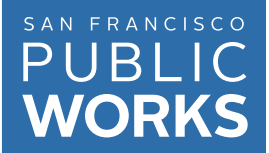
SUMMARY OF PROPOSED CHANGES



GENERAL PLAN *

TOPIC	CHANGE	RATIONALE
Racial and Social Equity	All Chapters: Incorporates a policy to apply a racial and social equity lens to decision making within land use planning processes.	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.
Land Use and Urban Form	All Chapters: Change the name SoMa West to “the Hub”	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).
Land Use and Urban Form	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.	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.
Land Use	Map 1: Amend map with generalized land use districts	Specific land use designations should be contained in the zoning map and not in a policy document.
Land Use and Urban Form	Policy 1.1.6 : Add arts organization to the policy as an institution to be preserved and enhanced in the plan area	Arts Organizations, including community-based arts and cultural organizations are vital assets that should be preserved and enhanced in the plan area.
Urban Form	Policy 1.2.4: Update policy based on proposed heights	The street wall helps define public space, city identity, and promote interesting pedestrian spaces. Complies with existing Urban Design Guidelines.
Urban Form	Map 3: Amend map with generalized maximum height districts	Specific height designations should be contained in the zoning map and not in a policy document.
Housing	Chapter 2 + Housing Element: Incorporate policy direction that supports housing for families with children	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
Housing	Objective 2.3 Amend policy to incorporate language on tenant protections	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.
Sustainability and Climate Resilience	All Chapters: Incorporate various policy direction that supports sustainability and climate resilience such as air quality, biodiversity, energy efficiency, water conservation, and zero waste	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.
Historic Preservation	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.	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.
Streets and Open Spaces	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.	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.
Streets and Open Spaces	Chapters 4, 5, 7: Update policies with current conceptual design intent from the Hub Public Realm Plan.	The Hub Public Realm Plan includes conceptual designs of various public spaces, including streets and alleys. These designs have been development 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.
Arts	Arts Element: Add new policy to encourage non-profit arts on the ground floor	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
General Clean Up	Various Chapters	Non-substantive change to explanatory text, including correcting typos, and/or deletion due to outdated information, or renumbering as needed

* 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*

TOPIC	SECTION	CHANGE
Clarify intent of Van Ness + Market SUD	249.33 and various other sections	Update the purpose of the SUD to serve the neighborhood and incorporate uses that are neighborhood serving. While the underling 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 & Market Residential Special Use District (note: name amendment occurs in other applicable code areas).
Parking	151.1	<ul style="list-style-type: none">• <i>Residential:</i> Permitted up to one car for every four Dwelling Units; Not Permitted above one car for each four dwelling units.• <i>Residential:</i> 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)(1)	<p>Amend code to allow the following exceptions to the R2 bulk district.</p> <ul style="list-style-type: none">• 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”

