

1 [General Plan Amendment - Transit Center District Plan]

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3 **Ordinance: 1) amending the San Francisco General Plan by adding the Transit Center**
4 **District Sub-Area Plan to the Downtown Plan and making various amendments to the**
5 **Downtown Plan, Urban Design Element, Commerce and Industry Element, Recreation**
6 **and Open Space Element, and Transportation Element as part of the establishment of**
7 **the Transit Center District Plan; and 2) making environmental findings and findings of**
8 **consistency with the General Plan as proposed for amendment and Planning Code**
9 **Section 101.1.**

10 NOTE: Additions are *single-underline italics Times New Roman*;
11 deletions are ~~*strike-through italics Times New Roman*~~.
12 Board amendment additions are double-underlined;
Board amendment deletions are ~~strike-through normal~~.

13 Be it ordained by the People of the City and County of San Francisco:

14 Section 1. Findings.

15 (a) California Environmental Quality Act Findings.

16 (1) The Planning Commission, in Motion No. 18628 certified the Final Environmental
17 Impact Report for the Transit Center District Plan and related actions as in comply with the
18 California Environmental Quality Act (Public Resources Code Sections 21000 et seq.). A copy
19 of said Motion is on file with the Clerk of the Board of Supervisors in File No. 120665 and is
20 incorporated herein by reference.

21 (2) On May 24, 2012, the Planning Commission conducted a duly noticed public
22 hearing and, by Motion No. 18629, adopted findings pursuant to the California Environmental
23 Quality Act for the Transit Center District Plan and related actions. A copy of Planning
24 Commission Resolution No. 18629, including its attachment and mitigation monitoring and
25 reporting program, is on file with the Clerk of the Board of Supervisors in File No. 120665 and

1 is incorporated herein by reference. The Board of Supervisors hereby adopts the Planning
2 Commission's environmental findings as its own.

3 (b) General Plan Consistency and Other Findings.

4 (1) The Transit Center District Plan provides a policy framework focused on the
5 downtown area surrounding the Transbay Transit Center. Given the significance of its
6 policies and close relationship to the Downtown Plan, the Transit Center District Plan is
7 proposed for inclusion as a new Sub-Area Plan of the Downtown Plan.

8 (2) Pursuant to San Francisco Planning Code Section 340, any proposed amendments
9 to the General Plan shall first be initiated by the Planning Commission. On May 3, 2012, the
10 Commission conducted a duly noticed public hearing to consider a Resolution of Intent to
11 initiate General Plan Amendments concerning the Transit Center District Plan and adopted
12 Resolution No. 18612 for that purpose. A copy of Planning Commission Resolution No.
13 18612 is on file with the Clerk of the Board of Supervisors in File No. 120685.

14 (3) Pursuant to San Francisco Charter Section 4.105 and Planning Code Section 340,
15 any amendments to the General Plan shall first be considered by the Planning Commission
16 and thereafter recommended for approval or rejection to the Board of Supervisors. On May
17 24, 2012, the Commission conducted a duly noticed public hearing on the General Plan
18 Amendments, and by Resolution No. 18630 adopted the General Plan Amendments and
19 recommended them for approval to the Board of Supervisors. Said Motion also included
20 findings of conformity with the Priority Policies of Section 101.1 of the Planning Code,
21 consistency findings with the General Plan as it is proposed for amendment, and, pursuant to
22 Section 340 of the Planning Code, findings that this Ordinance will serve the public necessity,
23 convenience, and welfare. A copy of Planning Commission Resolution No. 18630 is on file
24 with the Clerk of the Board of Supervisors in File No. 120685 and incorporated herein by
25 reference.

1 (4) The Board of Supervisors finds that this Ordinance is in conformity with the Priority
2 Policies of Section 101.1 of the Planning Code and, on balance, consistent with the General
3 Plan as it is proposed for amendment herein, and hereby adopts the findings set forth in
4 Planning Commission Resolution No. 18630 as its own and incorporates such findings by
5 reference as if fully set forth herein.

6 Section 2. The San Francisco General Plan is hereby amended by adding the Transit
7 Center District Sub-Area Plan to the Downtown Plan. A copy of the subject Sub-Area Plan is
8 on file with the Clerk of the Board of Supervisors in File No. 120685 and is incorporated herein
9 by reference.

10 Section 3. The introduction; Policies 1.1, 6.2, 8.2, and 13.5; and various maps, figures,
11 and tables of the Downtown Plan of the San Francisco General Plan are hereby amended as
12 follows:

13 (a) The introduction to the Downtown Plan is amended as follows:

14 **Downtown Plan**

15 This is the area plan for Downtown San Francisco. It contains objectives and policies to
16 guide decisions affecting the downtown area. It also contains some of the background to the
17 objectives and policies and some of the key actions to implement them; they are described
18 more extensively in the separate publication of the Plan.

19 The Downtown Plan grows out of an awareness of the public concern in recent years
20 over the degree of change occurring downtown — and of the often conflicting civic objectives
21 between fostering a vital economy and retaining the urban patterns and structures which
22 collectively for the physical essence of San Francisco.

23 The Plan foresees a downtown known the world over as a center of ideas, services and
24 trade and as a place for stimulating experiences. In essence, downtown San Francisco should
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1 encompass a compact mix of activities, historical values, and distinctive architecture and
2 urban forms that engender a special excitement reflective of a world city.

3 The Downtown Plan contains a Sub-Area plan for the area located around the Transbay Transit
4 Center. The Transit Center District Sub-Area Plan builds on the Downtown Plan to envision this area
5 as the heart of a growing downtown. The Sub-Area Plan seeks to enhance the Downtown Plan's
6 precepts, to build on its established patterns of land use, urban form, public space, and circulation.

7 (b) The supporting text under Policy 1.1 background discussion on office space is
8 amended as follows:

9 A wide variety of business activities are conducted in downtown office space.
10 Corporate headquarters, financial institutions, insurance companies, major utilities, business
11 and professional services occupy more than 42 million square feet in the primary office (C-3-
12 O) district. Wherever the Downtown Plan discusses the C-3-O district, this reference also includes the
13 C-3-O (SD) district, except as more specifically described in the Transit Center District Sub-Area Plan
14 or otherwise stated. Over 220,000 office workers are employed in a wide range of managerial,
15 professional, clerical, and less skilled occupations serving international, national, regional and
16 local markets. These activities include executive, administrative and information processing
17 functions. Rental rates for space in this district are among the highest in the region, reflecting
18 the desirability of this location.

19 (c) The following reference in the supporting text under Policy 6.1 is amended as
20 follows:

21 These clusters should be reinforced, each maintaining its predominant activity without
22 losing the essential urban qualities that a mix of uses provides. Major office towers can be
23 constructed on sites remaining in the financial core north and south of Market and in an
24 expanded area south of Market centered on the Transbay ~~Bus Terminal~~ Transit Center (see the
25 Transit Center District Sub-Area Plan). Concentrating office towers in these locations protects

1 the fine scale and rich mix of uses in Chinatown, Jackson Square, Kearny Street, Union
2 Square, Mid-Market, North of Market-Tenderloin, and the hotel-entertainment area near
3 Mason Street.

4 (d) The Key Implementing Actions under Policy 6.1, are amended to add the following:

5 **DOWNTOWN OFFICE SPECIAL DEVELOPMENT DISTRICT**

6 **(C-3-O SD DISTRICT)**

7 Maintain base FAR and eliminate maximum FAR limit. See Transit Center District Sub-Area
8 Plan for other specific controls that differ from C-3-O.

9 (e) Under Policy 8.2, the discussion of Open Space is amended as follows:

10 A new public open space will also be added as part of the Transbay Redevelopment,
11 between Main, Beale, Howard and Folsom Streets. This will help remedy an open space
12 deficiency located approximately midway between Yerba Buena Gardens and Rincon Point
13 Park. The Transbay Redevelopment Plan will further seek a public open space south of the
14 Transbay ~~Terminal~~ Transit Center in approximately the area bounded by Second, Mission,
15 First, and Howard Streets to fill a deficient area that would still remain. For further description
16 of open space proposals near the Transbay Transit Center, see the Transit Center District Sub-Area
17 Plan.

18 (f) A new policy is proposed in the Urban Form section of the Downtown Plan to
19 incorporate the height and skyline policy framework of the Transit Center District Sub-Area
20 Plan. This policy and supporting text is added as follows:

21 **Policy 13.5**

22 Create an elegant downtown skyline by crafting a distinct downtown hill form with the city's
23 tallest building – the Transbay Transit Tower - rising as its “crown.”

24 As the geographic epicenter of downtown and the front door of the Transbay Transit Center, the
25 Transit Tower should be the tallest building on the city's skyline. The Tower represents the City's

1 commitment to focusing growth around a sustainable transportation hub, as well as the apex of the
2 downtown skyline. See the Transit Center District Sub-Area Plan for further discussion.

3 (g) The following maps, figures, and table are amended as described below:

4 MAP 1, "Downtown Land Use and Density Plan"

5 - Add a boundary around the Transit Center District Plan area with a line that
6 leads to a reference that states "See the Transit Center District Sub-Area Plan."

7 - Amend Density* note to read: Unused FAR may be transferred from
8 preservation sites to development sites up to a maximum FAR of 18:1 in the C-3-O ~~and C-S-O~~
9 ~~(SD) districts~~ and up to one and half times the basic FAR in the C-3-R, C-3-G and C-3-S districts. See
10 Preservation of the Past Chapter. FAR may be transferred in the C-3-O (SD) district to exceed the base
11 FAR up to 9:1. Transfer of preservation sites is not required above 9:1. There is no maximum FAR in
12 the C-3-O(SD) district.

13 MAP 3, "Major Open Spaces"

14 - Add a boundary around the Transit Center District Plan area and a reference
15 that states "See the Transit Center District Sub-Area Plan."

16 MAP 4, "Downtown Conservation Districts"

17 - Rename New Montgomery-Second Conservation District to "New Montgomery-
18 Mission-Second Street Conservation District."

19 - Include revised boundary of the New Montgomery-Mission-Second Street
20 Conservation District.

21 - Add the following reference: "See the Transit Center District Sub-Area Plan for
22 revised boundary of New Montgomery-Mission-Second Street Conservation District."

23 MAP 5, "Proposed Height and Bulk Districts"

24 - Add a boundary around the Transit Center District Plan area and a reference
25 that states: "See the Transit Center District Sub-Area Plan."

1 MAP 7, "Proposed Pedestrian Network: Downtown District"

2 - Add the following note to the map: "Designate a portion of Natoma Street near
3 2nd Street as an exclusive pedestrian walkway per the Transit Center District Sub-Area Plan."

4 FIGURE 2, "Bulk Limits"

5 - Add following language: "See Transit Center District Sub-Area Plan for
6 buildings taller than indicated on this chart."

7 FIGURE 3, "Bulk Control, Upper Tower Volume Reduction"

8 - Add following language: "See Transit Center District Sub-Area Plan for
9 buildings taller than indicated on this chart."

10 FIGURE 4, "Separation Between Towers"

11 - Add following language: "See Transit Center District Sub-Area Plan for
12 buildings taller than indicated on this chart."

13 FIGURE 6, "Proposed downtown Pedestrian Network Improvements"

14 - Under "Specific Streetscape Plans," amend the table as follows:

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- Beale: *Second Level Street improvements. See Transit Center District Sub-Area Plan.*
 - First: *Transit stop improvements. See Transit Center District Sub-Area Plan.*
 - Fremont: *Transit stop improvements; pedestrian safety signage. See Transit Center District Sub-Area Plan.*
 - Mission: *Special Level Street improvements; sidewalk widening; corner bus bulbs; distinctive paving; transit stop improvements; pedestrian oriented lighting; pedestrian signage. See Transit Center District Sub-Area Plan.*
 - New Montgomery: *Second Level Street improvements; sidewalk sitting areas and tree clusters; historical/informational signage. See Transit Center District Sub-Area Plan.*
 - Second: *Second Level Street improvements; sidewalk sitting areas and tree clusters; historical/informational signage. See Transit Center District Sub-Area Plan.*
 - Spear: *See Transit Center District Sub-Area Plan.*
 - Main: *See Transit Center District Sub-Area Plan.*
 - Howard: *See Transit Center District Sub-Area Plan.*
 - Folsom: *See Transit Center District Sub-Area Plan.*

- Under "Specific Alleyway Designs," add the following alleys:

- Shaw: Pedestrian-only walkthrough alley; see Transit Center District Sub-Area Plan.
- Natoma: Destination alley improvements; see Transit Center District Sub-Area Plan.

TABLE 1, “Guidelines for Open Space”

Amend table as shown below to include “Connections to Transbay Transit Center Rooftop Park.”

Table 1 – Guidelines for Open Space

	<u>Connections to Transbay Transit Center Rooftop Park</u>
Description	<u>Publicly accessible horizontal connections (i.e. pedestrian bridge) from adjacent buildings and vertical connections from street level directly to the rooftop park on the Transbay Transit Center.</u>
Size	<u>Horizontal connections shall have a minimum clear walking path of 12 feet.</u>
Location	<u>Buildings surrounding Transbay Transit Center; and on ground level.</u>

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Access	<u>Public access. Vertical connections shall be clearly and prominently signed from a public sidewalk or public space.</u>
Seating*, Tables, etc.	-----
Landscaping, Design	-----
Commercial Services, Food	-----
Sunlight and Wind	-----
Public Availability	<u>Any time the Transit Center Rooftop Park is open to the public.</u>
Other	<u>Requires approval of the Transbay Joint Powers Authority.</u>

1 Section 4. The Urban Design, Commerce and Industry, Recreation and Open Space,
2 Transportation and Land Use Elements of the General Plan are amended as follows:

3 (a) Urban Design Element Amendments.

4 (1) Additional text is proposed for the Urban Design Element to expand the
5 discussions of downtown building heights. The following supporting text under Policy 3.5 is
6 amended as follows:

7 In areas of growth where tall buildings are considered through comprehensive planning
8 efforts, such tall buildings should be grouped and sculpted to form discrete skyline forms that
9 do not muddle the clarity and identity of the city's characteristic hills and skyline. Where
10 multiple tall buildings are contemplated in areas of flat topography near other strong skyline
11 forms, such as on the southern edge of the downtown "mound," they should be adequately
12 spaced and slender to ensure that they are set apart from the overall physical form of the
13 downtown and allow some views of the city, hills, the Bay Bridge, and other elements to
14 permeate through the district.

15 The city's downtown skyline should be crafted to resemble a distinct and elegant hill form with
16 the tallest and most prominent building rising as its "crown." As the geographic epicenter of
17 downtown, as well as the front door of the Transbay Transit Center, the "Transit Tower" should be the
18 tallest building in the city's skyline. The Transit Tower represents the City's commitment to focusing
19 growth around a sustainable transportation hub, as well as the apex of the downtown skyline. The
20 Transit Center District Sub-Area Plan contains specific details related to urban form and design for
21 this area.

22 (2) Add the following supporting text under Policy 2.9:

23 b. Release of a street area may be considered favorably when it would not
24 violate any of the above criteria and when it would be:
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1 3. Necessary for a significant public or semi-public use, or public assembly use,
2 where the nature of the use and the character of the development proposed present strong
3 justifications for occupying the street area or air space, such as a public pedestrian connection
4 from the Transbay Transit Center rooftop park to adjacent buildings, rather than some other site;

5 (3) Amend Maps 4 and 5 as follows:

6 Map 4, "Urban Design Guidelines for Height of Buildings"

7 - In legend, amend text to read: " 2. See Downtown Plan including Transit Center
8 District Sub-Area Plan."

9 Map 5, "Urban Design Guidelines for bulk of Buildings"

10 - In legend, amend text to read: " 2. See Downtown Plan including Transit Center
11 District Sub-Area Plan."

12 (b) Commerce and Industry Element Amendments.

13 (1) Amend Maps 1 and 2 as follows:

14 Map 1, "Generalized Commercial and Industrial Land Use Plan"

15 - Add a boundary around the Transit Center District Sub-Area Plan area and a
16 reference that states "See the Transit Center District Sub-Area Plan."

17 Map 2, "Generalized Commercial and Industrial Density Plan"

18 - Add a boundary around the Transit Center District Sub-Area Plan area AND a
19 reference that states "See the Transit Center District Sub-Area Plan."

20 (c) Recreation and Open Space Element Amendments.

21 (1) Amend Maps 1, 2, and 4 as follows:

22 Map 1, "Public Ownership of Existing Open Space"

23 - Add a boundary around the Transit Center District Sub-Area Plan area and a
24 reference that states "See the Transit Center District Sub-Area Plan."

25 Map 2, "Public Open Space Service Areas"

1 - Add a boundary around the Transit Center District Sub-Area Plan area and a
2 reference that states "See the Transit Center District Sub-Area Plan."

3 Map 4, "Citywide Recreation and Open Space Plan"

4 - Add a boundary around the Transit Center District Sub-Area Plan area and a
5 reference that states "See the Transit Center District Sub-Area Plan."

6 (d) Transportation Element Amendments.

7 (1) Amend Map 13 as follows:

8 Map 13, "Recommended Near-Term and Long-Term Improvements to the Bicycle
9 Route Network"

10 - Add a boundary around the Transit Center District Sub-Area Plan area and a
11 reference that states "See the Transit Center District Sub-Area Plan."

12 (e) Land Use Index Amendments. Update the General Plan's Land Use Index to
13 incorporate the Transit Center District Sub-Area Plan.

14 Section 5. Effective Date. This ordinance shall become effective 30 days from the
15 date of passage.

16 Section 6. This section is uncodified. In enacting this Ordinance, the Board intends to
17 amend only those words, phrases, paragraphs, subsections, sections, articles, numbers,
18 punctuation, charts, diagrams, or any other constituent part of the General Plan that are
19 explicitly shown in this legislation as additions, deletions, Board amendment additions, and
20 Board amendment deletions in accordance with the "Note" that appears under the official title
21 of the legislation.

1 APPROVED AS TO FORM:
2 DENNIS J. HERRERA, City Attorney

3 By: _____
4 John D. Malamut
5 Deputy City Attorney

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