

Draft for Public Review

The Market and Octavia Neighborhood Plan



San Francisco Planning Department
As Part of the Better Neighborhoods Program
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San Francisco Planning Department

BETTER NEIGHBORHOODS
2002



II Plan Elements

1. Land Use and Urban Form | 2. Housing People | 3. Building with a Sense of Place | 4. Streets and Open Spaces | 5. Balancing Transportation Choices | 6. New Development on Key Sites | 7. A New Neighborhood in SoMa West



This section contains seven plan elements. Each addresses a topic essential to the plan: land use and urban form, housing, streets and open spaces, transportation, and specific parts of the plan area that merit a special focus.

While these elements tackle discrete topics, the issues discussed in them are interconnected—the plan’s ability to encourage housing, for instance, relies on the success of the plan’s transportation policies, and vice versa. Ultimately, the success of the plan depends on this interdependence—to weaken one element of the plan is to weaken the whole.

Objectives, policies and principles are used throughout. *Objectives* are a common “goods” toward which the plan directs public and private actions. *Policies* implement the objectives, typically through a requirement, incentive or evaluative measure that will be used by the city in considering public or private actions. Policies make up the core proposals of the plan. *Principles*, used in the introduction to various plan elements, describe basic values and relationships that influence both the objectives and the policies.

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Land Use and Urban Form

OBJECTIVE 1.1

A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

OBJECTIVE 1.2

AN URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Strengthening the Market and Octavia area requires a comprehensive approach to planning for all aspects of what makes the place work well for people. Housing alone does not make a place, although new housing, and the people it brings, will add life to the area. Adequate and appropriate space for a range of land uses that contribute to the function, convenience, and vitality of the place are encouraged as part of an integrated land use and urban design vision for the area.

Land Use

As with many neighborhoods in San Francisco, the prevailing pattern of land uses in the Market and Octavia neighborhood is dense and mixed, focused on key streets like Market, Hayes, and Church Streets which provide access to services and activities in close proximity to a large amount of housing. Streets serve as civic space where the life of the neighborhood takes place, as well as the means for getting around. Building on this pattern, this plan advocates for continuing to mix uses and concentrating activities along established commercial streets. It concentrates new housing opportunities close to transit and services. It also proposes guidelines for new private development as well as improvements to the public realm, making streets safe and scaled for pedestrian use, and ensuring that new development contributes to the life of the street.



In keeping with the existing land use pattern, this plan carries forward the following principles:

- *Infill development enhances the area's established land use pattern and character.* While the area's physical fabric is well established, there are 'holes,' both large and small, where infill development can dramatically repair the fabric and provide new housing opportunities and neighborhood services. This kind of development should be actively encouraged and integrated into the prevailing pattern of uses, taking cues from existing development in the area.
- *Concentrating new uses where access to transit and services best enables people to be less reliant on automobiles.* New development will be most successful where it minimizes the negative effects of additional automobiles, by building on the area's superior accessibility on foot and by transit. To this end, the most intense new development should be linked directly to existing and proposed transit services, and concentrated where the area's mix of uses supports a lifestyle less dependent on cars.

Significant change is envisioned for the "SoMa West" area. For more than three decades the city's *General Plan* has proposed that this area become a mixed-use residential neighborhood adjacent to the downtown. This element of the plan carries this policy forward by encouraging relatively high-density mixed-use residential development in the SoMa West area. Element 7, "A New Neighborhood in SoMa West," proposes an bold program of capitol improvement to create a public realm of streets and open spaces appropriate for the evolution of the public life of the area, and to serve as the catalyst for the development of a new mixed-use residential neighborhood.

Urban Form

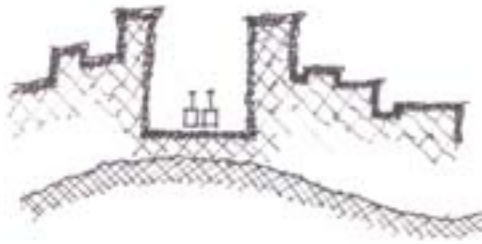
As with the rest of the city, the buildings in the Market and Octavia neighborhood rise up from a varied grid of streets and alleys laid across the city's natural topography. They collectively express the area's physical form, define the public space of the street, and frame public views. In residential areas west of Van Ness Avenue, small, narrow parcels establish a building size in proportion to the scale of streets and blocks, achieving relatively high densities while allowing adequate light and air to buildings as well as the spaces between them. Building size and style vary widely within this pattern; few are taller than five stories.

Public or other important buildings stand out as landmarks, especially in the Civic Center area. Where there are tall buildings, they are on Cathedral Hill where they emphasize the city's natural topography, and clustered around the Civic Center, where they are close to employment centers and transit.

The urban form and height proposals in this plan take their cues from the existing built form of the area and its surroundings, carrying forward these principles:

- *Market and Octavia's urban form accentuates the city's natural topography and emphasizes transit and important activity centers.* The urban form of the Market and Octavia neighborhood is marked by the transition from small-scaled residential areas to the west, with the defining topography of Cathedral and Mint Hills, to the dramatic built form of the downtown that steps up around Civic Center, east of Franklin Street. New development should not change this form dramatically. Rather, it should reinforce it by concentrating height and bulk where core transit services converge and accentuating the natural landscape with individual buildings sidestepping up hills.
- *Buildings with a fine-grained character enhance the established physical fabric of the place and the value of streets as public spaces.* The established pattern of development in the Market and Octavia neighborhood is one of individual buildings on small lots. There is much to be learned from this pattern; generally speaking, it shows us that when it comes to creating human-scaled places, smaller is better. Many individual shops with narrow frontages are preferable to one large storefront. The rhythm of individual stoops and bay windows creates visual interest along the street, as opposed to blank walls. New buildings should respond to this established pattern, especially where they interact with the public space of the street.

As in the city as a whole, streets are the primary open space in the Market and Octavia neighborhood. Where they fill this role most successfully, buildings lining the street collectively define a distinct space, a kind of "urban room" with a particular character and feel. Building heights and massing should be designed to reinforce this urban room and reflect the unique character of their street.



**OBJECTIVE 1.1
A LAND USE PLAN THAT EMBRACES THE MARKET
AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A
MIXED-USE URBAN NEIGHBORHOOD.**

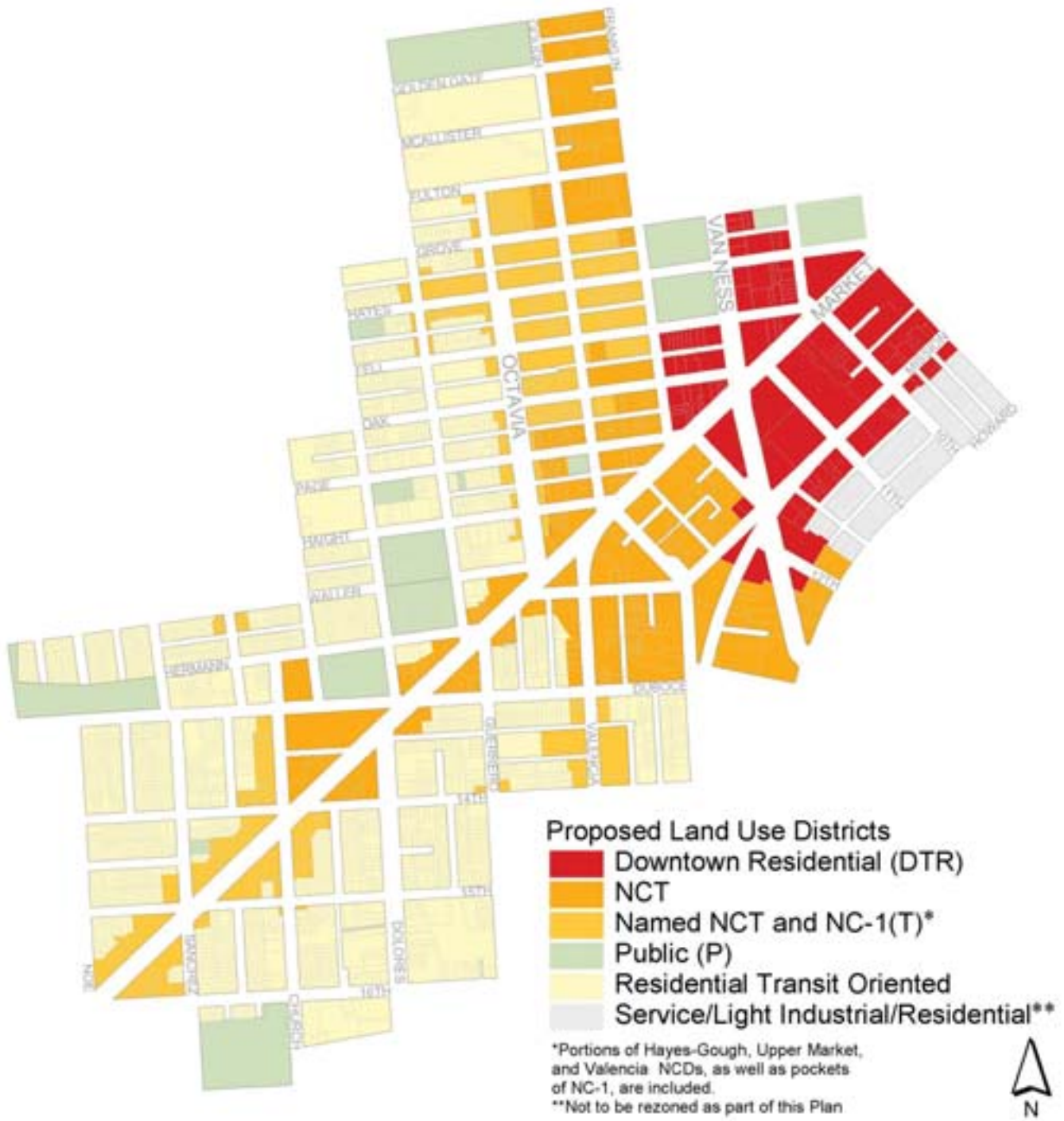
The overall land use concept for the plan area recognizes and builds on the Market and Octavia neighborhood's strengths as a centrally located mixed-use neighborhood. Uses are integrated with existing and proposed transit services, and their size and intensity is tailored to fit the established pattern of use and activity in different parts of the plan area. Where large infrastructure and redevelopment projects have disrupted the close-knit fabric of the neighborhood, new development will help to reestablish this pattern.

Three new land use districts, along with revisions to several existing districts, implement this concept. These land use districts provide a flexible framework that encourages new housing and neighborhood services that build on and enhance the area's urban character. Several planning controls are introduced, including carefully prescribed building envelopes and the elimination of housing density limits, as well as the replacement of parking requirements with parking maximums, based on accessibility to transit.

- A *Downtown Transit-Oriented Residential District (DTR)* will encourage the development of a transit-oriented, high-density, mixed-use neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to downtown. This district will still have the area's most intensive commercial uses, including offices, but balances those with a new residential presence. Residential towers are permitted along the Market / Mission Street corridor, provided they meet urban design standards. They are clustered around the intersection of Market Street and Van Ness Avenue, with heights ranging from 160 – 400 feet.
- A *Transit-Oriented Neighborhood Commercial District (NCT)* will encourage transit-oriented, mixed-use development of a moderate scale to a height of 85 feet concentrated near transit services in SoMa West and areas immediately adjacent to the downtown and along the Market Street corridor. Retail is actively encouraged on the ground floor with housing above to enliven commercial streets. Along Market Street and in SoMa West, a limited amount of office is permitted. Complimenting a rich mix of retail and services with a dense residential populations in these districts, walking and transit will be the primary means of transportation and car-free housing will be common and encouraged.

In named NCT and NC-1 (T) districts, parking requirements and housing density controls are revised to encourage housing above ground-floor retail uses. These districts otherwise remain unchanged. They include current Neighborhood Commercial Districts (Hayes-Gough, portions of the Upper Market, Valencia) and several parcels currently zoned NC-1.

- A *Transit-Oriented Residential District (RTO)* will encourage moderate-density, multi-family, residential infill in scale with what currently exists. Because of the high availability of transit service and the proximity of retail and services within walking distance, car-free housing is common and encouraged and residential parking is limited. Small-scale retail activities serving the immediate area are permitted at intersections.



Proposed Market and Octavia Zoning Districts

	Downtown Residential (DTR)	Neighborhood Commercial-Transit (NCT)	Named NCT Districts (Hayes Gough, Upper Market, Valencia, NC-1)	Residential Transit-Oriented (RTO)
Purpose	Encourage transit-oriented high-density mixed-use adjacent to the downtown core. Mixed retail, office and housing in building base from 85 to 120 feet, with residential towers allowed above the base at heights from 160 to 400 feet.	Encourage mixed-use development of moderate scale concentrated near intensive transit services. Mixed retail, limited office and housing in building up to 85 feet.	Encourage mixed-use development in keeping with the established character of the area's Neighborhood Commercial districts. Only key controls are revised to maximize housing opportunity.	Encourage residential infill in keeping with the scale of existing, moderately scaled residential areas. Limited retail permitted on corner lots.
Lot Size Limit	None	Max. 10,000 sf. for new lot assembly (1)	No change	Max. 5,000 sf. for new lot assembly
Non-residential Use Size	P up to 10,000 sf; C above	P up to 5,000 sf; C above	No change	P up to 1,200sf on corner lots only; C above/others
Retail Commercial Uses	P up to 4th floor; C for more than 5,000 sf on ground floor	P up to 2nd floor	No change	Limited type; P up to 1,200sf on ground floor of corner lots only
Non-Retail Office Uses	P up to 4th Floor; C for more than 5,000 sf on ground floor	NP on 1st floor; P on 2nd floor up to 5,000 sf; NP larger or on upper floors	No change	NP
Residential Uses	P; no density limit; NP on ground floor	P; no density limit	P; no density limit	P; no density limit
Cultural/Arts/Religious/Institutional Uses	P up to 4th floor only	P; C above 2nd floor	No change	C
Commercial Off-Street Parking	None required, maximum same as C-3 (7.5% FAR or appx. 1sp:4,500 sf)	None required, C for max. up to 1sp:2,500 sf	None required, C for max. up to 1sp:2,500 sf	None required, C for max. up to 1sp:2,500 sf
Residential Off-street Parking	No minimum; P up to 0.25 spaces per unit; C up to 0.5 spaces per unit max (2)	No minimum; P up to 0.5 spaces per unit; C up to 0.75 spaces per unit max. (2)	No minimum; P up to 0.5 spaces per unit; C up to 0.75 spaces per unit max. (2)	No minimum; P up to 0.75 spaces per unit; C up to 1 space per unit max.(2)
Residential Density	No maximum; 2 to 1 minimum residential to commercial use ratio	No maximum	No maximum	No maximum
Residential Replacement	4 units required for every unit lost; 1:1 affordable unit replacement required	3 units required for every unit lost; 1:1 affordable unit replacement required	2 units required for every unit lost; 1:1 affordable unit replacement required	2 units required for every unit lost; 1:1 affordable unit replacement required

P=Permitted

NP=Not Permitted

C=Conditional

All squarefootage numbers are for occupiable floor area.

(1) Except normalization of irregular freeway parcels

(2) Spaces dedicated long-term for carsharing programs are exempted from this maximum.



New mixed-use infill development on the former freeway parcels will repair the physical fabric of the neighborhood.

The land use districts implement the following policies:

Policy 1.1.1

Repair the damage caused by the Central Freeway by encouraging mixed-use infill on the former freeway lands.

With the removal of the Central Freeway and construction of Octavia Boulevard, approximately 7 acres of land will be made available for new development. Appropriate use and careful design of development on the former freeway lands will repair the urban fabric of Hayes Valley and adjacent areas. It will have an urban scale and character, and a strong connection to streets and public spaces, adding prominence to streets onto which they face.

Policy 1.1.2

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

In keeping with the plan’s goal of prioritizing the safe and effective movement of people, the most intense uses and activities are focused where transit and walking are most convenient and attractive—along the Market Street / Mission Street corridor and at the intersection of Market Street and Van Ness Avenue. Concentrating transit-oriented uses in these locations will reduce automobile traffic on city streets and support the expansion of transit service in the area’s core urban center.

Policy 1.1.3

Encourage housing and retail infill to support the vitality of the Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts.

There are significant opportunities for new mixed-use infill along neighborhood commercial streets in the plan area. In conjunction with proposals to encourage flexible housing types and to reduce parking requirements, new development along commercial streets will create new retail uses and services oriented to the street, with as much housing as possible on upper floors. New uses will be in keeping with the overall pedestrian orientation of these streets.



Housing above ground-floor commercial uses contribute interest and vitality to neighborhood commercial districts.



SoMa West has tremendous potential as a new mixed-use residential neighborhood.



Market Street's on-going role as the cultural and ceremonial spine of the city should be strengthened.



The Civic Center will retain its role as an important city and regional destination.

Policy 1.1.4

As SoMa West evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood-serving uses to support an increasing residential population.

There is a demonstrated need for neighborhood-serving uses in the SoMa West area. As its residential population increases, adequate space for retail activities and other services are encouraged as part of the overall mix of uses in the area. While some amount of office uses will be permitted, it will not be allowed to dominate the ground floor in areas where significant new housing is proposed.

Policy 1.1.5

Reinforce the importance of Market Street as the city's cultural and ceremonial spine.

Market Street has historically been the city's most important street. New uses along Market Street will respond to this role and reinforce its value as a civic space. Ground-floor activities will be public in nature, contributing to the life of the street. High-density residential uses are encouraged above the ground floor as a valuable means of activating the street and providing a 24-hour presence. A limited amount of office use is permitted in the Civic Center area as part of the overall mix of activities along Market Street.

Policy 1.1.6

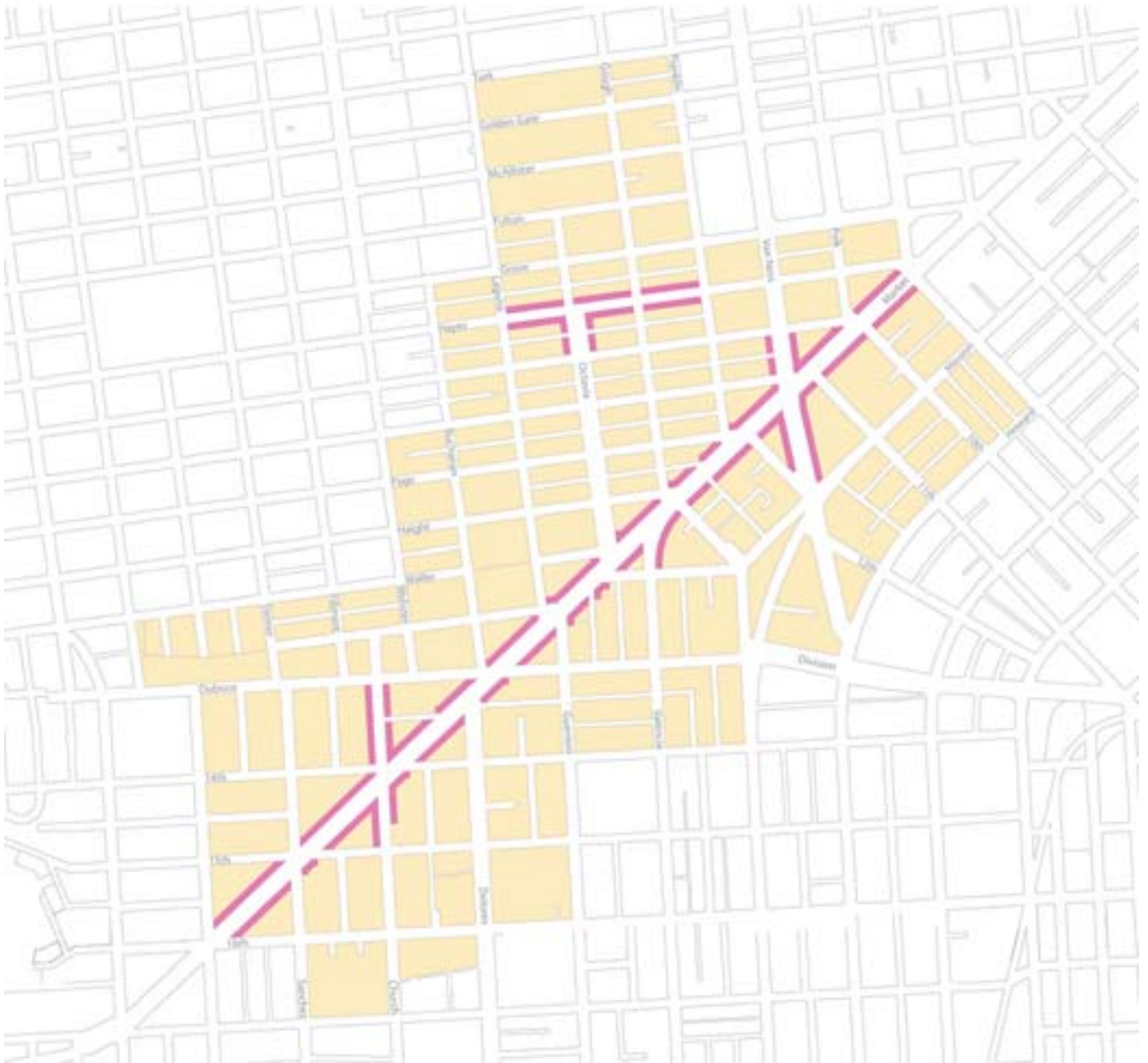
Preserve and enhance the role of cultural and educational institutions in the plan area.

Major cultural institutions such as City Hall, the Opera House, Herbst Theatre, the SFGLBT Center, and the UC Berkeley Laguna Street Campus are vital assets to the neighborhood and will retain their role as major regional destinations.

Policy 1.1.7

Reinforce continuous retail activities on Market, Church, and Hayes Streets, as well as on Van Ness Avenue.

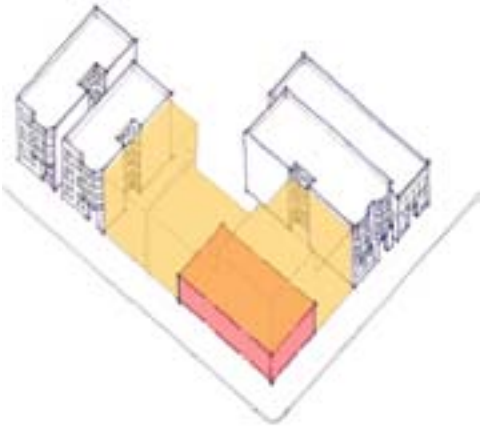
Integrated throughout the plan area, commercial streets provide a variety of retail uses and services close to where people live and work and where there is good transit service. In keeping with the typical pattern of uses on commercial streets in San Francisco, continuous retail uses are actively encouraged along the ground floor, with housing on upper floors.



Frontages Where Retail is Required

- On the frontages indicated above, maximize neighborhood-serving retail activities on the ground floor for new development and substantial alterations, providing retail uses for at least 75 percent of the frontage on the ground floor.

1



Small-scale retail uses will be permitted on corner lots.

Policy 1.1.8
Allow small-scale neighborhood-serving retail and other community-serving uses at intersections in residential districts.

Small corner stores are common in residential areas throughout the plan area. In keeping with this pattern, new retail uses of a limited size are permitted only at corners in residential areas.

- In the RTO district, allow retail uses up to 1,200 square feet. Limit the hours of operation for these uses to 7AM to 10 PM.

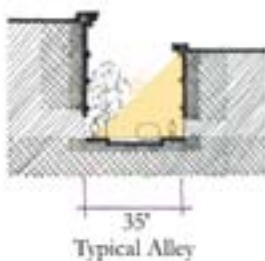
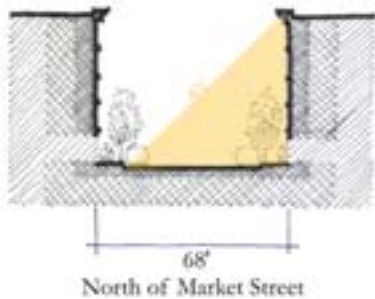
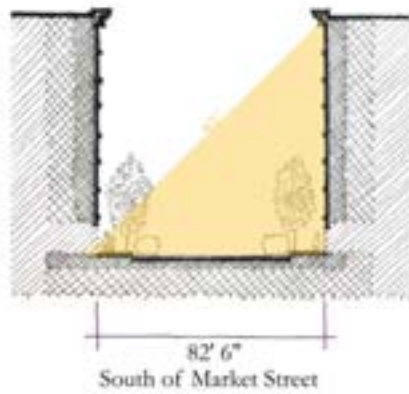
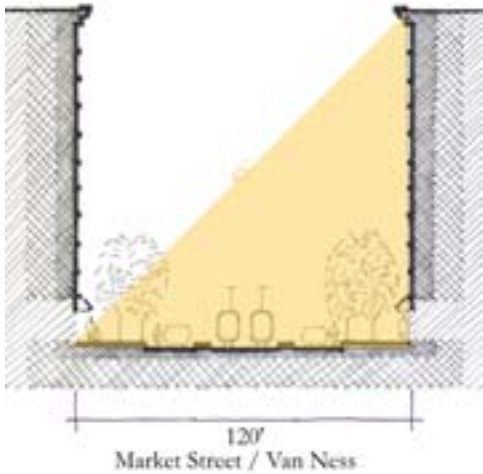
Policy 1.1.9
Preserve landmark and other buildings of historic value as an invaluable asset to the neighborhood.

The Market and Octavia neighborhood has a rich built history, as is evidenced by the variety of historic buildings and landmarks throughout the plan area. In keeping with existing *General Plan* policy and planning code requirements, historic buildings are preserved and celebrated as an integral part of the plan area’s living history. The urban design guidelines outlined in Element 3 are included to ensure that new development enhances the area’s physical fabric, especially where it is anchored by buildings of particular historic significance. The plan proposes, in many, ways, a return to building forms that respond to the established character and scale of the area’s historic fabric.

- :
- Support planning code requirements to preserve landmark and historically significant buildings.
 - Support future preservation efforts, including the establishment of historic landmarks and districts where they exist throughout the plan area.



Historic buildings will be preserved throughout the area.



Buildings roughly as tall as the street is wide provide ample sunlight to streets, as well as defining the street as a distinct public space.

OBJECTIVE 1.2
AN URBAN FORM THAT REINFORCES THE PLAN AREA'S UNIQUE PLACE IN THE CITY'S LARGER URBAN FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

The plan's urban form and height proposal is based on enhancing the existing variety of scale and character throughout the plan area. The plan adjusts heights in various locations to achieve urban design goals and to maximize efficient building forms for housing, given building code, fire, and other safety requirements. The heights ensure that new development contributes positively to the urban form of the neighborhood and allows flexibility in the overall design and architecture of individual buildings.

The height map on the following page implements the following policies:

Policy 1.2.1
Relate the prevailing height of buildings to street widths throughout the plan area.

It is the height and mass of individual buildings that define the public space of streets. Building heights have historically been strongly related to the width of streets in the Market and Octavia neighborhood and elsewhere in the city. Where building heights are matched to the width of the facing streets, they enclose the street and define it as a comfortable, human-scaled space with ample light and air.

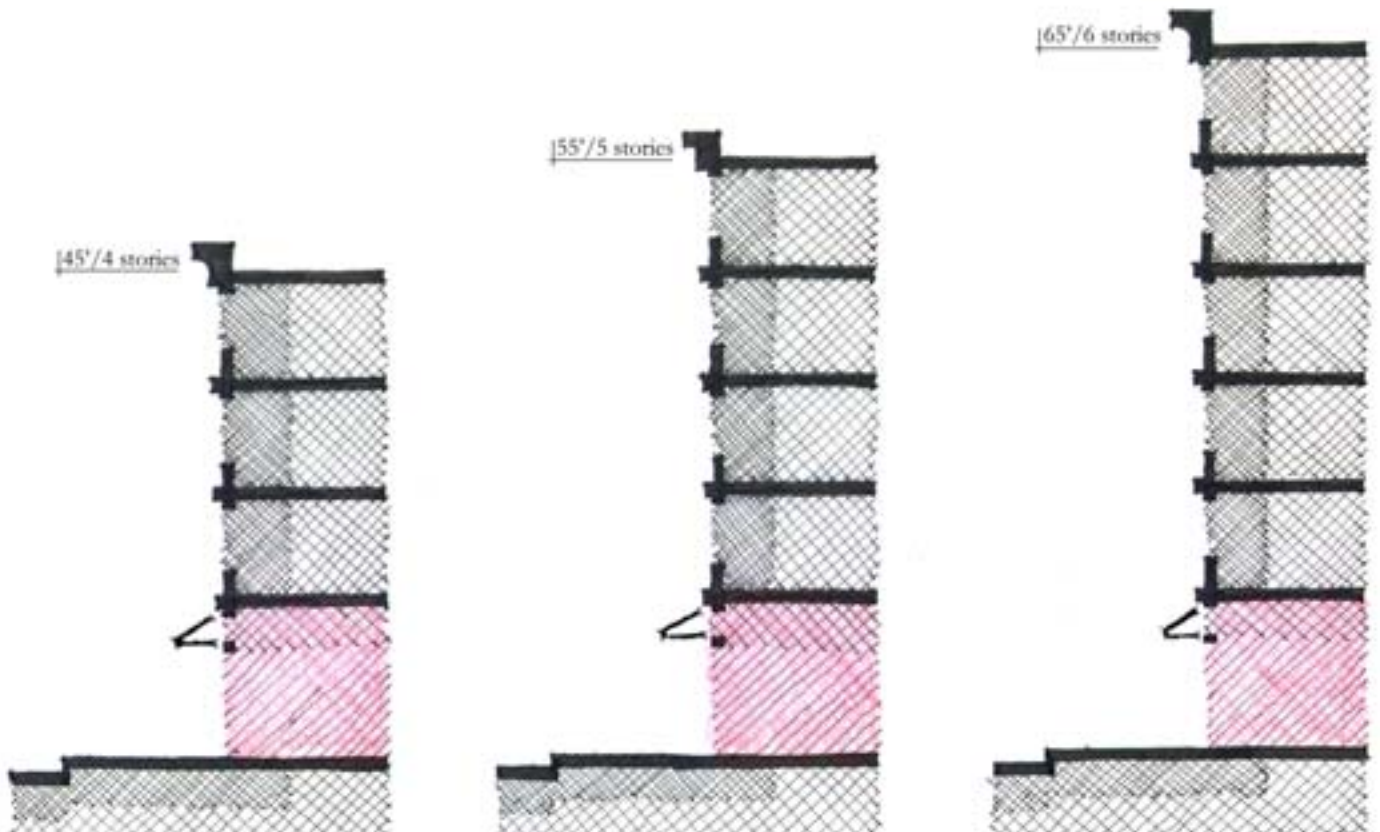
The height districts revise existing heights to strengthen the relationship between the height of buildings and the width of streets, in keeping with the diagram at left.

Policy 1.2.2

Maximize housing opportunities and encourage high-quality commercial spaces on the ground floor.

Height limits are optimized based on the economics of housing construction and building code requirements, in keeping with existing residential development patterns in the plan area, and good urban design principles. Height limits also are tailored to encourage a more generous ceiling height for ground-floor commercial uses, allowing more light and air into these spaces and a superior encouragement of the active public street.

- Proposed heights in neighborhood commercial districts are adjusted to maximize housing potential within specific construction types. Where ground floor commercial is most desirable, existing 40- and 50-foot height districts are adjusted to permit an additional five feet of height provided that it is used to create more generous ceiling heights on the ground floor. To this end, three new height districts are proposed along portions of Market Street, Church Street, and Octavia Boulevard around the proposed Hayes Green:



- It is also common in the Market and Octavia neighborhood, as with the rest of San Francisco, for housing to be provided above ground floor commercial spaces along neighborhood commercial streets. This not only provides much-needed housing close to services and, in most cases, transit, but also provides a residential presence to these streets, increasing their vitality and the sense of safety for all users. To this end, minimum height requirements ensure that some minimum amount of housing and other uses are provided above ground floor uses:

In 40 and 45-foot height districts:	Minimum 30 feet
In 50 and 55-foot height districts:	Minimum 40 feet
In 65, 85 and 96-foot height districts:	Minimum 50 feet
In 120-foot height districts:	Minimum 80 feet



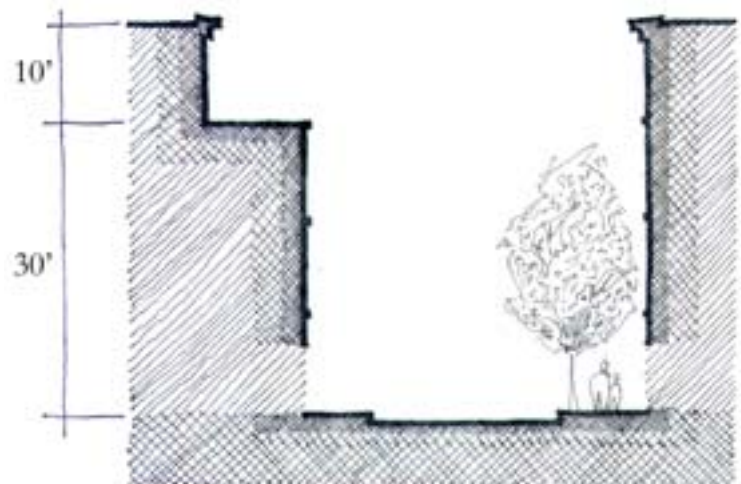
Alleys have a distinct scale and provide a welcome relief from busy streets throughout the plan area.

Policy 1.2.3

Preserve the intimate scale and character of alleys.

The Market and Octavia neighborhood’s formal network of midblock alleys is unique in the city. These alleys provide the setting for many small homes and apartments that add greatly to the housing variety of the plan area, and a welcome alternative route for pedestrians and bicyclists. The scale of these alleys should be preserved to ensure that they do not become overcrowded or dark. Heights along the alleys are limited to provide ample sunlight and air.

- Heights in alleys are generally limited to 40 feet.
- Heights in alleys are lowered to 30 feet on the southern side of east/west residential alleys to provide adequate sunlight to the public right-of-way.



Policy 1.2.4

Encourage buildings of the same height along each side of major streets.

Streets work well as public spaces when they are clearly defined by buildings of a similar height on both sides of the street. Current height controls frequently divide districts down the centerline of streets; these divisions are adjusted to run down the middle of blocks where possible.

- The boundaries of height districts are adjusted to encourage similar heights on both sides of the street.



While the intersection of Van Ness Avenue and Market Street is an important landmark and transportation hub, its form does not express that importance.

Policy 1.2.5

Mark the intersection of Van Ness Avenue and Market Street as a landmark point in the city.

The intersection of Van Ness Avenue and Market Street is a major landmark in the city. It is the entry point to the downtown from the west and a major center for transit service. This intersection should be marked with several towers above the base height of 120 feet, oriented to the street and providing a significant amount of new housing. Towers will be allowed up to 400 feet at the intersection, tapering down to the prevailing heights of 85 to 120 feet.

- The proposed heights reinforce clusters of taller buildings on the tops of hills and along Market Street in the downtown. Heights increase at the Van Ness Avenue and Market Street intersection and taper down to surrounding low-rise areas.



The intersection of Church and Market Streets marks the entrance to the Castro and an important transit hub at Church Street.

Policy 1.2.6

Mark the block of Market Street from Buchanan Street to Church Street as a gateway to the Castro.

The block of Market Street from Buchanan Street to Church Street marks the entrance to the Castro. At Buchanan Street, heights and form respond to Mint hill and preserve views to the Mint from Dolores Street. At Church Street, building forms should accent this point, with architectural projections that express the significance of the intersection. These elements should contribute to a building’s distinction as a landmark, help to define a gateway, draw attention to an important activity, or help define public gathering places. These elements need to be integrated into the design of the building.

- The height map allows for buildings up to 85 feet in height at the intersection of Church and Market Streets. Special architectural features should be used at the corners of new buildings to express the visual importance of this intersection.



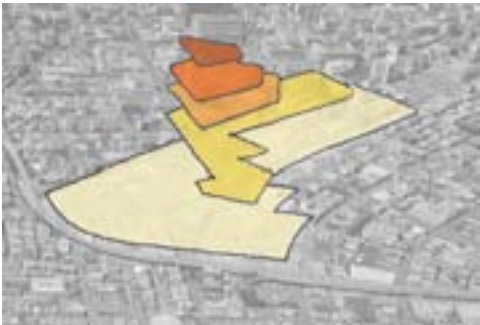
The height and scale of new development along Market Street should add to its prominence in the city.

Policy 1.2.7

Encourage new mixed-use infill on Market Street of a scale and stature appropriate for the varying conditions along its length.

Market Street is a uniquely monumental street, with buildings along its length that have a distinctive scale and stature, especially east of its intersection with Van Ness Avenue. West of Van Ness Avenue, new buildings should have a height and scale that strengthens the street’s role as a monumental public space.

- A podium height limit of 120’ along Market Street is established east of Van Ness Avenue, consistent with its width.
- Buildings heights step down to 85 – 65 feet along Market Street west of Van Ness Avenue, providing a transition to surrounding areas.



Residential towers are encouraged along Market and Mission Streets in SOMA West, concentrated around the intersection of Van Ness Avenue and Market Street.

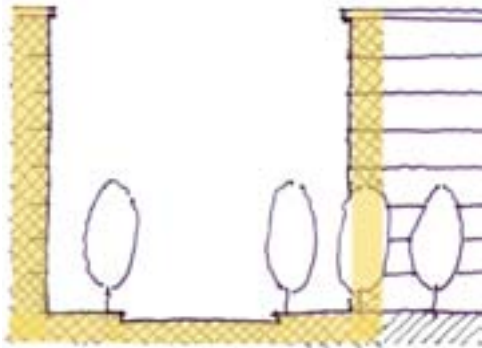
Policy 1.2.8

Encourage the development of slender residential towers above the base height in the SoMa West area along South Van Ness Avenue between Market and Mission Streets, and along the Market Street corridor.

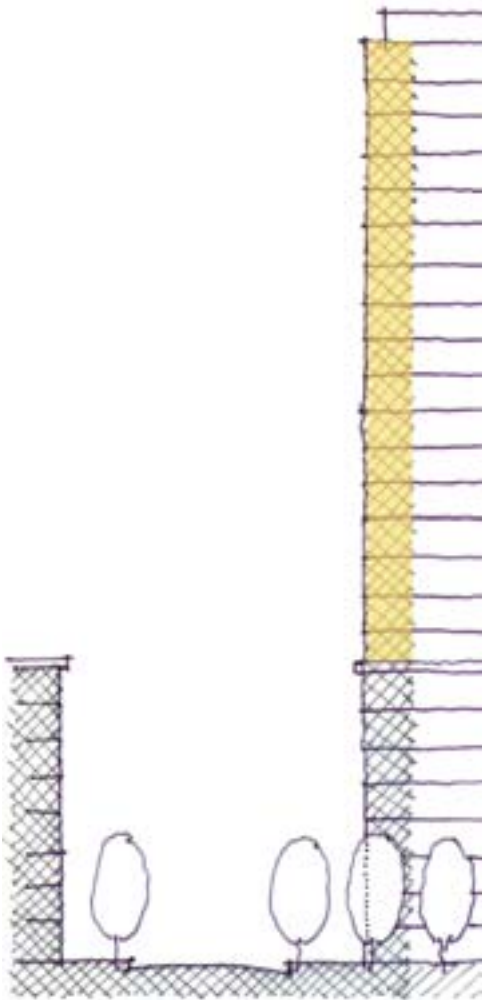
Below a height equal to the width of the street (“street wall height”), buildings play an important role in framing the public space of the street. Below street wall height, it is important that buildings occupy the street front entirely and have uses at lower floors that engage the street.

Where residential towers are permitted above the street wall height, special controls ensure that tower forms allow for adequate light and air to dwelling units and minimize shadow to streets and open spaces. In contrast to existing bulk controls for office development, new controls encourage slender, unified tower forms spaced to allow adequate light and air to permeate the area. To avoid a bulky appearance on the skyline, a tower’s floor plate are limited in proportion to its height.

- Separate bulk controls apply for building area above the street wall height in the SoMa West area.



Streetwall height



Tower height

At or below the streetwall height (specified as “podium” in the preceding height map):

- Up to 100 percent site coverage is permitted for non-residential levels.
- There is a 25 percent rear yard requirement for residential levels.
- Building massing, articulation, and ground floor uses should be designed to contribute to the public life of the street, as described in the urban design guidelines in Element 4.

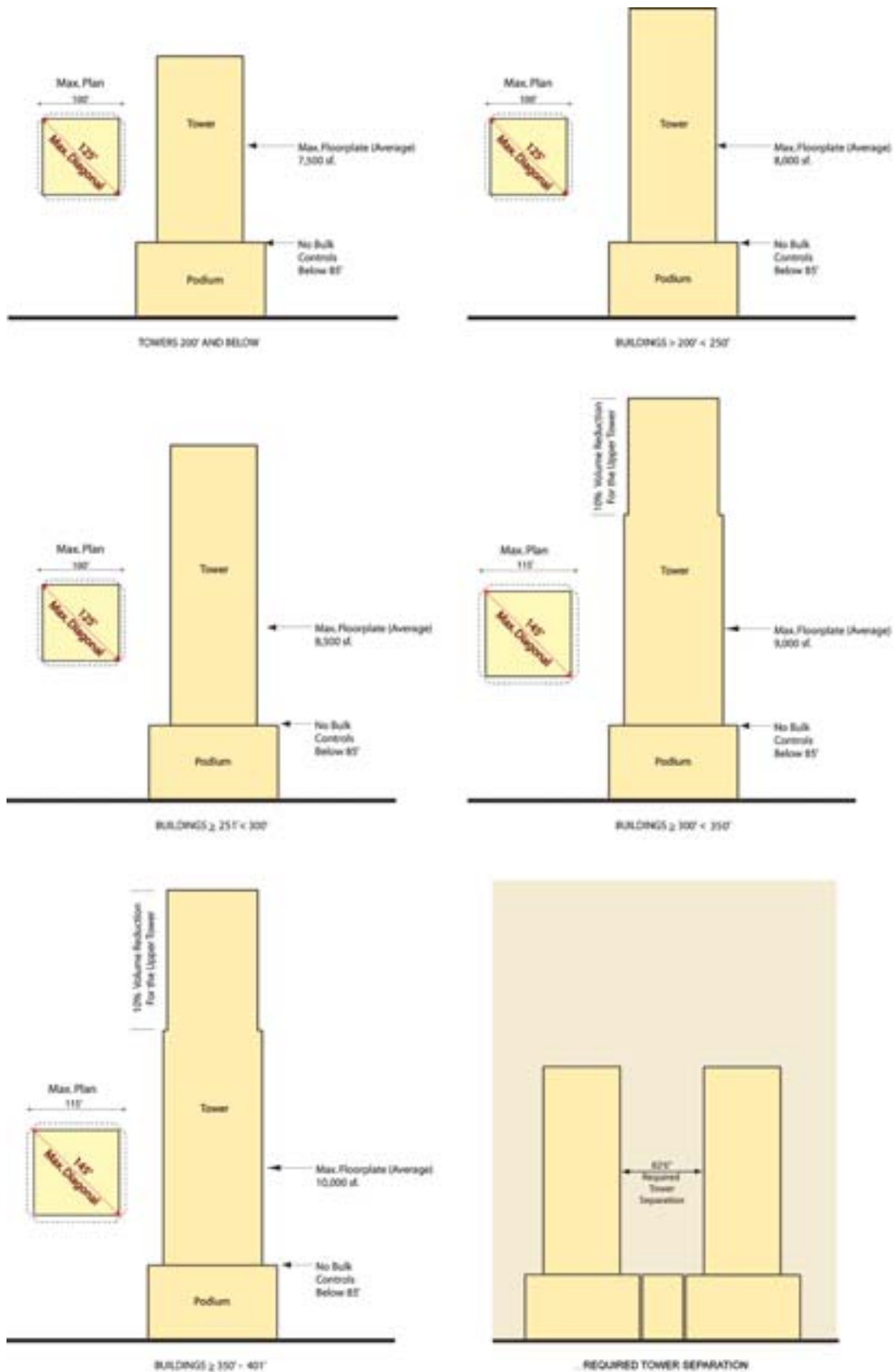
Above the streetwall height (specified as “tower” in the preceding height map):

- Tower separation of 82.5 feet is required.
- A 10 percent volume reduction is required for the upper tower for buildings that are 300 feet or taller. The upper tower is defined as the top one-third portion of a freestanding tower.¹
- Towers are governed by the following bulk limits:

Up to 300 feet:	Plan length may not exceed 100 feet and diagonal length may not exceed 125 feet.
From 301– 400 feet:	Plan length may not exceed 115 feet and diagonal length may not exceed 145 feet.
- Establish maximum floor areas above the podium height as follows:

Up to 200 feet:	7,500 sf
201- 250 feet:	8,000 sf
251- 300 feet:	8,500 sf
301- 350 feet:	9,000 sf
351- 400 feet:	10,000 sf
- Special controls for massing and articulation are also required, as described in Element 4.
- No exceptions to these bulk controls are permitted.

¹ For towers that sit on top of a podium, the upper tower is defined as the top 1/3rd of the height of the tower as measured from the top of the podium.



Bulk and Separation Controls for Towers



Policy 1.2.9

Where the area’s traditional pattern of individual buildings on small lot still exists, discourage land assembly.

A close-knit pattern of individual buildings on small lots is what has made the Market and Octavia neighborhood successful as an urban place over time and is one of its chief assets. The neighborhood is built on a traditional fabric of lots that are narrow and deep, which provides for an enriching block face, diversity of buildings, and stimulating pedestrian experience. Where this pattern has been disrupted, the area has often lost vibrancy, streets have become less inviting, and development has lost its human scale. Where the pattern of individual buildings on small lots is intact, this pattern is preserved by limiting the assembly of parcels and respecting the prevailing pattern of blocks and lots in the area.

- Discourage lot assembly by limiting the total area that a single building may occupy to the following maximums:

In the NCT District:	10,000 sf.
In the RTO District:	5,000 sf.



Individual buildings on narrow lots give the area a finely-scaled, human quality that should be enhanced through new development that continues this pattern.