

1 [General Plan amendments in connection with the Transbay Redevelopment Plan.]
 2 **Ordinance amending the San Francisco General Plan in connection with the Transbay**
 3 **Redevelopment Plan and adopting environmental findings and findings that the**
 4 **amendments are consistent with the General Plan and eight priority policies of**
 5 **Planning Code Section 101.1.**

6 Note: Additions are *single-underline italics Times New Roman*;
 7 deletions are ~~*strikethrough italics Times New Roman*~~.
 8 Board amendment additions are double underlined.
 9 Board amendment deletions are ~~strikethrough normal~~.

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

11 Section 1. Findings.

12 The Board of Supervisors of the City and County of San Francisco hereby finds and
 13 determines that:

14 (a) City Charter Section 4.105 requires that the San Francisco Planning Commission
 15 (the "Planning Commission") consider any proposed amendments to the City's General Plan
 16 and make a recommendation for approval or rejection to the Board of Supervisors before the
 17 Board of Supervisors acts on the proposed amendments.

18 (b) Approval of the Transbay Redevelopment Plan requires certain text amendments
 19 and map amendments to the Transportation Element, Urban Design Element, Downtown
 20 Plan, South of Market Area Plan, and the Rincon Hill Area Plan of the General Plan of the City
 21 and County of San Francisco (the "General Plan"). The General Plan text amendments and
 22 description of the General Plan map amendments are contained in this Ordinance. The
 23 General Plan maps proposed for amendment are attached to this Ordinance and incorporated
 24 herein by reference. Copies of said maps are on file with the Clerk of the Board of
 25 Supervisors in File No. . Amendments to the City's Zoning Maps and various Planning
 Code text amendments that implement the Redevelopment Plan are contained in companion

1 legislation. The companion legislation is on file with the Clerk of the Board of Supervisors in
2 File Nos. _____ and _____.

3 (c) On December 9, 2004, the Planning Commission conducted a duly noticed public
4 hearing on the proposed amendments to the General Plan. Following such hearing, the
5 Planning Commission, by Resolution No. 16906 and Motion No. 16907 found such
6 amendments to the General Plan consistent with the priority policies of Planning Code Section
7 101.1 and with the General Plan as it is proposed for amendment, approved such General
8 Plan amendments, and recommended such amendments for approval by the Board of
9 Supervisors. Said Resolution and Motion are on file with the Clerk of the Board in File No.
10 _____ and are incorporated herein by reference as though fully set forth herein.

11 Section 2. General Plan and Other Required Findings.

12 (a) The Board of Supervisors finds that this ordinance is in conformity with the priority
13 policies of Section 101.1 of the Planning Code and consistent with the General Plan, as it is
14 amended herein, for the reasons set forth in Planning Commission Resolution No. 16906 and
15 Motion No. 16907.

16 (b) This Board of Supervisors, pursuant to Planning Code Section 340, finds that this
17 ordinance will serve the public necessity, convenience and welfare for the reasons set forth in
18 Planning Commission Resolution No. 16906.

19 Section 3. Environmental Findings.

20 On September 28, 2004, this Board, in Resolution No. 612-04 adopted findings that
21 various actions related to the Transbay Redevelopment Project were in compliance with the
22 California Environmental Quality Act (California Public Resources Code sections 21000 et
23 seq.). Said findings and all documents and materials related to said findings are on file with
24 the Clerk of the Board of Supervisors in File No. 041079 and are incorporated herein by
25 reference. Said findings remain valid for the actions contemplated in this Ordinance and are

1 made part of this Ordinance by reference herein. Said findings also are supplemented by the
2 environmental findings that the Planning Commission adopted on December 9, 2004, in
3 Motion No. 16905. The Planning Commission Motion is on file with the Clerk of the Board in
4 File No. _____ and is incorporated herein by reference as though fully set forth
5 herein.

6 Section 4. The San Francisco General Plan is hereby amended to read as follows:

7 **I. TRANSPORTATION ELEMENT:**

8 History of Transportation in San Francisco: Loma Prieta and Changing Legislation
9 Post-1990 (I.4.6)

10 Due to the damage from the 1989 earthquake, the Embarcadero Freeway, the
11 Terminal Separator Structure, and portions of the Central Freeway were razed. The city has
12 taken official positions not to replace these structures, deferring to both the legacy of the
13 Freeway Revolt and the "Transit First" policy. Twenty years after the policy was adopted, its
14 implementation appears to be a success: nearly all of the substantial growth in commuter
15 travel to and from the Financial District since 1970 has been accommodated on transit. The
16 aftermath of the earthquake, particularly the temporary closure of the Bay Bridge, renewed a
17 reliance on public transportation. New ferry service to the East Bay and expanded BART and
18 CalTrain service continue to attract riders well after the bridge was reopened.

19 *The Transbay Terminal was damaged by the Loma Prieta earthquake but ultimately returned to*
20 *service. With growing transit use, a joint decision was made to construct a new Transbay Terminal on*
21 *the existing Transbay Terminal site. This decision is consistent with the City's Proposition H*
22 *(Downtown Caltrain Station) adopted on November 2, 1999, and codified in San Francisco*
23 *Administrative Code Appendix 46. It will serve as the terminus for Transbay bus service, for the*
24 *CalTrain once it is extended from its current terminus at 4th and King Streets, for several Muni lines,*
25

1 and for other regional transit providers. The station would also be located a short distance from ferry
2 service providers, the city's bus and metro routes, BART, and other regional carriers. It would be
3 designed to accommodate pedestrians and bicyclists. If high-speed rail is constructed between
4 northern and southern California, the Transbay Terminal will also serve as San Francisco's terminal.

5 The benefits of San Francisco's investment in alternatives to the single-occupant
6 vehicle extend beyond its relatively clean air and stabilized traffic congestion. The high transit
7 modal split fostered over the twenty years by official city policy positioned San Francisco,
8 unique among California cities in 1993, in compliance with the requirement of the State Clean
9 Air Act to initiate a Trip Reduction Ordinance, thereby exempting many of the city's employers
10 from burdensome regional regulations.

11 San Francisco's tradition of promoting alternatives to the automobile serves the city
12 well in light of the passage of the Intermodal Surface Transportation Efficiency Act in 1991.
13 This Act signaled the federal government's new emphasis on funding transportation projects
14 with a multi-modal emphasis.

15 These and other recent, fundamental changes in the objectives and means of planning
16 transportation at all levels of government provide an unprecedented opportunity for the City of
17 San Francisco and the Bay Area. This Transportation Element establishes the following
18 objectives and policies in recognition of this opportunity and the importance of managing
19 transportation in the preservation and enhancement of the Bay Area's high quality of life.

20 **POLICY 5.5 (I.4.18)**

21 **Develop high-speed rail that links downtown San Francisco to major interstate and**
22 **national passenger rail corridors as the principle alternative to interstate air travel,**
23 **and as the primary means to relieve air traffic congestion.**

24 The station should be integrated with the transit network of the city and region. The
25 Transbay Terminal should serve as the downtown San Francisco station. Constructing the station at
this location would best serve San Francisco and the region, and take advantage of the infrastructure

1 created by the Caltrain extension downtown to the Transbay Terminal. The Transbay Terminal will be
2 a multi-modal facility and will include facilities for bus, rail, and high speed rail systems, so that long-
3 distance rail passengers can transfer to local and regional transit.

4 Section 5. The San Francisco General Plan Transportation Element Maps are hereby
5 amended as follows:

6 Map 11 **Citywide Pedestrian Network** (I.4.55) would be amended to designate
7 Folsom Street between Embarcadero and Essex Street and 2nd Street in its entirety as part of
8 the Citywide Pedestrian Network.

9 Map 12 **Neighborhood Pedestrian Streets** (I.4.56) would be amended to
10 designate Folsom Street Between Embarcadero and Essex Street as a “Neighborhood
11 Commercial Street” and to designate Beale, Main, and Spear Streets as “Neighborhood
12 Network Connection Streets” between Market and Folsom.

13 Map 14 **Downtown Short-Term Parking Belt** (I.4.67) would be amended to
14 remove all of Transbay (the areas designated between Howard and Folsom between 2nd and
15 the Embarcadero) from the Parking Belt.

16 Section 6. The San Francisco General Plan is hereby amended to read as follows:

17 **II. URBAN DESIGN ELEMENT:**

18 **POLICY 3.1** (I.5.32)

19 **Promote harmony in the visual relationships and transitions between new and older
20 buildings.**

21 New buildings should be made sympathetic to the scale, form and proportion of older
22 development. This can often be done by repeating existing building lines and surface
23 treatment. Where new buildings reach exceptional height and bulk, large surfaces should be
24 articulated and textured to reduce their apparent size and to reflect the pattern of older
25 buildings.

1 Although contrasts and juxtapositions at the edges of districts of different scale are sometimes
2 pleasing, the transitions between such districts should generally be gradual in order to make
3 the city's larger pattern visible and avoid overwhelming of the district of smaller scale. In
4 transitions between districts and between properties, especially in areas of high intensity, the
5 lower portions of buildings should be designed to promote easy circulation, good access to
6 transit, good relationships among open spaces and maximum penetration of sunlight to the
7 ground level.

8 In new, high-density residential areas near downtown where towers are being contemplated as
9 part of comprehensive neighborhood planning efforts, such as Transbay and Rincon Hill, such towers
10 should be slender and widely spaced among buildings of lesser height to allow ample sunlight, sky
11 exposure and views to streets and public spaces. It is thus to be expected that some tall buildings will
12 be located adjacent to buildings of significantly lower height. This does not in itself create disharmony
13 or poor transitions, but is in fact necessary in order to achieve important neighborhood-wide livability
14 goals. Because these areas are on the edges of the downtown, stricter standards than exist in the
15 downtown core for tower bulk and spacing should be established to minimize the bulk of towers and set
16 minimum tower spacing. It is especially important that towers have active ground floors and that lower
17 stories are highly articulated and engage the pedestrian realm, with multiple building entrances,
18 townhouses, retail, and neighborhood services. (See Map 4.)

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20

POLICY 3.5 (I.5.33)

21

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

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23

The height of new buildings should take into account the guidelines expressed in this Plan. These guidelines are intended to promote the objectives, principles and policies of the Plan, and especially to complement the established city pattern. They weigh and apply many

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1 factors affecting building height, recognizing the special nature of each topographic and
2 development situation.

3 Tall, slender buildings should occur on many of the city's hilltops to emphasize the hill
4 form and safeguard views, while buildings of smaller scale should occur at the base of hills
5 and in the valleys between hills. In other cases, especially where the hills are capped by open
6 spaces and where existing hilltop development is low and small-scaled, new buildings should
7 remain low in order to conserve the natural shape of the hill and maintain views to and from
8 the open space. Views along streets and from major roadways should be protected. The
9 heights of buildings should taper down to the shoreline of the Bay and Ocean, following the
10 characteristic pattern and preserving topography and views.

11 Tall buildings should be clustered downtown and at other centers of activity to promote
12 the efficiency of commerce, to mark important transit facilities and to avoid unnecessary
13 encroachment upon other areas of the city. Such buildings should also occur at points of high
14 accessibility, such as rapid transit stations in larger commercial areas, and in areas that are
15 within walking distance of the downtown's major centers of employment. In these areas ~~various~~
16 ~~commercial centers~~, building height should taper down toward the edges to provide gradual
17 transitions to other areas.

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

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1 In residential and smaller commercial areas, tall buildings should occur closest to major
2 centers of employment and community services which themselves produce significant building
3 height, and at locations where height will achieve visual interest consistent with other
4 neighborhood considerations. At outlying and other prominent locations, the point tower form
5 (slender in shape with a high ratio of height to width) should be used in order to avoid
6 interruption of views, casting of extensive shadows or other negative effects. In all cases, the
7 height and character of existing development should be considered.

8 The guidelines in this Plan express ranges of height that are to be used as an urban
9 design evaluation for the future establishment of specific height limits affecting both public and
10 private buildings. For any given location, urban design considerations indicate the
11 appropriateness of a height coming within the range indicated. The guidelines are not height
12 limits, and do not have the direct effect of regulating construction in the city.

13 Section 7. The San Francisco General Plan Urban Design Element Maps are hereby
14 amended as follows:

15 Map 4 **Urban Design Guidelines for Height of Buildings** (I.5.34) would be
16 amended to add reference under #2 to Transbay: See Downtown Plan and Transbay
17 Redevelopment Development Controls and Design for Development Plan.

18 Map 5 **Urban Design Guidelines for Bulk of Buildings** (I.5.35) would be
19 amended to add reference under #2 to Transbay: See Downtown Plan and Transbay
20 Redevelopment Development Controls and Design for Development Plan.

21 Section 8. The San Francisco General Plan is hereby amended to read as follows:

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23 **IV. DOWNTOWN PLAN:**

24

25 **Open Space**

1 Background

2 Adequate open space is of vital importance to the desirability of downtown San
3 Francisco as a place to visit, work, or live. As a forest becomes denser, it becomes more
4 difficult to find a sunlit meadow. Similarly, in San Francisco's downtown, sunshine and wind
5 protection, which are essential to the personal comfort of open space users, become of prime
6 importance in the planning for downtown open space.

7 The Open Space chapter calls for preservation and enhancement of existing open
8 spaces and creation of additional open space through public and private efforts. These open
9 spaces would be connected by a pedestrian network.

10 The Plan envisions a downtown that will develop over the next two decades with
11 substantial enhancement of open space. It further envisions the development of a system of
12 linked, sunny open spaces around the high-density downtown core. To the east is the
13 waterfront, and the ample open spaces to be provided between Piers 9 and 24. Pier 7 will
14 become an open space pier. Piers 1 through 5 will have generous shoreline access. The
15 Ferry Building complex will provide additional plazas and sitting areas adjacent to the already
16 generous Justin Herman Plaza and related spaces.

17 A 4.8-acre park—Rincon Point Park—will be added next to the shoreline promenade
18 between the Agriculture Building and Pier 24. To the north are Sidney Walton Park and the
19 parks on Maritime Plaza. On the west are Portsmouth Square, St. Mary's Square, and Union
20 Square, as well as the sunny streets of the retail district. Major new open space will be added
21 in the Yerba Buena Center project on the central blocks, centered on six acres of park and
22 plaza in the block bounded by Third, Fourth, Mission and Howard Streets. A new public open
23 space will also be added as part of the Transbay Redevelopment, between Main, Beale, Howard and
24 Folsom Streets. This will help remedy an open space deficiency located approximately midway between
25 Yerba Buena Gardens and Rincon Point Park. The Transbay Redevelopment Plan will further seek a

1 public open space south of the Transbay Terminal in approximately the area bounded by Second,
2 Mission, First, and Folsom Streets to fill a deficient area that would still remain.

3 ~~A major gap in this open space system exists on the southern edge of the downtown core where~~
4 ~~there is no significant usable open space. A major park or chain of parks and open spaces should be~~
5 ~~created in the area behind Transbay Terminal. This area is in the open space deficiency area shown on~~
6 ~~Map 3 and is approximately midway between the proposed Yerba Buena Gardens and Rincon Point~~
7 ~~Park.~~

8 ~~There are a number of possibilities. In the half block bounded by Howard, Fremont, First and~~
9 ~~bus ramps the allowable density for the block could all be utilized in the northwesterly portion of the~~
10 ~~block leaving most of the rest of the block for an urban park. If Caltrans acquires the partial blocks~~
11 ~~immediately behind the Transbay Terminal for an underground extension of the Caltrains commuter~~
12 ~~Muni service could be moved behind the Terminal with the park on a platform above it, and all or part~~
13 ~~of the area in front of the terminal could be converted to a plaza.~~ A number of smaller parks and
14 open spaces are also vital ingredients in the overall network. Many of these deserve sunlight
15 protection. They include Hallidie Plaza, Crocker Plaza, the proposed Cocker View and Sun
16 Terrace at 1 Montgomery Street, Mechanics Plaza, and Belden and Front Streets—which
17 could be closed at lunch time exclusively for people.

18 Opportunities exist to introduce more adequate space for people through continued
19 creative uses of public rights-of-way. Smaller open spaces could be developed, including
20 plazas, garden parks, greenhouse spaces, and "snippets"—small sunny sitting areas. In short,
21 the Plan calls for spaces for people to sit, relax, watch, and enjoy the city.

22 The first block of Sansome Street could be closed to traffic (except MUNI and
23 emergency vehicles), and redesigned to relate to Citicorp's atrium space under construction at
24 One Sansome, as well as to the Crown Zellerbach Plaza. The end of Second Street between
25

1 Market and Stevenson could similarly be closed, and connected to open space at the 595
2 Market Building.

3 Existing plazas that are uninviting and underused because of shadow, wind, and lack
4 of amenities could be retrofitted with windbreaks, partial glass enclosures, fixed and movable
5 seating, food service, entertainment and water.

6 This Plan envisions a downtown where almost everyone will be within 900 feet
7 (approximately the length of two east-west blocks north of Market Street) of a publicly
8 accessible space to sit, to eat a brown-bag lunch, to people-watch, to be out of the stream of
9 activity but within sight of its flow. Many of these spaces would be small and privately owned.
10 The height of new buildings adjacent to major spaces would be controlled by the provisions of
11 Proposition K and similar but more flexible criteria to protect sunlight.

12 Some spaces would be without direct sunlight and the solar heat it provides. These
13 would be made more comfortable through wind protection, partial or total glass enclosure, and
14 through light reflected from surrounding light-colored buildings.

15 The Plan recognizes that not every space can be permanently assured of direct
16 sunlight at all times. Open space must be balanced with Space for Commerce and Space for
17 Housing. Consequently, height zones, bulk controls, architectural guidelines, and open space
18 guidelines all work together to create a vital, comfortable, and economically vigorous
19 downtown.

20 A survey of persons using downtown open space was undertaken to establish the
21 service areas of existing parks and plazas which generally meet the proposed standards. The
22 areas falling outside these services areas are considered deficient, and a special effort should
23 be made to create significant open spaces in those areas.

24 **Moving Around Downtown**
25

1 **Objective 20, Policy 7 (II.1.44)**

2 **Encourage short-term use of existing parking spaces within and adjacent to the**
3 **downtown core by converting all-day commuter parking to short-term parking in areas**
4 **of high demand. Provide needed additional short-term parking structures in peripheral**
5 **locations around but not within the downtown core preferably in the short term parking belt.**
6 (See Map 6)

7 As provided elsewhere, all day commuter parking within the downtown core is to be
8 actively discouraged. Transit is a viable opportunity for many and parking for those who must
9 drive should, for the most part, be provided on the fringes of downtown.

10 The situation is different for short-term parking. There are some shoppers, business
11 visitors and others for whom transit is not a realistic alternative and who need parking for short
12 periods reasonably close to their destinations. However, the amount and location of additional
13 short term spaces allowed in the core should be carefully regulated. Short-term parking
14 spaces attract more automobiles per day than long term spaces and do so during the midday
15 periods when the number of traffic lanes is reduced by street parking and loading. Too much
16 short-term parking would attract trips that otherwise would be made by transit and could add
17 substantially to midday congestion.

18 Additional short term spaces in the core should be created primarily by converting
19 existing long-term spaces to short term spaces. This could be achieved by setting high rates
20 on all day use and not providing weekly or monthly rates. In the case of new buildings short
21 term spaces could be provided within the building to replace long and short term spaces
22 displaced by the new development, if excessive congestion in the immediate vicinity will not
23 result.

24 Because of the congestion and conflicts with transit major new short-term parking
25 structures are likely to create, they should be located next to major thoroughfares so that
automobiles may be intercepted and uncongested movement and high internal accessibility

1 may be provided within the core. Adequate pedestrianways should be provided for the final
2 link of these trips.

3 **Objective 21, Policy 5 (II.1.45)**

4 **Require large new hotels to provide off-street passenger loading and unloading**
5 **of tour buses.**

6 Most major hotels create a large number of tour bus movements as formal sightseeing
7 tours, group travel to airports or convention sites, or group travel under contract for airline
8 crews. By the nature of these trips, loading and unloading times for tour buses is long and
9 causes severe traffic problems if buses are allowed to park on downtown streets.

10 Spaces for tour buses can be provided at adjacent curbs or in the immediate vicinity provided
11 that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or
12 general traffic circulation.

13 Section 9. The San Francisco General Plan Downtown Plan maps are hereby
14 amended as follows:

15 Map 1 **Downtown Land Use and Density Plan (II.1.9)** would be amended as
16 follows: For public parcels on former freeway ramps in the Transbay (along Folsom Street
17 between Essex and Spear Streets, and between Main and Beale Streets north of Folsom
18 Street) create a new category called “Transbay Mixed-Use Residential.” Add this to the
19 reference chart with notation, “See Transbay redevelopment Plan and Development Controls”.
20 The map also would be amended to extend the “Downtown Office” designation to the
21 southern half of the block between Spear Street and Stuart Street/Embarcadero on the north
22 side of Folsom Street.

23 Map 2 **Areas for New Housing Downtown (II.1.12)** would be amended to add
24 Transbay housing areas to “Redevelopment Agency Housing Sites.”

1 Map 3 **Major Open Spaces** (II.1.21) would be amended to add proposed
2 Transbay open space between Main/Beale/Folsom/Howard Streets as “Open Space in the
3 Planning Stage” and to delete 800-foot radius around the proposed park from “Area deficient
4 in open space.”

5 Map 5 **Proposed Height and Bulk Districts** (II.1.29) would be amended to
6 remove 80-X label from freeway lands in Transbay and replace with notation stating: “See
7 Transbay Redevelopment Plan Development Controls.”

8 Map 6 **Transportation Plan** (II.1.43) would be amended to delete “short-term
9 parking belt” east of 2nd Street, to de-designate Folsom Street (east of Essex Street) and
10 Howard Street (east of Beale Street) as “Primary Vehicular Streets”, and to add “Bike Street”
11 designation to Beale and Main Streets (Market Street to Embarcadero) and the Embarcadero
12 in its entirety.

13 Map 7 **Proposed Pedestrian Network: Downtown District** (II.1.47) would be
14 amended to designate Folsom Street (2nd Street to Embarcadero), Howard Street (Fremont
15 Street to Embarcadero), Beale, Main and Spear Streets (Market to Embarcadero) as
16 “Pedestrian Oriented/Vehicular Streets”, to add proposed Transbay park (between
17 Folsom/Howard/Beale/Main Streets) as “open space”, to add new “Exclusive pedestrian
18 walkways” from Folsom Street to the proposed Transbay park (mid-way between Beale and
19 Main Streets) and along Natoma Street between Fremont and Beale Streets (southside of
20 Transbay Terminal), and to add designation for removal of eastern Transbay Terminal ramp
21 upon construction of new Terminal.

22 Section 10. The San Francisco General Plan South of Market Area Plan maps are
23 hereby amended as follows:

24 **V. SOUTH OF MARKET AREA PLAN:**
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1 Map 1 **South of Market Planning Areas** (II.10.2), Map 2 **Generalized Land**
2 **Use Plan** (II.10.7), and Map 3 **Density Plan** (II.10.10) would be amended to change
3 boundaries to reflect accurate plan area boundaries and to remove Embarcadero Freeway
4 ramps.

5 Map 4 **Transportation Plan** (II.10.15) would be amended to change boundaries
6 to reflect accurate plan area boundaries, remove Embarcadero Freeway ramps, to add
7 “Downtown CalTrain Extension” from 4th/King Streets to Transbay Terminal, to eliminate
8 proposed “New On/Off Ramps” shown near Folsom Street east of Main Street and show a
9 new off-ramp at Fremont Street. This map also would be amended to eliminate all of the
10 Embarcadero freeway and terminal ramps, as well as the “Freeway Removal” designation for
11 the Embarcadero Freeway, which has already been removed and to add a designation for
12 removal of eastern Transbay Terminal ramp upon construction of new Terminal.

13 Map 5 **Height Plan** (II.10.19), Map 6 **Buildings of Architectural and/or**
14 **Historical Merit** (II.10.23), and Map 7 **Open Space and Pedestrian Network** (II.10.27)
15 would be amended to change boundaries to reflect accurate plan area boundaries and to
16 remove Embarcadero Freeway ramps.

17 Section 11. The San Francisco General Plan Rincon Hill Area Plan maps are hereby
18 amended as follows:

19 **VI. RINCON HILL AREA PLAN:**

20 Map 1 **Assessor’s Block and Lot Numbers** (II.3.3), Map 2 **Existing Land Use**
21 **Map** (II.3.5), Map 3 **Land Use Plan** (II.3.7), Map 4 **Height Limits** (II.3.11), Map 5 **Publicly**
22 **Accessible Open Space** (II.3.13), Map 6 **Pedestrian Street Location** (II.3.15), and Map 7
23 **Location Map for Specific Preservation** (II.3.21) would be amended to change boundaries
24 to reflect accurate plan area boundaries and to remove Embarcadero Freeway ramps.
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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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