THE 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. At the first workshop, we asked for public feedback on the existing land use controls. The major themes that emerged from the workshop were to have consistent requirements, flexibility for non-residential uses, more community-serving uses, lower parking requirements and more affordable housing. Based on this feedback, we are proposing to modify the zoning within the Hub boundary and create one zoning district with consistent land use controls across the area.

SUMMARY OF KEY LAND USE RECOMMENDATIONS

Allow flexibility for non-residential uses
- Exempt institutions, arts uses, public uses, and replacement of existing commercial uses from the required ratio of residential and non-residential uses
- Allow non-residential uses above the 4th floor

Support arts uses
- Require public art for projects involving new buildings or the addition of 25,000 square feet
- Allow projects to waive public art fee and instead provide reduced rent for arts uses with a development agreement
- Allow floor area ratio (FAR) exemptions for developments that provide reduced rent for arts uses with a development agreement

Create consistent and lower parking requirements
- Parking is not required, a project can have up to .25 spaces per dwelling unit
- Do not allow conditional use for additional parking

Affordable Housing
- Inclusionary requirements for the Hub will be determined by the outcome of the citywide requirements

SUMMARY TABLE: EXISTING & PROPOSED ZONING

<table>
<thead>
<tr>
<th>LAND USE CONTROL</th>
<th>EXISTING ZONING</th>
<th>PROPOSED ZONING</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>C-3-G Van Ness &amp; Market Downtown Residential BUD</td>
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<tr>
<td>Parking</td>
<td>Residential: Permitted up to 1 car for each Dwelling Unit. If conditional, up to 0.5 cars for each Dwelling Unit. If conditional, up to 0.75 cars for each Dwelling Unit. Permitted above 0.75 cars for each Dwelling Unit.</td>
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<tr>
<td></td>
<td>Non-residential: Not to exceed 7% of gross floor area of such uses</td>
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</tr>
<tr>
<td>Residential Density</td>
<td>none</td>
<td>none</td>
<td>none</td>
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<tr>
<td>Non-residential Uses</td>
<td>Non-residential uses are not permitted above the fourth story, and all non-residential uses shall be permitted for such occupied square feet of non-residential use.</td>
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</tr>
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<td>Open Space</td>
<td>Residential: At least 30 sq. ft. per private, 48 sq. ft. per Dwelling Unit if common.</td>
<td>Residential: At least 30 sq. ft. per private, 25 sq. ft. per Dwelling Unit if common.</td>
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<tr>
<td></td>
<td>Non-residential: U.S. (Ratio of sq. ft. of open space to gross floor area with open space requirement)</td>
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<td>Non-residential: U.S. (Ratio of sq. ft. of open space to gross floor area with open space requirement)</td>
</tr>
<tr>
<td>Privately-Owned Public Open Space (POPS)</td>
<td>Required</td>
<td>Not required</td>
<td>Required</td>
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<td></td>
<td>Allow open space area requirements to exceed towards POPS requirement.</td>
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</table>

Under existing zoning, there are two zoning districts (C-3-G/SUD and 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 Page. 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.

**PROPOSED ZONING**

- C-3-G in the Hub boundary are also within the SUD

**Support local, affordable, community-serving retail**
- Require micro retail units

**Create consistent and lower parking requirements**
- Parking is not required, a project can have up to .25 spaces per dwelling unit
- Do not allow conditional use for additional parking

**Affordable Housing**
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**Support arts uses**
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