



### **3. ZONING DISTRICTS & STANDARDS**



# South San Francisco BART Transit Village Zoning

## Chapter 20.27: Transit Village Zoning District

This Chapter establishes regulations for a Transit Village Zoning District. This District is intended to establish the use regulations, standards and development review procedures needed to implement the South San Francisco BART Transit Village Plan. For purposes of design review, the Transit Village Design Guidelines shall be used, and shall supercede all other City-wide guidelines. The regulation and standards below may be revised. See Principal Street Map, Transit Village-05 for reference to applicable standards.

### Sections:

- 20.27.010 Purpose
- 20.27.020 Sub-districts
- 20.27.030 Land Uses
- 20.27.040 Regulations and Standards
- 20.27.050 Overlay Maps
- 20.27.060 Design Review

### 20.27.010 Purpose

The Transit Village Zoning District is intended to create, preserve, and enhance opportunities for transit-supportive development around the South San Francisco BART station, consistent with the General Plan, providing for an appropriate mix of residential and commercial uses in a transit oriented environment. Development in this District will support transit by ensuring access, requiring pedestrian amenities, and limiting conflicts between vehicles, pedestrians, and transit patrons. The Transit Village District applies to all land within the South San Francisco BART Transit Village Plan, within one-half mile of the BART station.

### 20.27.020 Sub-districts

The following specific districts are established within the Transit Village District. Transit Village sub-district boundaries are shown in Overlay Map Transit Village-01; see also Chapter 20.27.050: Overlay Maps. The purposes of each sub-district are as follows:

- (a) **Transit Village Commercial (TV-C).** The Transit Village Commercial subdistrict is intended to provide sites for commercial and office buildings to support vital activity surrounding the South SF BART station. Mixed retail, office, service, and housing uses are allowed, with commercial uses on the ground level and additional commercial or residential space on the floors above. The Transit Village Commercial sub-district is generally located in areas with opportunity for commercial redevelopment within the Transit Village District.
- (b) **Transit Village Retail (TV-R).** The Transit Village Retail sub-district is intended to provide sites for pedestrian-focused retail activity at the intersection of McLellan Drive – the Transit Village’s " Main Street" – and BART Access Road #2. The TV-R sub-district requires retail uses or eating and drinking establishments on the ground floor, with commercial or residential space up above. The McLellan retail node will have 6,000 to 10,000 square feet of commercial space and a small plaza with public seating, landscaping, signage, and

lighting. This intersection is intended to be the lively "center" of the Transit Village, with ground floor businesses, people crossing the intersection between BART and their homes, connections to the future Linear Park along the BART row, as well as slow moving vehicular traffic.

- (c) Transit Village Residential, High Density (TV-RH). The Transit Village Residential, High Density sub-district is concentrated to the west of the BART right-of-way and adjacent to the El Camino Real. It is intended to provide sites for higher density, multi-family neighborhoods near the Station Area. To support these developments in creating an active, urban pedestrian environment at the sidewalk level, commercial uses are allowed fronting the principal streets in the TV-RH sub-district. Parking exemptions are provided to accommodate small commercial spaces. Buildings that front El Camino Real and McLellan Drive are intended to have a strong, urban presence and help to define the edge of the pedestrian environment along the Transit Village's busiest streets. Internally and facing the linear park, site architecture may "soften," becoming more residential in nature.
- (d) Transit Village Residential, Medium Density (TV-RM). The Transit Village Residential, Medium Density sub-district is intended to provide sites for medium density housing in close proximity to the BART station. Townhouse and multi-family units on Mission Road will serve as a physical and visual buffer and will provide a transition between the BART station and the existing Sunshine Gardens neighborhood. The TV-RM subdistrict supports additional neighborhood development and/or redevelopment along Mission Road.

#### 20.27.030 Land Uses

Schedule 20.27.030 below prescribes the land use regulations for the Transit Village sub-districts. The regulations for each sub-district are established by letter designations as follows:

- (a) "P" designates use classifications that are generally permitted in the Transit Village District without discretionary review by the City.
- (b) "L" designates use classifications that are generally permitted in the Transit Village District, subject to a use permit. In addition to procedures and criteria of any use generally permitted in Schedule 20.27.030 shall meet the criteria established for conditional uses.
- (c) "U" designates use classifications that may be permitted in the Transit Village District after review and approval of a Use Permit, as described in Chapter 20.81. In addition to procedures and criteria of any use generally permitted in Schedule 20.27.030 shall meet the criteria established for conditional uses.
  - (1) The development will be of a quality and character which harmonizes with and serves to protect the value of private and public investment in the area;
  - (2) The development will encourage an appropriate mixture of residential and commercial uses in a manner that promotes and enhances the use of multiple transportation modes; and

(3) The development is designed to provide a safe and pleasant pedestrian environment. Use classifications are defined in Chapter 20.08: Use Classification System. In cases where a specific land use or activity is not defined, the Director shall assign the land use or activity to a classification that is substantially similar in character. Use classifications not listed in the Schedule

Schedule 20.27.030: Land Use Regulations for Transit Village Sub-districts

<i>Use Classifications</i>	<i>TV-C</i>	<i>TV-R</i>	<i>TV-RM</i>	<i>TV-RH</i>	<i>Additional Regulations</i>
<b><i>Residential Uses</i></b>					
Congregate Living Facility	-	-	U	U	
Family Residential					
Townhouse	-	-	P	P	
Multi-Family	L-11	L-1	P	P	
Group Residential	L-1	L-1	-	U	
Joint Live/Work Quarters	L-1	L-1	P	P	
Large Family Day Care	-	-	P	P	
Residential Care for the Elderly	-	-	U	U	
Senior Citizen Residential	-	-	U	U	
<b><i>Civic Uses</i></b>					
Administrative Services	P	-	-	-	
Community Education	P	-	-	-	
Community Recreation	U	-	-	-	
Cultural and Library Services	P	-	-	-	
Day Care Center	-	-	-	-	
Essential Services	P	P	P	P	
Group Care	U	-	-	U	
Religious Assembly	P	-	U	U	
Safety Services	P	-	-	-	
Utility Services	U	-	-	-	
<b><i>Commercial Uses</i></b>					
Administrative and Business Offices	L-22	-	-	L-33	
Antiques and Collectables	P	P	-	-	
Animal Sales and Services					
Grooming and Pet Stores	P	-	-	-	
Veterinary	P	-	-	-	
Business and Professional Services	L-2	-	-	L-3	
Convenience Sales	P	U	-	-	
Commercial Recreation					
Amusement Arcade	U	-	-	-	

Schedule 20.27.030: Land Use Regulations for Transit Village Sub-districts

<i>Use Classifications</i>	<i>TV-C</i>	<i>TV-R</i>	<i>TV-RM</i>	<i>TV-RH</i>	<i>Additional Regulations</i>
Indoor Entertainment	U	U	-	-	
Indoor Sports and Recreation	U	-	-	-	
Eating and drinking establishments					
Full Service	P	P	-	-	
Limited Service	-	-	-	-	
Convenience	P	U	-	-	
Cocktail Lounge	U	U	-	-	
With live entertainment	U	U	-	-	
With outdoor seating	L-44	L-4	-	-	
Financial Services	P	L-2	L-3	-	
Food and Beverage Retail Sales	P	P	-	-	
Lodging Services	L-55	-	-	-	
Medical Services	P	-	-	U	
Personal Services	P	P	-	L-3	
Repair Services, Consumer	P	U	-	-	
Retail Sales	L-66	L-6	-	-	
Transportation Services	P	-	-	-	

***Use Limitations***

- L-1 Not permitted as a principal ground floor use on a street where retail storefronts occupy 50 percent of more of the building frontage.
- L-2 Customer service offices are permitted on the ground level, and other offices are permitted on the second floor or when conducted as a accessory use with a permitted use on the site, occupying no more than 25 percent of the floor area. Additional office space may be allowed with a use permit, upon finding that such use will not conflict with adjacent street level retail uses.
- L-3 Permitted as a secondary use on the second floor, occupying no more than 25 percent of the total building area. Retail sales by separate tenants are not allowed.
- L-4 Permitted with less than 15 seats, provided no parking spaces are used for the seating, that all legal requirements for alcoholic service are being met and the use does not violate state, federal or local laws for handicapped accessibility. For 15 or more seats, a use permit is required.
- L-5 Hotels only are allowed with approval of a use permit.
- L-6 Only stores with less than 30,000 square feet are allowed as-of-right in order to maintain a neighborhood-oriented scale and avoid traffic congestion and parking impacts that may occur with larger retail businesses. Larger stores may be allowed with a use permit, upon finding that such uses will not conflict with adjacent neighborhood-oriented uses.

20.27.040 Regulations and Standards

Schedule 20.27.040 below prescribes the development regulations for the Transit Village District, including building scale, building form and location, pedestrian orientation, vehicle accommodation, and other standards. The letter designations in right-hand column refer to the additional regulations listed at the end of Schedule 20.27.040. Overlay map references are to maps established in Chapter 20.27.050.

Schedule 20.27.040: Development Regulations for TV Transit Village District

<i>Standards</i>	<i>TV-C</i>	<i>TV-R</i>	<i>TV-RM</i>	<i>TV-RH</i>	<i>Additional Regulations</i>
<b><i>Building Scale – Intensity of Use</i></b>					
Minimum Lot Area (square feet)	10,000	5,000	5,000	5,000	a
Minimum Site Area per Unit (sq. ft.)	1,000	1,000	1,500	1,000	-
Maximum Density (units per acre)	30	50	30		
50	b				
Maximum Non-residential FAR	2.0	2.0	0.75	1.0	c
Maximum Lot Coverage (%)	100	100	75	75	-
<b><i>Building Form and Location</i></b>					
Maximum Building Height (feet)	See Overlay Map Transit Village -02				d
Minimum Yards (feet)					
Front	See Overlay Map Transit Village -03				e
Side	0	0	5	5	-
Street Side	0	0	10	10	f
Rear	yes	yes	yes	yes	g
Build-to Lines	See Overlay Map Transit Village -03				h
Longest Façade Length (feet)	300	300	250	250	i
<b><i>Pedestrian Orientation</i></b>					
Retail Frontage Continuity	See Overlay Map Transit Village -01				j
Depth of Retail Space (feet)	40	40	20	20	-
Building Transparency	Yes	Yes	-	-	k
Blank Walls		Not allowed			l
Building Entries	Yes	Yes	Yes	Yes	m
<b><i>Vehicle Accommodation – Driveways and Parking</i></b>					
Required Parking		See Chapter 20.74			n
Driveway Restrictions	Yes	Yes	-	-	o
Location of Parking	See Overlay Map Transit Village -04				p
Percent Allowable of parking podium visible from Principal Street	20	0	-	20	p
Required distance (ft) behind building facade	40	40	20	20	p
Fee/Public Parking Structures	Yes	No	No	No	q
Parking Lot Landscaping	Yes	Yes	Yes	Yes	r
Parking Lot Pedestrian Circulation	Yes	Yes	Yes	Yes	s
Parking Structure Landscaping	Yes	Yes	Yes	Yes	t
Drive-Thru Facilities		Not allowed			u
Auto-related Sales & Services		Not allowed			v
Loading and Service Areas	Yes	Yes	Yes	Yes	w
Pedestrian Walkways	Yes	Yes	Yes	Yes	x

Schedule 20.27.040: Development Regulations for TV Transit Village District

<i>Standards</i>	<i>TV-C</i>	<i>TV-R</i>	<i>TV-RM</i>	<i>TV-RH</i>	<i>Additional Regulations</i>
<b><i>Other Standards</i></b>					
Bicycle Amenities	Yes	Yes	-	-	y
Employee Eating Area	Yes	Yes	Yes	Yes	z
Trash Enclosures	Yes	Yes	Yes	Yes	aa
Screening of Mechanical Equipment	Yes	Yes	Yes	Yes	bb
Non-conforming Uses		See Chapter 20.97			

**(a) Minimum Lot Area.**

- (1) Minimum lot area required for corner residential lots shall be 6,000 square feet. Smaller lots may be approved under the provisions of Chapter 20.77, Planned Unit Development Regulations.

- (b) Maximum Density.** Bonus floor area, up to a maximum of 25 percent, may be granted in the TV District for projects where greater than 25 percent of the units are reserved for moderate and lower-income households, as defined by the California Government Code. To be reviewed based on current City Policy and potential changes likely to be included in the Housing Element to conform to ABAG’s fair share allocations.

- (c) Maximum Non-residential FAR.** The provisions of Chapter 20.66, Floor Area Regulations, are subject to the following supplemental regulations:

- (1) Bonus floor area, up to a maximum 0.2 FAR, may be granted in the TV-R sub-district for projects that provide a public plaza. The plaza shall satisfy all of the following criteria:
  - (A) An open area, not greater than 3,000 square feet, open to public use for walking, seating, and eating.
  - (B) At least 60 percent of the plaza shall be hard surfaced and pedestrian accessible.
  - (C) At least one space of public seating shall be provided for every 75 square feet of plaza area.
  - (D) At least one tree shall be provided for every 500 square feet of area.
  - (E) Directly handicap accessible from at least two places along adjacent public sidewalks.
- (2) The Retail and Personal Service space exemption established in Chapter 22.66.030 does not apply in the TV-C and TV-RH sub-districts.

- (d) Maximum Building Height.** Maximum building heights are shown in Overlay Map TV-02.

- (1) Buildings are required to have a 2-story frontage on Principal Streets (El Camino Real, McLellan Drive, or Mission Road). If a use has unique operational requirements that prohibit 2-stories, then the minimum building height shall be at least 22 feet to the top of parapet or middle of the roof structure.

- (2) To accommodate architectural features, a maximum of 10 percent of each building facade may extend up to 4 feet above the height limit.
- (e) **Front Yard Setbacks.** Setback requirements are shown in Overlay Map TV-03.
- (1) Required front yard setbacks along El Camino Real include 6 feet adjacent to the sidewalk that shall be paved, similar in appearance to the public right-of-way. In these setbacks, projections of 2.5 feet are allowed for porches, stoops, and stairway access to housing over podium parking, as well as awnings, bays, and balconies.
- (2) Where front-loaded parking is allowed along Mission Road, garages must be setback from the face of the building an additional 8 feet minimum.
- (f) **Street Side Yards.** A minimum 50 percent of the street side setback shall be landscaped in the TV-RM and TV-RH sub-districts. The maximum fence height in a street side yard shall be 3 feet.
- (g) **Rear Yards.**
- (1) The minimum depth of a rear yard shall be 6 feet adjacent to existing single family uses. This setback shall be landscaped and provided with a wooden or masonry fence, not more than 6 feet high (see Section 20.37.020). Trellises above the fence may extend to 8 feet to assist in screening, privacy, and landscaping between residential yards. Chain link fencing is not permitted in the Transit Village District.
- (2) Rear yards adjacent to the BART tracks right of way or to the flood channel shall not have fences other than those required for security. Fences along these rights of way must be transparent, constructed of decorative metal or wood, and not more than 6 feet high (see Section 20.37.020). Trellises above the fence may extend to 8 feet to assist in screening, privacy, and landscaping between residential yards.
- (h) **Build-To Lines.** The minimum percentages of the front building elevation that must be located at the required setback line (the "streetwall") are shown in Overlay Map TV-03.
- (1) In the TV-R sub-district, exceptions to this requirement may be granted for the provision of public improvements, including plazas, public art and water features, with approval of a Use Permit.
- (i) **Longest Façade Length.** Large parcel structures shall have breaks in their facades, in order to create a sense of a walkable "block" scale. Breaks must be complete through the structure, and may provide pedestrian walkways or a combination of pedestrian and vehicular access. In some cases, if not feasible to break through the development block, then a deeply recessed break or other façade articulation may be acceptable upon design review.
- (j) **Retail Frontage Continuity.** Retail street frontages are shown in Overlay Map TV-01.
- (1) In that portion of the Transit Village fronting on McLellan Drive, a minimum 70 percent of ground floor building space shall have a storefront appearance, regardless of ground floor use. In sub-districts where retail frontage is allowed

but not required, the building façade may or may not have a storefront appearance.

- (2) Exceptions may be granted for unique uses, such as commercial recreation and entertainment uses, and public and semi-public uses.

**(k) Transparency.**

- (1) In the TV-C and TV-R sub-districts, views into buildings shall be provided by storefront windows and doors in a zone between 2 to 10 feet above grade. Glass block shall not be considered transparent.
- (2) In the TV-RM and TV-RH sub-districts, views into the ground floor are not required unless the ground floor use is a commercial use, as in a live-work unit.

**(l) Blank Walls.** Building facades without windows that are over 24 feet in height or 50 feet in length shall include offsets, recesses, and projections providing shadows and visual interest for at least 50 percent of the frontage.

- (1) Display windows, at least 3 feet deep, may be used to articulate blank walls.

**(m) Building Entries.** Entries may include primary or secondary and shared or individual residential entries, or entries to commercial spaces. Exit stairs, utility/service entries, or other doorway not regularly used by building occupants and visitors do not apply.

- (1) Entries to any commercial spaces shall be from the sidewalk level, or where not feasible, a ramp entry must be designed as an integral element of the architecture.
- (2) Stoop access to residential units, shared or individual, must be provided at no more than 50 feet on center. The maximum distance from finish grade and the floor level of the first floor above the podium structure shall be no greater than 5 feet.
- (3) Entries into ground floor residential uses from sidewalks in the Transit Village may be directly from sidewalk level or from a stoop, not more than 5 feet to the finish ground floor level. Entries into ground floor live-work uses shall be from sidewalk level.
- (4) Pedestrian entrances to all buildings shall be directly from a principal building frontage. From side or rear surface parking, entrances may be accessed through a break in the building between the front and back of the parcel, or via normal pedestrian circulation along the parcel sidewalk.

**(n) Required Parking.** Parking requirements below and in Chapter 20.74 may be reduced up to 25 percent in TV District, with approval of a Use Permit. Additional reduction of parking requirements may be granted for shared parking, with approval of a Use Permit.

- (1) No off-street parking is required for allowable commercial uses occupying less than 1,500 square feet.
- (2) On-street parking along a parcel's corresponding frontage lines shall be counted towards the parking requirements.

- (3) In the TV-R and TV-C sub-districts, 1 space per 300 gross square feet shall be required.
  - (4) In the TV-RM sub-district, 1 covered space per unit shall be required and up to 2 spaces per unit allowed.
  - (5) In the TV-RH sub-district, between 1 and 1.75 spaces per unit shall be required, depending on provision of access to transit facilities.
- (o) **Driveway Restrictions.** In the TV-C and TV-R sub-districts, access to parking shall be from a side street or alley, wherever possible.
- (1) Vehicular entries through a building façade shall be no wider than 20 feet.
- (p) **Location of Parking.** Required and allowable parking types are shown in Overlay Map TV-04.
- (1) Surface parking shall be located at the rear or side of the building. No surface parking shall be visible from a Principal Street at any location in the Transit Village, except in the case of surface parking at the side of the building.
  - (2) In the Transit Village, no parking podium shall be visible from McLellan Drive. Views to limited surface parking at the side of the buildings are permitted.
  - (3) On other Principal Streets, up to 20% of a parking podium may be visible from the street.
  - (4) All parking in the Transit Village shall be located behind the main building with frontage on a Principal Street. Exceptions may be granted for locations where front loaded parking is allowed.
  - (5) Shallow lots (not deeper than 60 feet) fronting Mission Road may have front-loaded parking garages for individual residential units.
- (q) **Parking Structures.** Public parking structures are allowed only in the TV-C district. A minimum of 80% of the ground floor must be fronted by active uses on all sides visible from a public or neighborhood street.
- (r) **Parking Lot Landscaping.**
- (1) Shade trees shall be provided at a minimum ratio of 1 tree for every 6 spaces.
  - (2) A minimum of 10 percent of a surface parking lot shall be landscaped and accompanied by an irrigation system that is permanent, below-grade, and activated by automatic timing controls.
- (s) **Parking Lot Pedestrian Circulation.**
- (1) All parking lots must contain pedestrian access within the lot to the public sidewalk. Pedestrian access must be either a raised sidewalk or composed of a material different from the parking lot itself. Pedestrian access must be at least five feet wide, excluding vehicle overhangs.
  - (2) Surface lots shall be accessed through a break in the building between the front and back of the parcel, or via normal pedestrian circulation along the parcel sidewalk.

- (t) **Parking Structure Landscaping.** A minimum 20 percent of the open area above parking podiums shall be landscaped.
- (u) **Drive-through Facilities.** Drive-through facilities are not allowed in the Transit Village.
- (v) **Auto-related Sales and Services.** Auto-relates sales and services are not allowed in the Transit Village.
- (w) **Loading and Service Areas.** Truck docks, loading and service areas shall be located at the side or rear of the site, and screened so as not to be visible from public streets. Acceptable screening includes wood or masonry walls, or lattice with no more than 40 percent transparency. Chain link fencing is not permitted in the Transit Village District.
- (x) **Pedestrian Walkways.** Clearly defined and lighted walkways shall be provided between the main building entry and a public sidewalk.
  - (1) Sidewalk widths must be at least 4 feet wide when accessing individual units and 6 feet when accessing multi-family units.
  - (2) Pedestrian walkways shall be separated from on-site circulation and parking areas by landscaping, a change in paving material, or a change in elevation.
  - (3) Pedestrian walkways that connect building entries to parking areas between and/or behind buildings shall be well-lighted to assure night-time safety.
- (y) **Bicycle Amenities.**
  - (1) Commercial and Retail uses that are required to provide parking must provide bicycle parking at a minimum of five spaces plus 1 additional space per 5,000 gross square feet.
  - (2) All residential development over five units must provide four bicycle parking spaces per 10 units.
- (z) **Employee Eating Areas.**
  - (1) In the TV-C and TV-R sub-districts, 300 square feet of outdoor eating facilities for office uses of more than 10,000 square feet shall be provided within 500 feet of the building. Rooftop or balcony eating areas may be used to meet this requirement.
  - (2) Shared outdoor open space as part of the development may be substituted for outdoor eating areas.
- (aa) **Trash Enclosures.** All trash and recycling facilities shall be enclosed by a gated area accessible from the parking or loading area. No trash or recycling facilities may be located in a required front or street side setback.
- (bb) **Screening of Mechanical Equipment.** All mechanical equipment shall be screened from public view, including streets, pedestrian paths, and upper story windows, as per the Design Guidelines.

20.27.050 Overlay Maps

Certain regulations have provisions that vary by location within the Transit Village District. The maps referred to in this section indicate the sub-districts where such differentiated regulations apply. These maps are part of the Zoning Map and shall be shown on it as overlay sub-districts. They may be amended in the same manner provided for amendments to the Zoning Map. The Transit Village District overlay maps are as follows:

**Transit Village-01 Land Use Overlay – Zoning sub-districts:**

- Transit Village Commercial (TV-C)
- Transit Village Retail (TV-R)
- Transit Village Residential, High Density (TV-RH)
- Transit Village Residential, Medium Density (TV-RM)

**Transit Village-02 Height Zones Overlay – Maximum height limits:**

- 25 ft
- 35 ft
- 45 ft
- 55 ft

**Transit Village-03 Setbacks/Streetwalls Overlay – Setbacks and streetwall requirements:**

- B-1-80      No Setback  
                    80% of Building to Streetwall
- C-1-60      10 Feet minimum to 15 Feet maximum  
                    60% of Building to Streetwall
- C-1-80      0 Feet minimum to 10 Feet maximum  
                    80% of Building to Streetwall
- C-3-60 5    Feet minimum to 15 Feet maximum  
                    60% of Building to Streetwall
- A-1-80 6    Feet minimum to 16 Feet maximum  
                    80% of Building to Streetwall

**Transit Village-04 Parking Overlay – Parking requirements:**

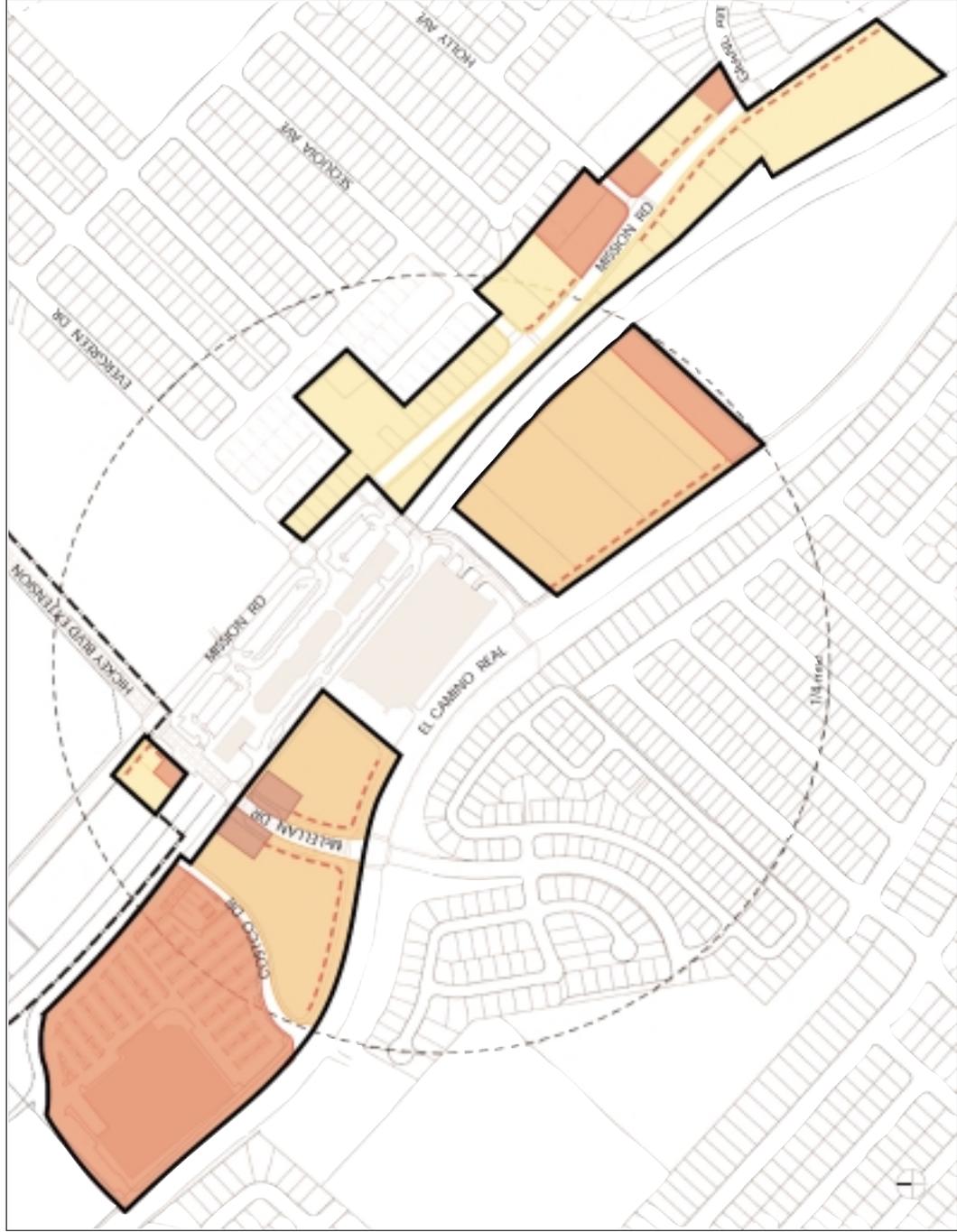
- Required    Podium structure for 80 to 90% of all parking
- Allowed     Podium structure allowed if fronted by active uses
- Allowed     Front loaded residential units
- Required    Rear-loaded parking required behind principal street frontage

**Transit Village-05 Principal Streets Reference Map:**

- El Camino Real
- McLellan Drive
- Mission Road

20.27.060 Design Review

All development shall be subject to design review, pursuant to Chapter 20.86. Design guidelines for the Transit Village, adopted as part of the South San Francisco BART Station Transit Village Plan, shall be used, and should take precedence over other design guidelines that otherwise would apply in the case of conflicts.



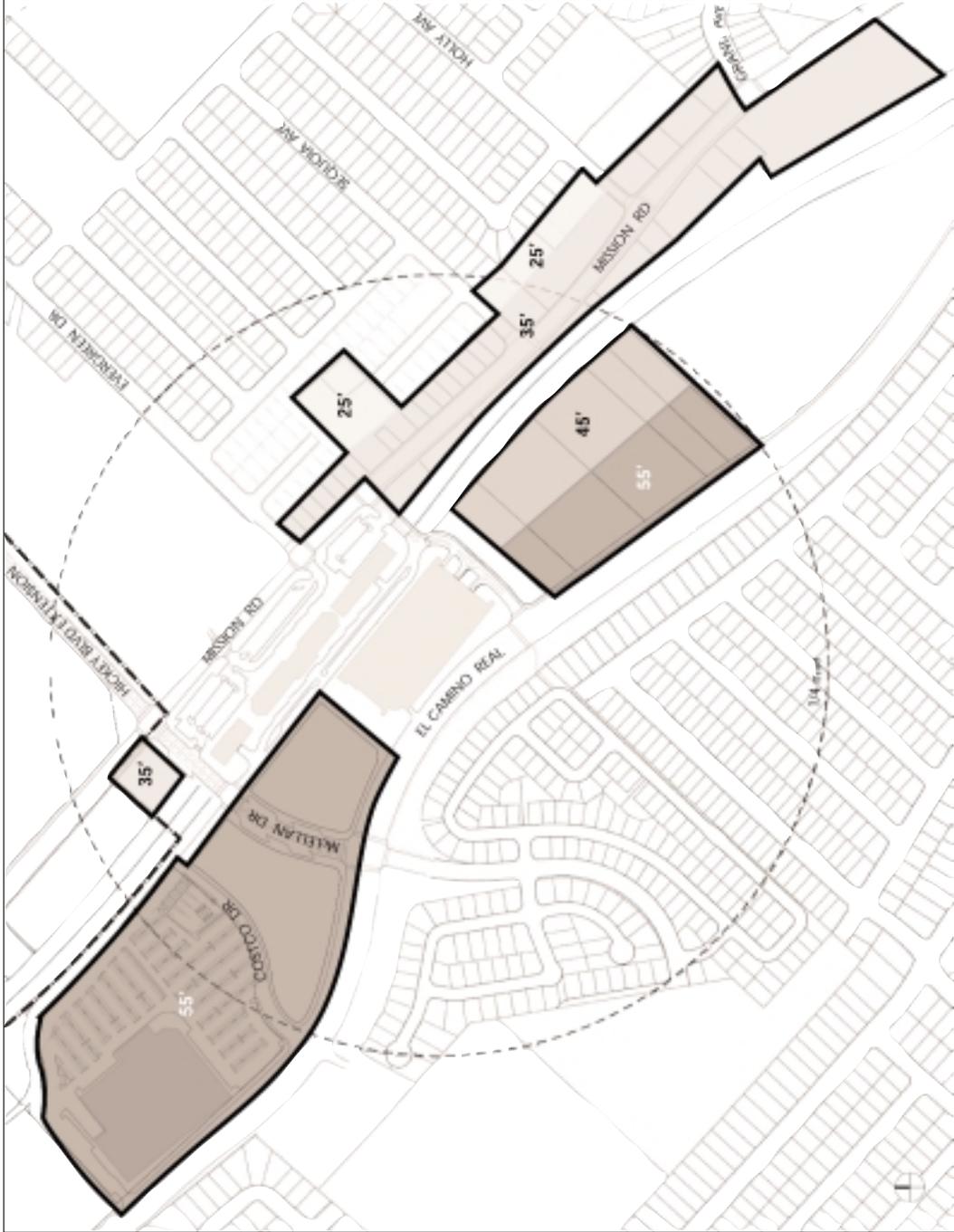
**Legend**

- TV-R Retail
- TV-C Commercial
- TV RH High Density Residential
- TV RM Medium Density Residential
- Allowable Commercial Frontage (TV-C)
- TV District

**Legend**

- 25 Feet
- 35 Feet
- 45 Feet
- 55 Feet
- TV District

See Dyett & Bhatia General Plan page 34





**Legend**

-  A-1-80  
6 Feet minimum to 16 Feet maximum  
80% of Building to Streetwall
-  B-1-80  
No Setback  
80% of Building to Streetwall
-  C-1-60  
10 Feet minimum to 15 Feet maximum  
60% of Building to Streetwall
-  C-1-80  
0 Feet minimum to 10 Feet maximum  
80% of Building to Streetwall
-  C-3-60  
5 Feet minimum to 15 Feet maximum  
60% of Building to Streetwall

**Legend**

All parking to multi-tenant uses must be accessed by shared driveways. One driveway from Principal Street is allowed per parcel or every 200 feet maximum.

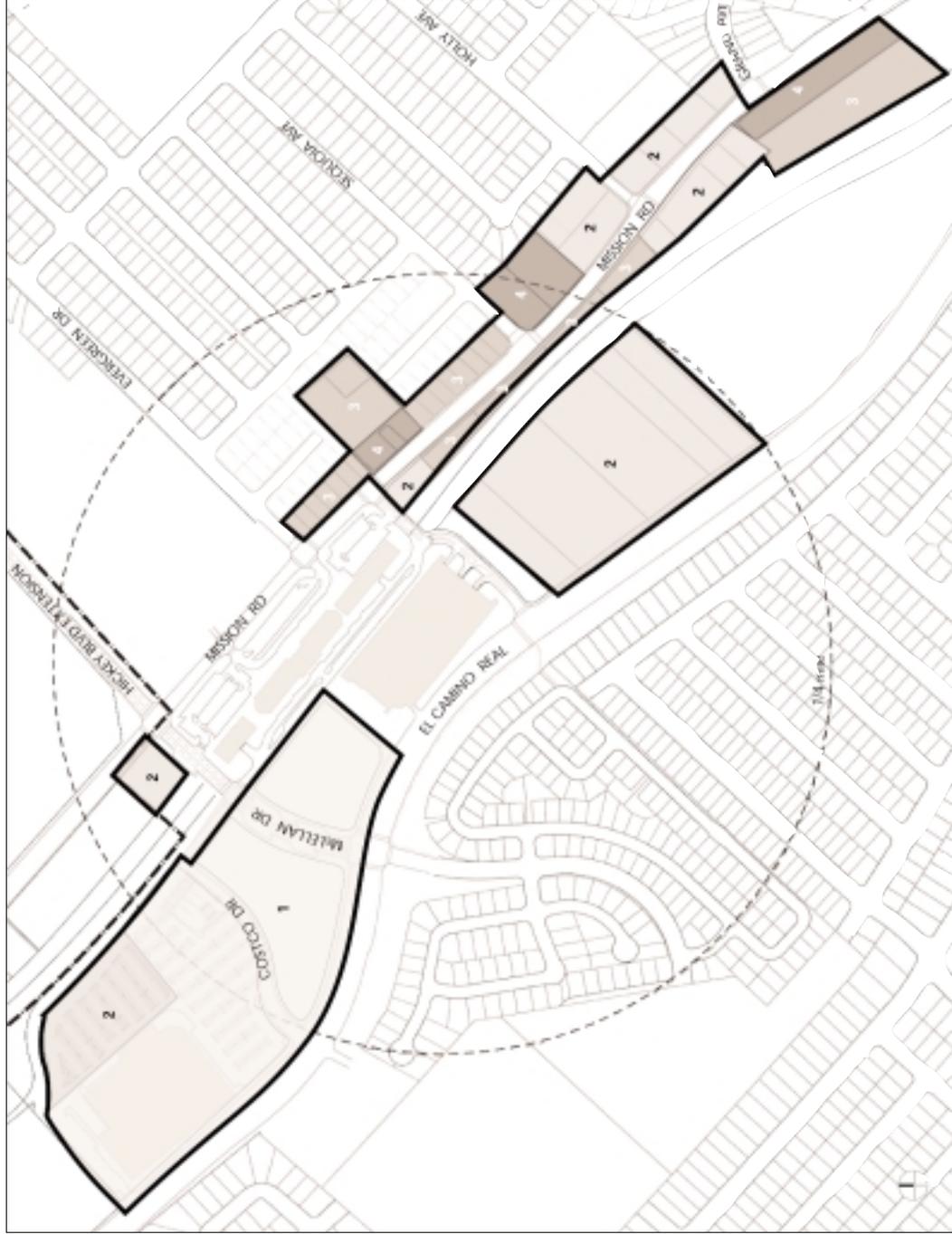
**1 Podium Structure Required** - 80% to 90% of all Parking on mixed use buildings. At purely commercial uses, parking structures may be built behind any portion of the building that faces a Principal Street (see Prototype 8).

**2 Podium Structure Allowed** - if fronted by active uses. Where podium parking is not used, then parking for uses at Principal Street front must be rear-loaded, as per Parking 4. All other parking on site may be front loaded.

**3 Front-loaded Parking Allowed** - to individual Residential Units that front onto a Principal Street when depth of parcel does not permit rear-loaded parking, or to units off of private Neighborhood Streets in larger single-family developments. Otherwise parking must be rear-loaded tuck-under or surface parking as per Parking 4.

**4 Rear-loaded Parking Required** - behind Principal or neighborhood street frontage. Parking may be tuck-under or surface parking behind main facade of buildings.

**TV District**

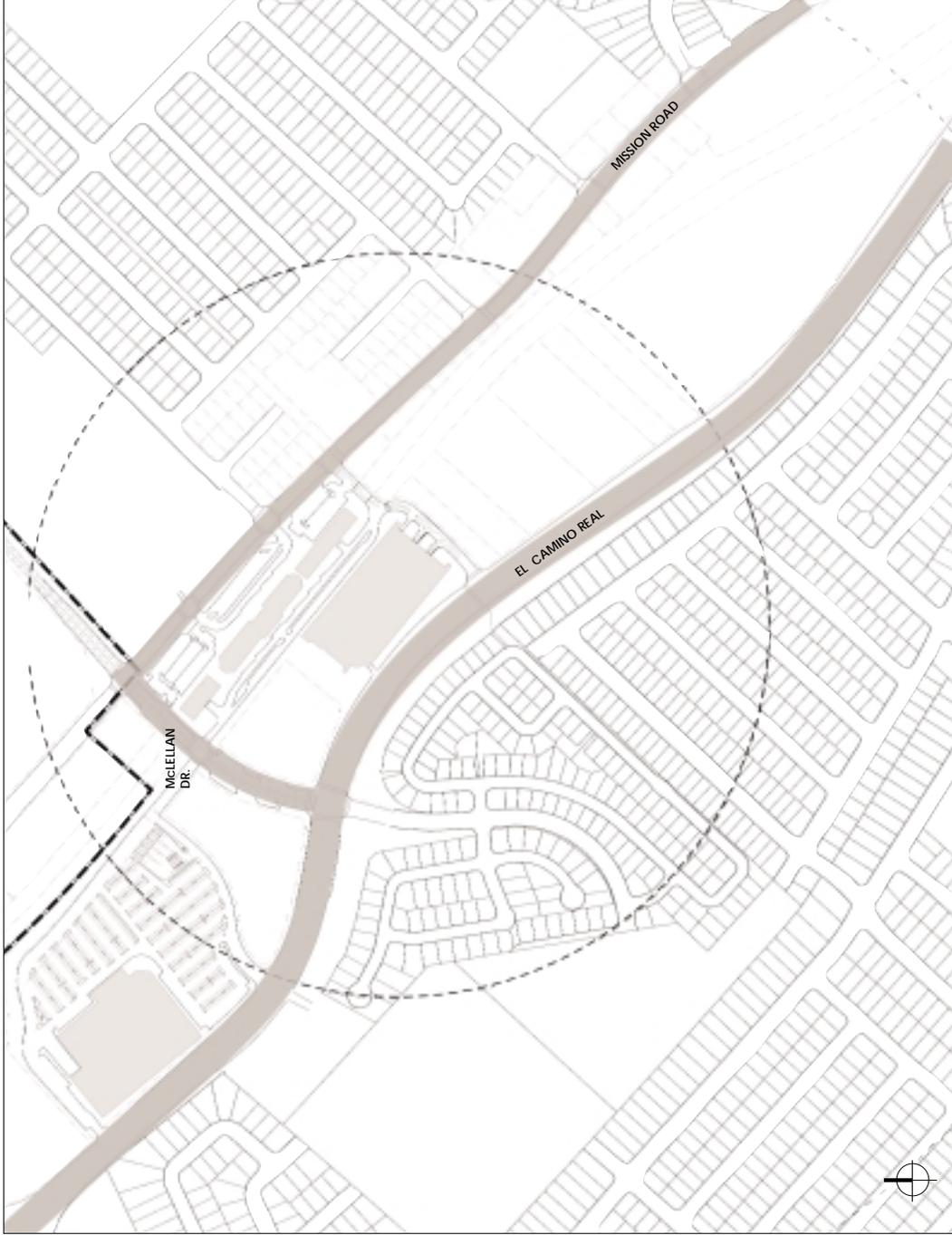


**TV-04  
Parking Configuration**

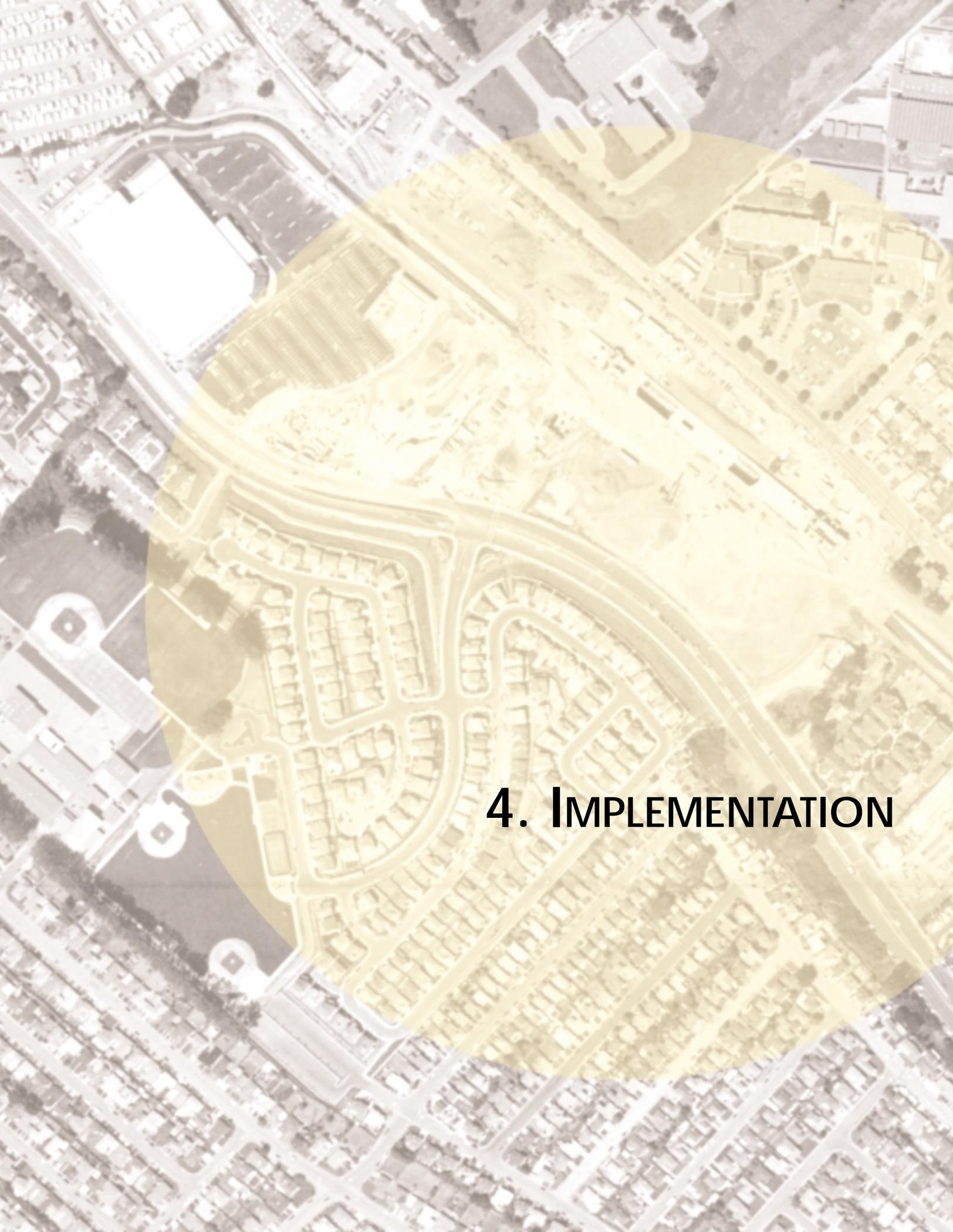
**Legend**

Principal Streets in the South San Francisco BART Transit Village Plan area are:

- El Camino Real;
- McLellan Drive between El Camino Real and Mission Road; and
- Mission Road.







# 4. IMPLEMENTATION



## 4.1 Market Position

The following summarizes the consultant team's assessment of the market opportunities in regards to the quarter mile area surrounding the South San Francisco BART station. The City's objectives for the subject area include the promotion of transit oriented development that is primarily high density residential (at least 30 units per acre) supported by neighborhood serving retail and childcare facilities. Additionally, a portion of the residential units should provide affordable housing.

### Transit Villages in the Bay Area

Despite the recent slow down in the economy, the entire Bay Area is still experiencing a jobs housing imbalance, increasing gridlock, and, subsequently, creating more wide spread support for smart growth strategies. The combination of these aforementioned factors has created a housing market in the Bay Area that is able to support the development of additional housing units, especially housing that is affordable, close to transit and retail opportunities, and has access to major job centers; otherwise known as a transit village.

Transit villages, or clusters of high density residential, retail and commercial space adjacent to transit hubs, are being built from Mountain View to the Fruitvale neighborhood in Oakland. Undeniably, the common thread for all transit villages, including those in the Bay Area, is the creation of high density residential opportunities. Other land uses, such as office and hotels, are more dependent on location. For example, the transit village planned for the future West Dublin BART station is at the the I-580/I-680 interchanges and includes a major business hub with office space and a hotel. In contrast, the majority of the space at the Fruitvale Transit Village is planned for civic, cultural, educational and non-profit uses.

With respect to retail space, retail space at a transit village is designed to support the primary land uses, such as residential, and is limited in scope. Even in the largest transit oriented developments, this is the case.

In short, in whatever form, Bay Area developers, businesses, consumers and local and regional governments are in strong support of the transit village concept.

## 1.1 High Density Residential Opportunities

### **Rental Units**

- Based on market research and past work completed by KMA, the consultant team concludes that high-density rental units are a highly acceptable product, both by developers and by the market. Currently, the market will support rental units near transit stations ranging in price between \$1900 (1BR) and \$2100 (2BR) per month and as dense as fifty and sixty units per acre. On the average, the market typically demands one parking spot per bedroom. The typical design is to have podium parking with 3 to 4 levels of housing above. Additionally, financing for such developments is readily available. In short, the market for high-density rental units has proven successful. In the case of South San Francisco, the proximity to the BART station only reinforces this well-established market trend.

### **Ownership Units**

- Based on market research and past work completed by KMA, the consultant team concludes that there is demand for ownership units close to transit stations; however, the market for ownership units requires fewer units per acre and more parking, in comparison to rental units. In some cases, for-sale loft, or live/work, developments have proven successful; in particular, on parcels that are one acre or less. It should be noted, that loft and live/work developments are generally considered a greater risk than traditional attached for-sale products, especially with the recent economic slow down.

## 1.2 Retail Opportunities

### **Opportunity for Construction of New Mixed Use Residential and Ground Floor Neighborhood Serving Retail/Service Commercial**

- In general, mixed-use products that are primarily high density residential supported by ground floor neighborhood serving retail have market acceptance. Comparable developments are supporting 3,000 to 6,000 square feet of leasable retail/commercial space. The commercial/retail space should be suitable to accommodate neighborhood serving retailers such as a café, dry cleaners, newspaper/magazine stand, etc. Typically, these types of retailers require between three and five parking spaces per 1000 square feet of retail space. Finally, signage and visibility are extremely important, especially from the nearby major arterials.

It is the consultant team's opinion, that based on the information above, an opportunity for an estimated 5,000 to 7,000 square feet of neighborhood serving retail and service commercial space in a highly visible location, such as along McLellan Drive, as part of a high-density residential development exists. Between the existing market conditions and the expected increase in market demand from BART station traffic, residents from the new housing developments, and nearby Costco traffic, there would be sufficient market demand to support this amount of new retail/commercial space.

### 1.3 Office Opportunities

#### **Opportunity for Construction of New Office Space**

- The existing land uses surrounding the new BART station are primarily residential and neighborhood serving retail and commercial.
- At this time, the area surrounding the new BART station does not have the locational characteristics necessary to attract major new office investment.
- Kaiser Permanente has offices within approximately one-half mile of the new station and has expressed interest in expansion.

Based on the above and with the slowing economy, the consultant team concludes that in the short-term there is not significant market support for construction of office space within the transit village.



## 4.2 Implementation

The implementation of the Transit Village Area Plan will require, first and foremost, the City to take the lead in organizing and coordinating existing and proposed efforts, which at a minimum include the following:

1. Define the City's vision of the desired Transit Village.
2. Identify potential catalyst projects for the implementation of the Transit Village.
3. Work with property owners to encourage property owner participation in the Transit Village.
4. Continue to identify actions needed to support and implement the Transit Village Area Plan.

As part of the above efforts, the remainder of this section provides a summary of the various implementation mechanisms available to the City to implement the Plan. These include, but are not limited to, the role of redevelopment, including the types of projects that can be undertaken by the Agency to facilitate the implementation of the Plan, a strategy to achieve commercial development requirements per the Plan and, finally, various financing mechanisms.

#### 4.2.1 Role of Redevelopment

Redevelopment is the primary tool used by cities in California to implement land use strategies. Typically, a city's redevelopment agency is charged with administering the tools of redevelopment within a designated project area. A redevelopment agency has access to three unique tools, including:

1. the ability to be proactive and establish land use strategies;
2. a funding source (tax increment financing) to provide resources for planning and implementation; and
3. the ability to facilitate working with new investors and existing property owners.

All of these tools must be exercised in accordance with California Redevelopment Law. In the case of South San Francisco, the great majority of the area that is subject to the Transit Village Area Plan falls within a Redevelopment Project Area. Thus, the Redevelopment Agency of South San Francisco has the opportunity to play an important role in realizing the implementation of the Plan. The following are examples of the types of projects that can be undertaken by the Redevelopment Agency in order to achieve the goals of the Plan. These include:

- Issue Request for Qualifications (RFQ) and Request for Proposals (RFP) — For large key sites in the Transit Village Area Plan, the City and its Redevelopment Agency can issue an RFQ/RFP for developer selection to implement the desired project. Historically, for nearly all public/private ventures, the RFQ/RFP process has been the recommended option. This is because the auction-bid approach generally offers government less flexibility in controlling the development process and less control over the composition of the project. In addition, the RFQ/RFP process often draws the largest pool of qualified applicants and it addresses community concerns and issues.
- Affordable Housing—The Agency can provide assistance for the construction of new affordable housing for both rental and for-sale products. Agencies are required by law to expend at least 20% of their tax increment fund for the purpose of increasing, improving and preserving the community's supply of low- and moderate-income housing. At least 15% of all new housing units developed within a redevelopment project area by public or private entities must be for low- and moderate-income households. Of the 15% at least 6% must be for very low-income households.
- Public Facilities—The Agency can use monies to build or reconstruct public facilities, including streets, curbs, gutters, sidewalks, sewers, water systems, storm drains, street lights, street trees and planter, decorative paving, signs, flag and banner poles, parking lots, parks, and plazas.

#### 4.2.2 Commercial/Retail Development

In order to implement the City's desired vision with regards to commercial and retail activity, an implementation strategy to ensure that at least the minimum amount of commercial/retail space required, per the Transit Village Area Plan, is not only realized, but soundly constructed should be in place.

One such strategy is to directly tie the design requirements of the Transit Village Area Plan to the entitlement process. In other words, if the developer does not meet the minimum requirements laid out in the Plan, entitlements for the property will not be granted. Consequently, developers will be obligated to recognize that to secure entitlements they must tailor their projects to regulators' expectations.

## **4.3 FINANCING MECHANISMS**

### **4.3.1 Capital & Public Improvements**

#### **Tax Increment Financing (TIF)**

Tax increment is derived from property taxes on the growth in assessed values created by redevelopment in the project area. In general, tax increment must be used within the redevelopment project area and can be used for the purposes of achieving the goals of the redevelopment plan.

#### **MTC's Transportation for Livable Communities (TLC): Neighborhood Capital and Planning Grant Program**

- This program encourages redevelopment efforts that add housing and economic vitality to older business and community centers throughout the region. Projects that provide pedestrian, bicycle and transit links to these centers are a part of this program. Specifically, MTC offers two kinds of financial assistance through the Neighborhood Grant program. Projects in the early or conceptual stage of their development are eligible for TLC planning grants, which are awarded to help sponsors refine and elaborate promising project ideas. Projects with completed plans are eligible for capital grants, which directly support construction and help turn plans into reality. Local governments, community-based organizations and transportation service providers may receive funding.

### **4.3.2 Affordable Housing**

#### **Tax Increment Housing Set-Aside Funds**

- California Redevelopment Law requires that not less than 20% of gross tax increment revenues allocated to a redevelopment agency be set-aside and used for purposes of increasing, improving and preserving the community's supply of low- and moderate-income housing.

#### **California Low Income Tax Credit Allocation**

- The California Tax Credit Allocation Committee (TCAC) administers two low-income housing tax credit programs—a federal program and a state program. Both programs are designed to encourage private investment in rental housing for low and lower income families and individuals. Credits can be allocated to new construction projects or for the acquisition and rehabilitation of certain projects. Credits are allocated on a competitive basis.

#### **Metropolitan Transportation Committee/Transportation for Livable Communities Housing Incentive Program**

- The housing program is designed to maximize public investments in transit infrastructure and encourage transit use while also addressing the region's housing shortage.

### **The Community Development Block Grants (CDBG)**

- The CDBG program is a federal funding program allocated primarily through the entitlement communities and state and small cities programs. Localities decide how and where the block grant funds are to be spent, subject to certain federal regulations. Projects are not subject to prior federal approval, but the use of CDBG funds are monitored by HUD.

#### 4.3.3 Streetscape Improvements

- MTC's Transportation for Livable Communities (TLC): Neighborhood Capital and Planning Grant Program (See program description above.)
- Caltrans and the California Highway Patrol: Safe Routes to School (SR2S). SR2S uses federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects. Contact Caltrans Local Assistance Office, District 4, 111 Grand Ave., Oakland, CA 94612. Mario Ung 510-622-5919 or 510-286-5226.

#### 4.3.4 Linear Park - Bicycle/Pedestrian Pathway

- MTC's Transportation for Livable Communities (TLC): Neighborhood Capital and Planning Grant Program (See program description above.)
- Caltrans and the California Highway Patrol: Safe Routes to School (SR2S). SR2S uses federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects. Contact Caltrans Local Assistance Office, District 4, 111 Grand Ave., Oakland, CA 94612. Mario Ung 510-622-5919 or 510-286-5226.

#### 4.3.5 Open Space

- MTC's Transportation for Livable Communities (TLC): Neighborhood Capital and Planning Grant Program
- Caltrans and the California Highway Patrol: Safe Routes to School (SR2S). SR2S uses federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects. Contact Caltrans Local Assistance Office, District 4, 111 Grand Ave., Oakland, CA 94612. Mario Ung 510-622-5919 or 510-286-5226.

### 3.6 Other Programs

- County Enhancement Programs
- Caltrans Community-Based Transportation Planning Demonstration Grant Program  
(Contact: Ken Baxter 916-654-2701 or Leigh Levine 916-651-6012)
- Transportation Development Act (TDA) Article 3 – bicycle projects  
(Contact: Doug Kimsey, MTC 510-464-7794)
- Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Contact: Alix Bockelman, MTC 510-464-7850)
- Regional Transportation Improvement Program (RTIP)  
(Contact: Ross McKeown, MTC 510-464-7842)
- State Transportation Enhancements Program  
(Contact: Bill Borden, Resources Agency 916-653-5656)
- State Bicycle Transportation Account  
(Contact: Rick Blunden, Caltrans 916-653-0036)
- Transportation for Clean Air Fund (TFCA) (Contact: Ed Miller 415-749-4665)