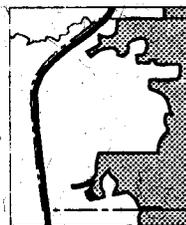

EAST OF **101** AREA PLAN

■ ■ ■

City of South San Francisco
Adopted July, 1994



BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

EAST OF 101 AREA PLAN

■ ■ ■

City of South San Francisco
Adopted July, 1994



PREPARED BY
BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

IN ASSOCIATION WITH
BAY AREA ECONOMICS
BARTON-ASCHMAN ASSOCIATES, INC.
DAMES & MOORE
WILSEY & HAM
ILLINGWORTH & RODKIN

EAST OF 101 AREA PLAN

AMENDMENTS through February, 2016

- Resolution No. 18-2016
- Resolution No. 84-97
- Resolution No. 103-96
- Resolution No. 104-96

RESOLUTION NO. 18-2016

CITY COUNCIL, CITY OF SOUTH SAN FRANCISCO, STATE OF CALIFORNIA

A RESOLUTION MAKING FINDINGS AND APPROVING GENERAL PLAN AMENDMENTS TO MAKE CHANGES TO THE LAND USE SECTION REVISING THE EAST OF 101 AREA PLAN PERTAINING TO LEGAL CONFORMING USES RECOGNIZED BY RESOLUTION 84-97 AND THE PLANNING SUB-AREAS ELEMENT TO ENSURE POLICY CONSISTENCY WITH THE GENERAL PLAN, THE DOWNTOWN STATION AREA SPECIFIC PLAN (DSASP) AND THE TRANSIT OFFICE / RESEARCH AND DEVELOPMENT CORE (TO/RD) ZONING DISTRICT.

WHEREAS, in 1997, the City Council adopted Resolution 84-97 approving General Plan Amendment GP-97-030 (“GP-97-030”), amending the East of 101 Area Plan to delete “freight forwarding” as a use consistent with the “Planned Industrial” land use designation, and

WHEREAS, GP-97-030 included a provision to allow property which was used in whole or in part for freight forwarding, customs brokering, wholesale, warehousing or distribution uses as of July 10, 1997 to continue as legal, conforming uses; and

WHEREAS, GP-97-030 included a provision to allow wholesale, warehouse, and distribution uses to be converted to freight forwarding and customs brokering uses with a Conditional Use Permit until July 10, 2000; and

WHEREAS, except as provided by GP-97-030, new development in the “Planned Industrial” land use category shall not include warehouse, distribution, wholesaling, freight forwarding, and customs brokering uses; and

WHEREAS, the City’s General Plan was updated in 1999, and the “Planned Industrial” land use designation transitioned to “Business Commercial,” and the 1999 General Plan includes Policy 3.5-I-11 which prohibits new warehouse, distribution, wholesaling, freight forwarding and customs brokering uses in the Business Commercial land use designation; and

WHEREAS, the City of South San Francisco (“City”) adopted the Downtown Station Area Specific Plan (DSASP) in February 2015; and

WHEREAS, the Downtown Station Area Specific Plan (“DSASP”) guides future development in the portions of the City that lie within a one-half mile radius of the Caltrain station and provides the blueprint for future change and improvements in the Downtown and adjoining areas; and

WHEREAS, the DSASP focuses on improving connections and linkages to the Caltrain station, downtown, and employment uses east of 101; and

WHEREAS, the Transit Office/R&D Core Zoning Sub-district of the DSASP is envisioned as a high-intensity urban employment district, characterized by a walkable street pattern; and

WHEREAS, warehouse, distribution, wholesaling, freight forwarding, and customs brokering uses are not permitted in the Transit Office/R&D Core Zoning Sub-district of the DSASP; and

WHEREAS, warehouse, distribution, wholesaling, freight forwarding, and customs brokering uses generate high levels of truck traffic and are not pedestrian-oriented, and thus, not consistent with the long-term vision of the DSASP; and

WHEREAS, staff has prepared amendments to the City's General Plan by amending the East of 101 Area Plan and the Planning Sub-Areas Element to be consistent with and implement the policies of the DSASP and underlying zoning; and,

WHEREAS, the DSASP was adopted after preparation, circulation, consideration, and adoption of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act, Public Resources Code Sections 21000, et seq. ("CEQA"), which analyzed the environmental impacts of adopting the DSASP; and,

WHEREAS, the revisions and corrections set forth in this General Plan Amendment, as they relate to the East of 101 Area Plan, and the Planning Sub-Areas are minor in nature, the adoption of which would not result in any new significant environmental effects or a substantial increase in the severity of any previously identified effects beyond those disclosed and analyzed in the Environmental Impact Report prepared and circulated for the DSASP adoption, nor do the refinements, clarifications, and/or corrections constitute a change in the project or change in circumstances that would require additional environmental review; and,

WHEREAS, on January 21, 2016 the Planning Commission for the City of South San Francisco held a lawfully noticed public hearing to solicit public comment and consider the proposed General Plan Amendment, take public testimony, and make a recommendation to the City Council; and,

WHEREAS, on February 10, 2016, the City Council for the City of South San Francisco held a lawfully noticed public hearing to solicit public comment and consider the proposed General Plan Amendment, take public testimony, and adopt this resolution approving the General Plan Amendment.

NOW, THEREFORE BE IT RESOLVED that based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code §21000, et seq. ("CEQA") and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the South San Francisco General Plan and General Plan EIR; the

South San Francisco Municipal Code; the General Plan Amendment; and all reports, minutes, and public testimony submitted as part of the Planning Commission's duly noticed January 21, 2016 meeting; and all reports, minutes, and public testimony submitted as part of the City Council's duly noticed February 10, 2016 meeting and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the City Council of the City of South San Francisco hereby finds as follows:

SECTION 1 FINDINGS

I. General Findings

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. The Exhibits attached to this Resolution, including the proposed Amendment to the portion of the East of 101 Area Plan contained in Resolution 84-97 (Exhibit A), and the proposed Amendment to the General Plan Planning Sub-Areas Element (Exhibit B) are made part of this Resolution;
3. The documents and other material constituting the record for these proceedings are located at the Planning Division for the City of South San Francisco, 315 Maple Avenue, South San Francisco, CA 94080, and in the custody of Chief Planner, Sailesh Mehra.

II. General Plan Amendments Findings

1. As described in Exhibits A and B, adoption of the proposed General Plan Amendment will include an amendment to the portion of the East of 101 Area Plan contained in Resolution 84-97 and the Planning Sub-Areas Element of the South San Francisco General Plan. The amendments would include changes to achieve internal consistency with the vision and policy direction in the General Plan, Downtown Station Area Specific Plan, and the Zoning Ordinance. The amendments are intended as minor alterations to the General Plan related to implementation of the Downtown Station Area Specific Plan; and
2. The City Council has received and considered the Planning Commission's recommendation in support of the General Plan Amendments and consistent with State law, the South San Francisco General Plan, and the South San Francisco Municipal Code, the City Council finds that the proposed General Plan Amendments are otherwise consistent and compatible with the South San Francisco General Plan, are compatible with the Downtown Station Area Specific Plan, do not obstruct or impede achievement of any General Plan policies, are necessary to comply with other adopted plans, and further a number of important Guiding and Implementing Policies set forth in the Land Use, Planning Sub-Areas, and Transportation Elements, including without limitation:

Guiding Policy 2-G-2: “Maintain a balanced land use program that provides opportunities for continued economic growth, and building intensities that reflect South San Francisco’s prominent inner bay location and excellent regional access.”

Guiding Policy 2-G-5: “Maintain Downtown as the City’s physical and symbolic center, and a focus of residential, commercial, and entertainment activities.”

Guiding Policy 3.1-G-1: “Promote Downtown’s vitality and economic well-being, and its presence as the city’s center.”

Guiding Policy 3.1-G-2: “Encourage development of Downtown as a pedestrian-friendly mixed-use activity center with retail and visitor-orientated uses, business and personal services, government and professional offices, civic uses, and a variety of residential types and densities.”

Guiding Policy 3.1-G-3: “Promote infill development, intensification, and reuse of currently underutilized sites.”

Guiding Policy 3.1-G-4: “Enhance linkages between Downtown and transit centers, and increased street connectivity with the surrounding neighborhoods.”

SECTION 2 RECOMMENDATION

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of South San Francisco hereby makes the findings contained in this Resolution, and approves and adopts the General Plan Amendment to the portion of the East of 101 Area Plan contained in Resolution 84-97 attached as Exhibit A, and the amendments to the Planning Sub-Areas Element attached as Exhibit B.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.

* * * * *

I hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of South San Francisco at a regular meeting held on the 10th day of February, 2016 by the following vote:

AYES: Councilmembers Karyl Matsumoto, Richard A. Garbarino, and Liza Normandy

Vice Mayor Pradeep Gupta and Mayor Mark N. Addiego

NOES: None

ABSTAIN: None

ABSENT: None

ATTEST: 
Krista Martinelli City Clerk

Resolution Number 18-2016
Exhibit A

Additional Language to be added to the East of 101 Area Plan, preceding the first paragraph under “2. Planned Industrial” at page 57. (Proposed new text in double-underline.)

The Planned Industrial land use category in the East of 101 Area Plan includes a portion of the City which was historically developed and used for warehousing and distribution. In particular, the Cabot, Cabot and Forbes Business Park is considered one of the most successful such developments in the Bay Area. These historic uses will continue to be an important segment of the business community in the City. At the same time, the City has identified the need to plan for and accommodate the growth and expansion of other industrial, office and research and development uses. The area of the City designated in Planned Industrial land use category has the greatest potential to accommodate that future growth and expansion.

In order to accommodate the future growth and expansion of industrial parks, light manufacturing, office, and research and development uses, while at the same time preserving the opportunities for existing warehouse and freight forwarding businesses to continue, new development or redevelopment in the Planned Industrial land use category will be limited to industrial parks, light manufacturing, office uses, retail, hotels, research and development. Warehouse and distribution uses that are ancillary to or a part of a manufacturing business in the City or that include retail sales of their primary products from the wholesale and distribution facility as a part of their operations are also permitted for new development or redevelopment in the Planned Industrial land use category.

All property, which is used, in whole or in part, for freight forwarding, customs brokering, wholesale, warehousing or distribution as of July 10, 1997, may continue to be used for the use in effect as of July 10, 1997 as legal, conforming uses, except for those parcels located in the Downtown Station Area Specific Plan area as described in more detail below. Any legal, conforming use may be improved expanded, modified or reconstructed in accordance with the South San Francisco Municipal Code.

In order to permit existing businesses time to plan for future expansion and change, wholesale, warehouse and distribution uses may also be converted to freight forwarding and customs brokering uses with granting of a conditional use permit until July 10, 2000. After that date, freight forwarding and customs brokering uses may continue as legal, conforming uses and they may convert to any other legal, conforming use, including wholesale, warehouse and distribution, permitted in the Planned Industrial category, except for those parcels located in the Downtown Station Area Specific Plan area as described in more detail below. Except as provided above, new development or redevelopment proposed for or undertaken in the Planned Industrial land use category after July 10, 1997, shall not include warehouse, distribution, wholesaling, freight forwarding and customs brokering uses.

The Downtown Station Area Specific Plan (“DSASP”) was adopted in 2015, providing a vision for the future growth and development for downtown, including the eastern neighborhood, which is located east of 101. The DSASP envisions downtown as a vibrant and pedestrian friendly-environment, maximizing transit-oriented development opportunities in the vicinity of the Caltrain station. The DSASP also focuses on connections and linkages to Caltrain, downtown, and the employment areas east of 101.

In order to realize the vision of the DSASP, the provisions of the East of 101 Area Plan permitting freight forwarding, customs brokering, wholesale, warehouse or distribution uses as established by Resolution 84-97 are no longer applicable to parcels located within the DSASP area. With the adoption of Resolution 18-2016, legally established and continually operating freight forwarding, customs brokering, wholesale, warehouse or distribution uses as of July 10, 1997, or granted a conditional use permit as of July 10, 2000, will become legal, non-conforming uses, subject to the requirements of the South San Francisco Municipal Code regarding non-conforming uses, structures, and lots. However, if prior to the adoption of Resolution 18-2016, an entity operating within the DSASP area has executed a valid Memorandum of Understanding (“MOU”) with the City of South San Francisco acknowledging certain properties’ uses as a legal conforming use for the term of the MOU, then those uses contemplated in the MOU may continue as a legal conforming use subject to the terms of the MOU.

RESOLUTION NO. 84-97

CITY COUNCIL, CITY OF SOUTH SAN FRANCISCO, STATE OF CALIFORNIA

A RESOLUTION ADOPTING NEGATIVE DECLARATION ND-97-030 AND APPROVING GENERAL PLAN AMENDMENT GP-97-030 AMENDING THE EAST OF 101 AREA PLAN POLICY 5a TO DELETE FREIGHT FORWARDING AS A USE CONSISTENT WITH THE PLANNED INDUSTRIAL LAND USE CATEGORY

WHEREAS, the East of 101 Area Plan designates several land use categories which are intended to group similar, compatible uses; and

WHEREAS, the Planned Industrial land use category is, according to the East of 101 Area Plan, intended to accommodate campus-like environments for corporate headquarters, research and development facilities and offices; and

WHEREAS, the Planned Industrial land use category is the only such area set aside in the City for campus-like environments for corporate headquarters, research and development facilities and offices; and

WHEREAS, warehouse, distribution, freight forwarding, customs brokerage and other related activities involving the transportation, transfer, or storage of raw materials, component parts, finished products or other commodities to or from overseas or domestic destinations (collectively known as "Freight Forwarding"), are currently permitted uses in the Planned Industrial land use category; and

WHEREAS, freight forwarding activities have generated traffic, parking and aesthetic conflicts with other uses in the Planned Industrial land use category; and

WHEREAS, those conflicts threaten the ability of the City to attract corporate headquarters, research and development facilities and office uses; and

WHEREAS, an environmental initial study ("Initial Study") which considered the potential impacts of the proposed amendments has been processed and reviewed in accordance with the California Environmental Quality Act, as amended; and

WHEREAS, the Initial Study identified no potentially significant environmental impacts as a result of the proposed amendments; and

WHEREAS, based on the Initial Study and the East of 101 Area Plan EIR, Negative Declaration ND-97-030 has been prepared pursuant to Public Resources Code Section 21080(c)(1) and made available for twenty (20) days pursuant to Public Resources Code Section 21091 et seq.; and

WHEREAS, on May 1, 1997, the Planning Commission of the City of South San Francisco (the "Planning Commission") held a duly noticed public hearing on the proposed Negative Declaration and the proposed General Plan amendments, and following such hearing the Planning Commission recommended that the City Council adopt Negative Declaration ND-97-030, and approve General Plan Amendment GP-97-030;

NOW, THEREFORE, the City Council of the City of South San Francisco does hereby resolve as follows:

1. Negative Declaration ND-97-030 is hereby adopted; and
2. General Plan Amendment GP-97-030 amending the East of 101 Area Plan as described in Exhibit A attached, is hereby approved.

* * * * *

I hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of South San Francisco at a regular meeting held on the 9th day of July, 1997 by the following vote:

AYES: Councilmembers James L. Datzman, Eugene R. Mullin, John R.

Penna and Robert Yee

NOES: None

ABSTAIN: Mayor Joseph A. Fernekes

ABSENT: None

ATTEST: /s/ Barbara A. Battaya
City Clerk

A:\NEGATIVE.DEC

RESOLUTION NO. 84-97
EXHIBIT A

REVISED COMPROMISE AMENDMENT

(Based on compromise reached with business and property owner representatives)

ADDITIONAL LANGUAGE TO BE ADDED TO EAST OF 101 AREA PLAN (preceding the first paragraph under "2. Planned Industrial" at page 57 :

The Planned Industrial land use category in the East of 101 Area Plan includes a portion of the City which was historically developed and used for warehousing and distribution. In particular, the Cabot, Cabot and Forbes Business Park is considered one of the most successful such developments in the Bay Area. These historic uses will continue to be an important segment of the business community in the City. At the same time, the City has identified the need to plan for and accommodate the growth and expansion of other industrial, office and research and development uses. The area of the City designated in Planned Industrial land use category has the greatest potential to accommodate that future growth and expansion.

In order to accommodate the future growth and expansion of industrial parks, light manufacturing, office, and research and development uses, while at the same time preserving the opportunities for existing warehouse and freight forwarding businesses to continue, new development or redevelopment in the Planned Industrial land use category will be limited to industrial parks, light manufacturing, office uses, retail, hotels, research and development. Warehouse and distribution uses that are ancillary to or a part of a manufacturing business in the City or that include retail sales of their primary products from the wholesale and distribution facility as a part of their operations are also permitted for new development or redevelopment in the Planned Industrial land use category.

All property, which is used, in whole or in part, for freight forwarding, customs brokering, wholesale, warehousing or distribution as of July 10, 1997, may continue to be used for the use in effect as of July 10, 1997 as legal, conforming uses. Any legal, conforming use may be improved expanded, modified or reconstructed in accordance with the South San Francisco Municipal Code.

In order to permit existing businesses time to plan for future expansion and change, wholesale, warehouse and distribution uses may also be converted to freight forwarding and customs brokering uses with granting of a conditional use permit until July 10, 2000. After that date, freight forwarding and customs brokering uses may continue as legal, conforming uses and they may convert to any other legal, conforming use, including wholesale, warehouse and distribution, permitted in the Planned Industrial category. Except as provided above, new development or redevelopment proposed for or undertaken in the Planned Industrial land use category after July 10, 1997, shall not include warehouse, distribution, wholesaling, freight forwarding and customs brokering uses.

RESOLUTION NO. 104-96

CITY COUNCIL, CITY OF SOUTH SAN FRANCISCO, STATE OF CALIFORNIA

A RESOLUTION APPROVING A GENERAL PLAN AMENDMENT (1)
AMENDING THE EAST OF 101 AREA PLAN TO ALLOW MONUMENT
SIGNAGE OVER 12 FEET IN HEIGHT IN A CORRIDOR PARALLEL
TO HIGHWAY 101 FOR VISITOR-SERVING USES.

WHEREAS, the City of South San Francisco desires to amend its General Plan; and

WHEREAS, the East of 101 Plan serves as the General Plan for the East of 101 area;

WHEREAS, noticed public hearings related to the proposed amendment was held on May 2, 1996;

WHEREAS, the Planning Commission recommended approval of the amendment to allow monument signage over 12 feet in height in a corridor parallel to Highway 101 for visitor-serving uses;

WHEREAS, the proposed amendment is consistent with the remainder of the South San Francisco General Plan;

WHEREAS, the amendment to allow monument signage over 12 feet in height has been determined to be categorically exempt from the California Environmental Quality Act;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of South San Francisco hereby adopts the following General Plan Amendments:

1. Policy DE-49 of the East of 101 Area Plan is hereby amended to read as follows:

Freestanding signs are discouraged, but may be installed as monument signs generally no more than 12 feet tall, as shown in Figure B on the previous page. Pole signs, as shown in Figure C on the previous page, are discouraged. Monument signage taller than 12 feet may be allowed for traveler-oriented business at the City's discretion for properties within the 1500 foot band of property east of Highway 101 as identified in Exhibit 1 attached hereto. The height of the sign shall be proportional to the size of the lot and should be no higher than the minimum required to be seen from Highway 101. For buildings which can be seen easily from the freeway, building signage is encouraged in place of taller monument signage. Signage shall otherwise follow the requirements of the current zoning ordinance and adopted design guidelines for signage.

2. BE IT FURTHER RESOLVED that the amendments approved herein shall take effect 30 days after adoption of the resolution.

* * * * *

I hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of South San Francisco at a _____ regular _____ meeting held on the 26th day of June, 1996 by the following vote;

AYES: Councilmembers Eugene R. Mullin, John R. Penna and Robert Yee

NOES: None

ABSTAIN: Mayor Pro Tem Joseph A. Fernekes

ABSENT: Mayor Jack Drago

ATTEST: /s/ Barbara A. Battaya
City Clerk

RESOLUTION NO. 103-96

CITY COUNCIL, CITY OF SOUTH SAN FRANCISCO, STATE OF CALIFORNIA

A RESOLUTION APPROVING A GENERAL PLAN AMENDMENT (1) AMENDING POLICIES IN THE EAST OF 101 PLAN REGARDING DEVELOPMENT IN OPEN SPACE AREAS AND ADJACENT TO SENSITIVE BIOLOGICAL RESOURCES; (2) AMENDING THE GENERAL PLAN TO ESTABLISH A CIVIC LAND USE CATEGORY; AND (3) AMENDING THE GENERAL PLAN LAND USE MAP TO DESIGNATE VARIOUS CITY-OWNED PROPERTIES AS CIVIC-USE DESIGNATIONS

WHEREAS, the City of South San Francisco desires to amend its General Plan; and

WHEREAS, the East of 101 Plan serves as the General Plan for the East of 101 area;

WHEREAS, noticed public hearings related to the proposed amendments were held on February 15, 1996 and June 6, 1996;

WHEREAS, the Planning Commission recommended approval of the amendment to the policies in the East of 101 Area Plan regarding development in open space areas and adjacent to sensitive biological resources and an amendment to the land use element of the General Plan text and the land use maps related to the civil property designations;

WHEREAS, the proposed amendments are consistent with the remainder of the South San Francisco General Plan;

WHEREAS, the amendment to the policies in the East of 101 Area Plan regarding development and open space areas adjacent to sensitive biological resources was the subject of a negative declaration which was previously certified by the Planning Commission;

WHEREAS, a negative declaration has been prepared related to the amendments to the General Plan text and land use amendments related to the civic use designation;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of South San Francisco hereby adopts the following General Plan Amendments:

1. The East of 101 Area Plan policies identified as LU-10b, LU-10c and CON-7 are hereby amended to read as follows:

No Floor Area ratio has been allocated to Open Space designated areas. Dry lands (inland of high tide line) located within Open Space designated areas and adjacent to an inland waterway may receive a Floor Area allocation not to exceed the allowable FAR for the immediately adjacent land use designation, subject to approval of a discretionary permit and an environmental review analyzing any additional adverse impacts including traffic,

sewage, and recreation impacts, as well as any impacts to sensitive resources. An appropriate floor area allocation for public recreation facilities shall be determined on a case by case basis after an environmental review.

Subject to securing a discretionary permit, accessory parking from adjoining portions of a site may encroach into dry land areas designated Open Space provided that the resulting project incorporates adequate public open space and recreation opportunities consistent with the Open Space land use designation, is compatible with Bay Conservation and Development Commission's policies and regulations, and is protective of sensitive biologic resources.

Provide adequate buffer areas between known sensitive resources and new development. In land areas not adjacent to inland waterways, there shall be a buffer area of at least 100 feet between known sensitive resources and development areas (other than accessory parking). Buffer areas adjacent to inland waterways should be a minimum 100 feet unless otherwise approved by the permitting body based on a site specific biologic resource evaluation performed by a qualified biologist and consistent with federal and State laws. Accessory parking from adjacent development areas may be permitted to encroach into the 100 foot buffer area if warranted based on biologic resource evaluation requirements as noted above.

2. The South San Francisco General Plan, at page 15, is hereby amended to include a Civic Use designation with the text to read as follows:

"CIVIC LAND USE: Includes sites with or to be improved with facilities which are owned or operated by the City of South San Francisco. Typical uses include offices, water pollution control plants, sewage and storm drainage pumping stations, corporation yards and facilities, libraries, police stations, and fire stations. Open storage facilities may be permitted when fully screened from public view and when occupying less than thirty (30) percent of the site area.

DESIGN: Civic buildings and facilities provide unique and important functions and services. The site design and architecture should reflect the special importance assigned to government buildings and facilities. Sites, structures and buildings should be physically suitable for the type and intensity of the land use being proposed. Projects are required to be consistent with all the provisions of the City's adopted General Plan. Developments are required to comply with adopted design guidelines.

The City's development standards should be utilized when the site and budget permits these standards to be achieved. When standards cannot or should not be achieved, the City should justify why the standards cannot be achieved. The established development standards may not always be essential nor appropriate to the design and use of City owned sites and facilities. Exceptions from established development standards should be allowed where the change will result in a project of superior design or otherwise be of greater benefit to the community and adjacent neighborhoods, and where the exception

will not be unreasonably detrimental to the health, safety, welfare, comfort, or convenience of the persons working or residing in the vicinity of the property.

Critical public facilities should not be located in hazardous areas because these facilities provide vital basic services without which the community cannot adequately function especially during emergencies such as flooding and earthquakes. Because some facilities and/or sites are already located in hazardous areas the City should take steps to reduce hazard threat especially from flooding, fire and building collapse during an earthquake. Expansion of facilities in hazardous locations is allowed where risk to life can be reduced to an acceptable level.

GOAL: Support the provision and maintenance of adequate sites and public facilities owned and operated by the City to meet the existing needs and projected population and employment including offices, water pollution control plants, sewage and storm drainage pumping stations, corporation yards and facilities, libraries, police stations, and fire stations.

POLICIES

(1) FISCAL EVALUATION AND PRIORITIES: All policies herein which seek to establish levels of service provided by the City or address the construction of City buildings and facilities, shall be guiding principles only and shall be subject to governing fiscal policies and priorities established by the City Council in the budget.

(2) LOCATION OF CRITICAL FACILITIES: Avoid locating critical facilities, such as fire, police, emergency facilities in areas subject to slope failure, flooding, and other hazards where feasible."

3. The South San Francisco Land Use Map is hereby amended as shown on Exhibit A hereto.

4. BE IT FURTHER RESOLVED that the amendments approved herein shall take effect 30 days after adoption of the resolution.

* * * * *

I hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of South San Francisco at a _____ regular _____ meeting held on the 26th day of June, 1996 by the following vote;

AYES: Councilmembers Eugene R. Mullin, John R. Penna, Robert Yee and Mayor Pro Tem Joseph A. Fernekes

NOES: None

ABSTAIN: None

ABSENT: Mayor Jack Drago

ATTEST: /s/ Barbara A. Battaya
City Clerk

**East of 101 Area Plan
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Chapter 1 INTRODUCTION

■ ■ ■

A. Background and Purpose

The East of 101 Area represents an important economic resource to the City of South San Francisco and San Mateo County. The area consists of roughly 1,700 acres of land in the City of South San Francisco east of Highway 101, from the City's northern border with Brisbane to the southern border adjacent to San Francisco International Airport. The area currently accounts for approximately 19,400 jobs, or almost one-half of the City's total employment base.

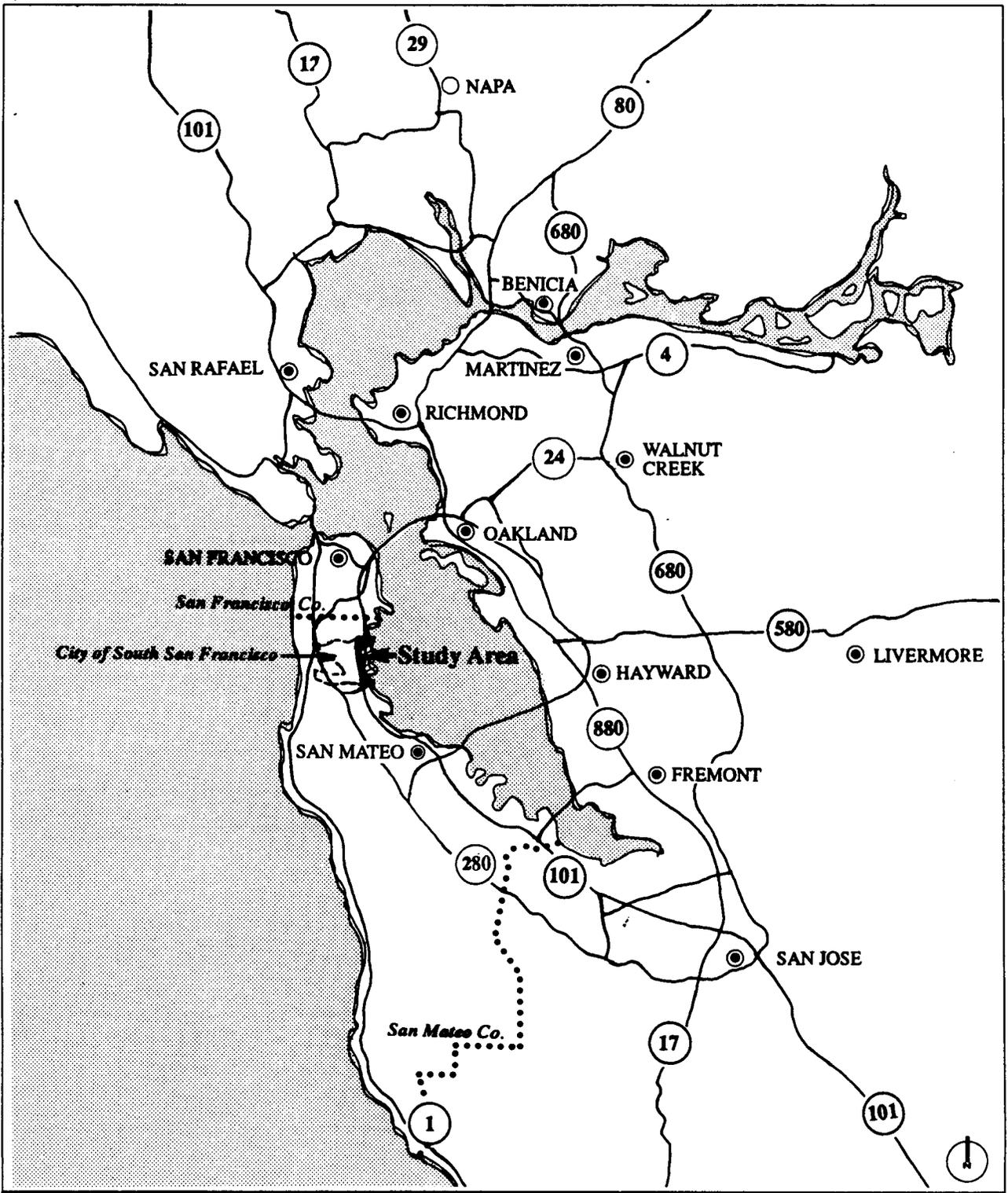
The overall goal of the *East of 101 Area Plan* is to recognize the unique character of the East of 101 Area and to guide and regulate development in a manner which protects and enhances the area's physical, economic and natural resources, while also encouraging appropriate development in the area.

B. About the Study Area

The study area, whose location is shown in Figure 1, is bounded by the San Francisco Bay on the east side, U.S. Highway 101 and rail lines on the west, the City of Brisbane on the north, and San Francisco International Airport on the south.

The study area is mostly developed and has a mix of land uses, including industry, warehousing, retail, offices, hotels, marinas, and bioscience research and development facilities. Historically, the area was used for stockyards, meat packing, paint and steel production, and warehousing.

The area includes a number of developments, redevelopment areas and Specific Plan areas which have been proposed and developed to a varying degree and with varying success. The Cabot, Cabot & Forbes Industrial Park and Homart's Gateway Project were developed in the northern portion of the study area in the 1960s through the 1980s. Smaller planned office parks have



NOT TO SCALE

**EAST OF
101
AREA PLAN**

City of South San Francisco

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

FIGURE 1
Study Area Location

been developed on 5 to 20 acre parcels. In the southern portion of the area, the South San Francisco Industrial Park was developed by Utah Construction Company in the 1950s and early 1960s. In general, the southern portion of the study area is less maintained than the northern area, and contains larger manufacturing facilities, some in older and less attractive buildings. However, the southern portion of the study area is more built out than the northern portion. Landmark developments and sites are illustrated in Figure 2.

Although the East of 101 Area is largely developed with light industrial, research and development, warehousing, retail, office, and hotel land uses, it also includes some significant undeveloped parcels. Key vacant sites include the Koll property, the Shearwater site, the Haskins site, portions of the Gateway site, and portions of the Oyster Point Marina Specific Plan area. This Area Plan defines General Plan level land use policies for these vacant parcels, in addition to general land use policies for the remaining East of 101 Area.

C. Area Plan Contents

The East of 101 Area Plan is a policy document that will guide land use, circulation, noise control, geotechnical safety, public facilities provision, design, recreation and natural resource enhancement, and financing in the East of 101 area. The Area Plan includes the following chapters:

- Chapter 1 is this introduction.
 - Chapter 2 includes of the Plan concept and goals.
 - Chapter 3 lists the Plan's development policies.
 - Chapter 4 is the Land Use Element, which includes land use policies, categories, and development standards for the East of 101 Area.
 - Chapter 5 is the Circulation Element which includes both circulation policies and parking policies.
 - Chapter 6 is the Public Facilities Element, which contains policies and plans for infrastructure improvements in the area.
 - Chapter 7 is the Recreation Element, which outlines plans for increased recreation facilities in the East of 101 Area.
 - Chapter 8 contains the Design Guidelines for the planning area, including design policies for commercial, industrial, and streetscape design.
 - Chapter 9 is the Noise Element.
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- Chapter 10 is the Geotechnical Safety Element.
 - Chapter 11 is the Natural Resources Element, which includes policies for the preservation of wetlands and sensitive species in the East of 101 Area.
 - Chapter 12 is the Financing Element, which sets forth measures for financing capital improvement costs.
 - Chapter 13 is the Implementation Element which describes changes to City plans and policies, as well as additional programs, that will be required for Plan implementation.

An appendix includes revisions to the City's General Plan Housing Element necessary to make the Element consistent with this Area Plan.

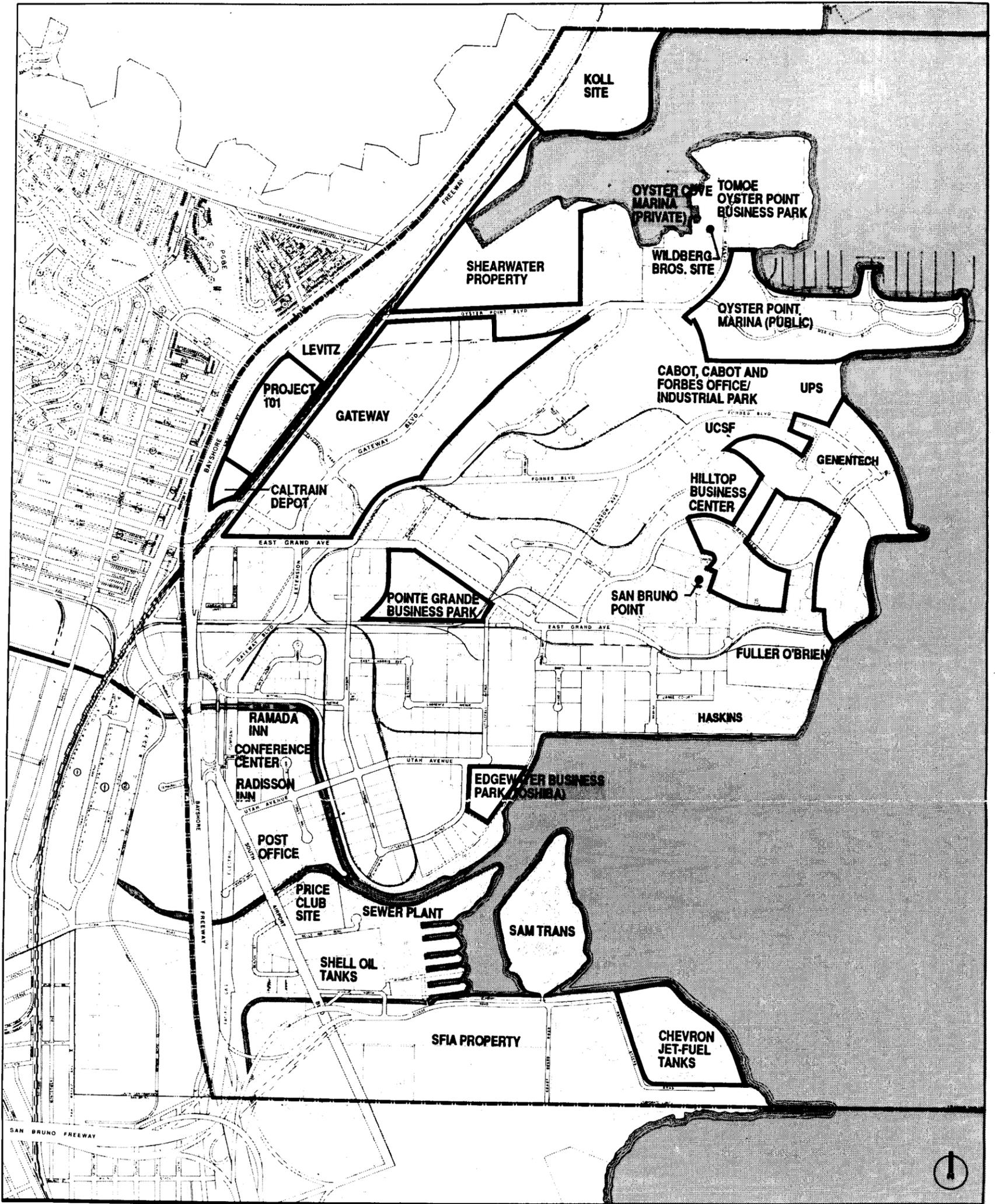
Background information regarding existing conditions and real estate market conditions in the East of 101 Area are included in background reports that were published in May, 1993 and updated in May 1993 and updated in June 1993, and in a Draft EIR that is being published with this Area Plan.

D. Relationship to the South San Francisco General Plan, Specific Plans, Master Plans and Zoning

This Area Plan will be adopted as the City of South San Francisco General Plan for the Area, and as the primary development policies for the East of 101 Area. The Area Plan supersedes existing South San Francisco General Plan policy for the area, except that the City's General Plan Housing Element will continue to apply in the East of 101 Area. Adoption of the Area Plan will represent an amendment to the City's General Plan.

This Area Plan bears different relationships to each of the three Specific Plans currently in place in the East of 101 Area:

- The land use entitlement and limitations (including, but not limited to permitted uses and Floor Area Ratios) of the Gateway Specific Plan are not affected by the Area Plan, and will continue in force in the Gateway Area. A special land use category under the Area Plan allows this to occur. Developments on the Gateway site should conform to other policies of this plan, including the Design Guidelines in the Design Element, and shall be subjected to City design review. In the event of a conflict between this Area Plan and the Gateway Specific Plan, the Gateway Specific Plan will prevail.



SCALE 1"=1300'
 0' 500' 1000' 2000'

**EAST OF
 101
 AREA PLAN**

City of South San Francisco

FIGURE 2

Landmarks in the East of 101 Area

- The Area Plan augments the Oyster Point Marina Specific Plan. The policies of this Area Plan and the Oyster Point Marina Specific Plan will both be effective in the Oyster Point Marina area. No conflicts between these two documents are known to exist, but if any are found, then the Oyster Point Specific Plan will prevail.
- The Shearwater Specific Plan is superseded by this Area Plan, and will no longer be in effect.

This Area Plan is also consistent with the present and future proposed activities of Genentech. Genentech has recently prepared its Genentech Corporate Facilities Master Plan, which is under review by the City. Genentech will be working with City staff to design appropriate zoning mechanisms to implement certain aspects of the Master Plan. Both the Master Plan and the proposed implementing regulations will be finalized to be consistent with the Plan's policies, including LU-15, LU-16, CIR-16, IM-6, IM-7 and IM-9 through IM-12.

The Area Plan will require changes to the zoning code and zoning district map to include new categories in the Plan area. However, the majority of the City's zoning code will not be changed and will continue to apply to the area where categories are already established.

E. Planning Process

A study committee consisting of members of the City of South San Francisco's Planning Commission and City Council has overseen the planning process for the East of 101 Area, which began in January 1993. An initial public meeting regarding the planning process was held on March 15, 1993, at which the public was invited to share concerns and ideas regarding the Plan. Numerous private interviews with land owners and businesses in the East of 101 Area were also held in February and March of 1993.

As the first steps in the planning process, the existing conditions of the East of 101 Area were documented in the *Existing Conditions Report* and the *Market Conditions Report*, which were published in May 1993. Opportunities and constraints to development identified in these reports were presented to the public at a meeting on June 14, 1993.

Once the existing conditions were documented, the consultant team developed a series of alternative land use scenarios for the area. A preferred alternative was selected based on the identified development constraints. The alternatives

were published in June 1993 and were presented to the public at the June 14, 1993 meeting.

Based on the preferred alternative, development policies, standards, and guidelines were created, together with a Draft Environmental Impact Report on the Draft Plan. These were published in July 1993 After public review and comment on the Draft Plan and EIR, both documents were revised and republished for further public review in January 1994.

F. Interpretation of Plan Policies

Policies of this Plan are contained in Chapters 4 through 13, and are summarized in Chapter 3. Actual policies are shown in **bold type**. Text in regular type gives background regarding the policies.

Each Plan policy contains the word "shall" or "should", which indicates whether the policy is mandatory or advisory:

- Policies that contain the word "shall" must be followed by the City and by all land owners and developers in the East of 101 Area.
- Policies that contain the word "should" are advisory. "Should" signifies a less rigid directive to be honored in the absence of compelling or contravening circumstances presented to and accepted by the City.

Chapter 2

PLAN CONCEPT AND GOALS

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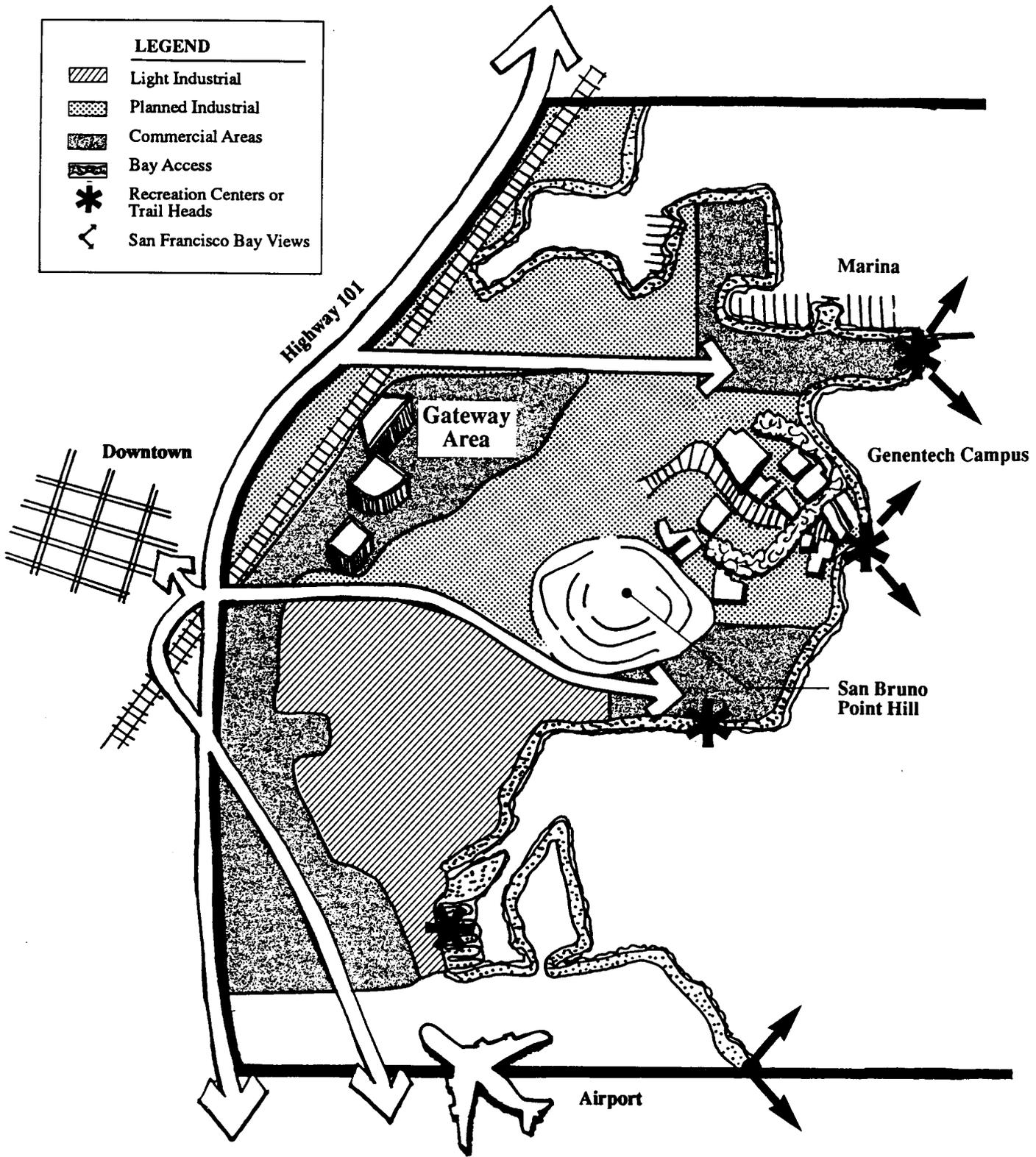
This chapter contains the planning criteria and goals for the East of 101 Area and provides a framework for the specific land use, design, and other policies presented in this Area Plan.

A. Land Use Concept

Figure 3 illustrates the Land Use Concept underlying the East of 101 Area Plan. As shown in the diagram, the outer perimeter of the area abuts San Francisco Bay and serves as visual and recreation opportunities and should be enhanced and preserved by development within the East of 101 Area. In addition, San Bruno Point Hill serves as a visually prominent topographical feature, and will be a focal point for the northern part of the area.

The development of the East of 101 Area as described by the Land Use Concept is essentially commercial and industrial in nature. Development policies in the northern portion of the area encourage the creation of campus-like environments for corporate headquarters, research and development facilities, and other high quality multi-tenant office or warehouse developments. Each planned development within the northern portion of the East of 101 Area will be encouraged to create an attractive and independently workable development, while relating with and respecting surrounding development.

The southern portion of the East of 101 Area allows for development which requires good accessibility and less stringent development standards than required in the northern portion of the area. Emphasis will be placed on continuing the light industrial and transportation oriented uses that already occur in this area.



Note: This diagram is for background information purposes only, and is not intended as a Land Use Map. The Area Plan Land Use Map is shown in Figure 4.

**EAST OF
101
AREA PLAN**

City of South San Francisco

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

FIGURE 3
Land Use Concept

Retail, office and hotel uses will be encouraged along the perimeter of the East of 101 Area, to serve visiting shoppers, business people, and recreational users. The majority of the commercial land uses are located in the western portions of the area, providing a transition between the industrial uses of the east and the remaining portions of the City west of Highway 101, and taking advantage of access from Highway 101 and South Airport Boulevard.

San Francisco International Airport (SFIA) is a major influence on land use in the East of 101 Area. The far southern portion of the area is under the jurisdiction of SFIA, and is designated for airport-related uses under this Area Plan. The presence of the Airport was a major factor in determining the incompatibility of residential uses within the East of 101 Area.

B. Overall Approach

The Plan's overall approach to development in the East of 101 Area consists of the following five main components:

- The Plan provides for development of land uses which are viable in the East of 101 area based on market conditions and projected service requirements for the area.
- The Plan avoids impacts of development to the natural assets of the planning area by encouraging development which is sensitive to the natural resources of the area.
- The Plan minimizes impacts related to circulation, public facilities and municipal services by providing an outline of needed facilities and services and identifying appropriate financing methods for them. In addition, limits on overall levels of development ensure that service capacity will not be outstripped.
- The Plan encourages quality design and development through the Design Policies and Guidelines.
- The Plan is intended to be easily implemented by the City of South San Francisco.

This chapter, along with Chapter 3, summarizes all goals and policies of the Area Plan, and may be used as a quick reference guide to the Plan.

C. Plan Goals

1. Land Use

- 1.1 Promote planned industrial, office, and commercial uses in the East of 101 Area, and discourage other uses that would be inconsistent with these uses.
- 1.2 Encourage development that enhances net revenues to the City.
- 1.3 Promote development that creates quality jobs for South San Francisco.
- 1.4 Encourage development that respects and is in character with the Bay environment.
- 1.5 Provide for the development of more retail services to serve the employees of the East of 101 Area.
- 1.6 Encourage the use of downtown South San Francisco as a commercial center for those employed in the East of 101 Area.
- 1.7 Provide child care facilities in the East of 101 Area.
- 1.8 Encourage the appropriate development of additional hotel facilities in the East of 101 Area.
- 1.9 Preserve historically significant sites and buildings.

2. Circulation

- 2.1 Minimize vehicular circulation impacts.
 - 2.2 Maintain acceptable levels of transportation systems by achieving an appropriate balance between system improvements and development transportation demands.
 - 2.3 Actively use the time during which adequate transportation capacity exists in the East of 101 Area to find transportation solutions that will allow for continuing development of the area.
 - 2.4 Provide for adequate amounts of parking in the East of 101 Area.
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- 2.5 Encourage and support transportation modes other than single-occupancy automobiles including ridesharing, bicycling, walking and transit.
 - 2.6 Promote the use of public transit to and within the East of 101 Area.
 - 3. Public Facilities**
 - 3.1 Provide adequate sanitary sewer system capacity, water supply and other utilities to serve proposed development in the East of 101 Area.
 - 3.2 Ensure that new development has appropriate drainage in order to minimize environmental and flooding problems.
 - 3.3 Regulate growth in the East of 101 Area in accordance with the ability of the Police Department, Fire Department, and other public agencies to provide adequate services.
 - 3.4 Promote water and energy conservation in all new development.
 - 4. Open Space and Recreation**
 - 4.1 Encourage uses which take advantage of the San Francisco Bay shoreline and the views associated with the Bay.
 - 4.2 Implementation of the San Francisco Bay Trail Plan in cooperation with the Bay Conservation and Development Commission to secure a continued public access trail along the San Francisco Bay Frontage.
 - 4.3 Preserve and enhance the natural amenities and features of the East of 101 Area including the views of the San Francisco Bay, San Bruno Mountain, and San Bruno Point Hill.
 - 5. Design**
 - 5.1 Promote high quality site, architectural and landscape design that increases a sense of identity in the East of 101 Area.
 - 5.2 Improve the streetscape quality of the East of 101 Area through plantings of street trees and provision of entry monuments.
 - 5.3 Protect visually significant features of the East of 101 Area, including views of the Bay and San Bruno Mountain.
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- 5.4 Minimize the intrusion of unsightly elements such as unattractive signage, overhead utility lines, chain link fences, barbed wire, and unscreened loading and service areas in the East of 101 Area.
 - 5.5 Promote public access to views of the San Francisco Bay and to the Bay Trail.
 - 5.6 Improve the visual quality of the East of 101 Area as seen from Highway 101, and the visual experience of motorists on Highway 101 along the perimeter of the Area.
- 6. Noise**
- 6.1 Encourage the development of land uses which will be compatible with the noise environment of the East of 101 Area.
 - 6.2 Provide guidelines for noise attenuation for hotel and office uses in the East of 101 Area.
- 7. Geotechnical Safety**
- 7.1 Minimize impacts associated with fill soils, landfills, and slopes.
 - 7.2 Protect against hazards associated with earthquakes.
- 8. Conservation**
- 8.1 Provide for the protection of sensitive wildlife and plant species, and their habitats within the East of 101 Area.
 - 8.2 Minimize indirect impacts to biological resources within the East of 101 Area.
- 9. Financing**
- 9.1 Distribute costs of needed improvements fairly among the parcels that will benefit from them.
- 10. Implementation**
- 10.1 Ensure that public improvements will be built as the need for them arises in the East of 101 Area.
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Chapter 3
SUMMARY OF PLAN POLICIES

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This section contains development policies for the East of 101 Area to which any development proposed in the area must conform. The policies are arranged according to the elements of the Plan in Chapters 4 through 13, and are taken directly from those chapters. Further discussion and explanation of the Area Plan Policies is contained in the individual elements of the Area Plan.

Each Plan policy contains the word "shall" or "should", which indicates whether the policy is mandatory or advisory. Policies that contain the word "shall" must be followed by the City and by all land owners and developers in the study area. Policies that contain the word "should" are advisory. "Should" signifies a less rigid directive to be honored in the absence of compelling or contravening circumstances presented to and accepted by the City.

A. Land Use Element Policies

- Policy LU-1.** Developments planned for the East of 101 Area shall be evaluated based on their merits and the net benefits they will provide to the East of 101 Area and the City of South San Francisco.
- Policy LU-2:** New East of 101 Area developments should generally meet the following criteria:
- New land uses should enhance property values, thereby increasing property tax revenues in the East of 101 Area.
 - New development should not have a net negative fiscal impact on the City, and should pay for all on-going City services it requires through taxes and fees. This is particularly important for projects with

low property improvement values, such as storage yards and parking lots.

- New land uses that are similar to or compatible with surrounding development are encouraged. New uses should not be detrimental to the overall economic viability of the East of 101 Area.
- New development approvals should reflect market conditions.
- New developments should visually enhance and contribute to the aesthetic character of the East of 101 Area.
- The trip generation of new land uses should be within the projections of the Area Plan.
- The demand for sewage treatment for each individual development should remain within the projections of the Area Plan.

Policy LU-3: All development in the East of 101 Area shall be consistent with the provisions of the land use categories illustrated in Figure 4 and described in Policies LU-4 through LU-10.

Policy LU-4a. Uses allowed in the Planned Commercial category shall typically include hotels and motels, retail uses, office development, restaurants, administrative services, day care centers, business and professional services, convenience sales, financial services, personal and repair services, marinas, and shoreline-oriented recreation.

Policy LU-4b. The maximum allowed Floor Area Ratio in the Planned Commercial category is 0.60. Such additional floor area, up to a maximum Floor Area Ratio of 1.6, may be permitted for hotels and motels meeting the City's development requirements. Additional floor area shall be subject to an approved conditional use permit and an environmental review analyzing the additional adverse impacts resulting from the increased Floor Area Ratio above 0.60,

Policy LU-5a. Uses allowed in the Planned Industrial category shall typically include non-nuisance light manufacturing.

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- incubator-research facilities, testing, repairing, packaging, publishing and printing, offices, administrative activities, research and development facilities, "big-box" retail and warehouse sales, freight forwarding, warehousing, distributing centers and facilities customs brokerages, offices, service businesses that serve the uses described above, marinas, and shoreline-oriented recreation.
- Policy LU-5b.** The maximum allowed Floor Area Ratio in the Planned Industrial category is 0.55. Structured parking areas ancillary to the main use(s) on a site are excluded from the Floor Area Ratio calculations.
- Policy LU-5c.** The maximum allowed Floor Area Ratio permitted by the Planned Industrial land use category and land use policy LU-5b for developable sites of less than twenty (20) acres may be exceeded, subject to an approved planned unit development. The planned unit development should be of a superior character that offsets the impacts of the increased FAR. Superior character could include elements such as outstanding building and site plan design, landscaping including usable entry plazas, human amenities such as showers and locker rooms, and special services such as day care. The environmental review shall analyze any additional adverse impacts caused by the increased floor area ratio.
- Policy LU-6a.** Uses allowed in the Light Industrial category shall typically include light manufacturing and assembly plants, management and special trade contractors' offices and related services, warehouses, trucking and distribution centers, auto, truck and equipment repair, painting, sales, rentals and storage, offices, stand-alone parking structures, freight forwarding, and all uses which are described in the Planned Industrial land use category. Recycling facilities and/or waste transfer facilities may be permitted on sites designated Light Industrial subject to the property being greater than 300 lineal feet from any other land use category.
- Policy LU-6b.** The maximum allowed Floor Area Ratio in the Light Industrial category is 0.55. Structured parking facilities
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ancillary to the main use(s) on a site are excluded from the Floor Area Ratio calculations.

- Policy LU-6c:** Parking structures serving off-site uses may exceed the Floor Area Ratio allowed in the Light Industrial category, provided they meet the following requirements:
- The number of peak hour trips generated by the parking structure must be less than or equal to the maximum number of peak hour trips that would be expected from any other use allowed in the Light Industrial category.
 - The parking structure shall meet all other applicable City regulations, including all other policies of this Plan.
 - The parking structure and its design shall not create traffic safety problems or circulation conflicts on public streets.
- Policy LU-7a.** Uses allowed in the Coastal Commercial category shall typically include business and professional services, administrative and business offices, convenience sales, restaurants, personal services, repair services, limited retail sales, hotel and motel uses with a coastal orientation, recreational facilities, and marinas.
- Policy LU-7b.** The maximum allowed Floor Area Ratio in the Coastal Commercial category is 0.60.
- Policy LU-8a.** Uses allowed in the Gateway Specific Plan Area shall be those specified in the Gateway Specific Plan.
- Policy LU-8b.** The maximum allowed Floor Area Ratio in the Gateway Specific Plan Area shall be that specified in the Gateway Specific Plan.
- Policy LU-9.** Uses allowed in the Airport-Related category shall include uses consistent with the San Francisco International Airport Master Plan, such as freight transportation and customs brokerage firms, expansions of San Francisco International Airport itself, marinas and shoreline-oriented recreation.
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- Policy LU-10.** Uses allowed in the Open Space category shall include parks, vista points, pedestrian and bicycle trail corridors, fishing facilities, playing fields, recreational buildings, interpretive centers, marinas, and undeveloped open space.
- Policy LU-11.** In areas in a mixed Coastal Commercial/Planned Industrial or Coastal Commercial/Light Industrial category, any Industrial uses should be transitional. The City deems Coastal Commercial uses to be most appropriate in these areas, and such uses are encouraged.
- Policy LU-12.** Adequate transportation corridors to accommodate highway and rail transit shall be maintained. The City will consider redesignation of portions of the railway corridor not required for transportation purposes for development which is compatible with adjacent uses and does not generate significant adverse impacts.
- Policy LU-13.** No residential development shall occur in the East of 101 Area.
- Policy LU-14.** The City shall track development for impacts on public infrastructure including, but not limited to, roadway and sewage treatment capacity. Before the available capacities are used, the City will re-evaluate East of 101 Area land use categories, and may limit the future development of the area. The tracking system will include, but not be limited to, roadway capacity, intersection levels of service and sewage generation, total sewage plant capacity, and appurtenant sewage facilities. The Community Development Director and the Director of Public Works Department shall bring before the City Council, no less than once a year, the status of public infrastructure, and should provide tracking reports to the Planning Commission and City Council no less than once every two years.
- Policy LU-15.** Maximum allowed Floor Area Ratios for the land use categories in Policies LU-4 through LU-7 shall apply only to new construction. Where existing buildings on a site exceed the allowed FAR, they may be replaced or remodeled with buildings up to the existing FAR on the site, provided that all new construction meets all other
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policies of this Plan and all other codes and regulations in effect at the time of construction.

- Policy LU-16.** The City shall encourage development of campus settings and planned growth for multiple parcel developments and shall promote the development of facility "Master Plans" and design standards that meet the Area Plan's objectives. Master Plans shall include specific commitments to high quality design that meet the City's goals for a site. The minimum size for a Master Plan site is 20 acres.
- Policy LU-17.** The maximum allowed Floor Area Ratios for the land use categories in Policies LU-4 through LU-7 may be exceeded through development of a "Master Plan", provided that the Planning Commission conducts a one-time review of the Master Plan and determines that sufficient roadway and infrastructure capacity exists to accommodate greater FARs at the facility. After such review, future developments at the facility can exceed the FARs allowed for the land use categories in Policies LU-4 through LU-7 without additional Planning Commission review as long as they are consistent with the Master Plan.
- Policy LU-18.** Noxious industrial uses that emit odors or, large quantities of air pollutants, or are visually unattractive, shall not be allowed in the East of 101 Area. This restriction includes meat processing plants, above-ground flammable liquid storage, and other similar intensive industrial uses.
- Policy LU-19.** Uses that emit loud noise or create hazardous materials, water contaminants, or other pollutants shall only be allowed in the East of 101 Area after review by the Planning Commission, which must find, in addition to any other required findings, that a proposed use would include all feasible measures to mitigate such adverse impacts and that the use would also have mitigating benefits such as employment creation or revenue generation.
- Policy LU-20.** Legally established auto salvage yards located in the East of 101 Area shall be permitted to remain but should not be allowed to expand in the area. All storage and loading activities shall be screened and landscaping provided
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adjacent to public rights-of-way. All other auto salvage yards shall be prohibited.

- Policy LU-21.** Auto, truck, and equipment sales, rental lots, and storage and parking shall not be permitted in the Planned Commercial, Planned Industrial, or Coastal Commercial categories unless such uses are located under major utility lines. Light automobile repair, including tune-ups, smog control, oil changes, and radio, alarm, tire and/or battery installations associated with an automobile fuel station and/or retail commercial center, may be allowed subject to an approved conditional use permit.
- Policy LU-22.** Drive-thru and fast food restaurants may be in all portions of the East of 101 Area . For parcels within 500 feet of a freeway on- or off-ramp, restaurants may only be permitted if they are integrated into a building, are accessory to the building's primary use and consistent with its architectural design. In addition, such restaurants must be compatible with the circulation patterns of the site. Signage shall be minimal and appropriate to the use, and pole signs should be avoided.
- Policy LU-23.** Maximum heights of buildings in the East of 101 Area shall not exceed the maximum heights established by the Airport Land Use Commission based on Federal Aviation Regulations Part 77 Criteria.
- Policy LU-24.** Retail and personal services shall be encouraged throughout the area to serve the employees of the East of 101 Area. In the Light Industrial and Planned Industrial categories, dedicated retail space may be included in a development without being applied to the allowed FAR, provided that such development includes adequate parking and does not exceed 10 percent of the building square footage of a project.
- Policy LU-25.** In addition to encouraging retail services within the East of 101 Area, patrons will be encouraged to use the downtown. The City shall encourage programs that educate employees of the area and promote the use of the downtown as a commercial center.
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- Policy LU-26. Child care facilities may be built as part of a commercial or industrial development and shall not be counted as part of the Floor Area Ratio of the project.
- Policy LU-27. Intensive, transit-oriented development shall be encouraged within one-quarter mile of the ultimate location of the CalTrain station or any other future rail station. If the City Planning Commission finds that a project contains transit-oriented design features (as described in the Design Element), then the allowed FAR may be increased by up to 20 percent.
- Policy LU-28. The City shall protect buildings, sites, and land uses which are historically significant.
- Policy LU-29. Re-use of obsolete rail spur rights-of-way in the East of 101 Area to meet the goals of this Plan shall be encouraged.
- Policy LU-30. Utilities, including, but not limited to, power transmissions, railways and pipelines, and communications, may be permitted subject to an approved franchise agreement and approved environmental review.
- Policy LU-31. No new above-ground bulk fuel tanks are permitted after July 25, 1994. Above-ground fuel tanks which are lawfully existing prior to July 1994, may be maintained, but may not be replaced or expanded.

B. Circulation Element Policies

- Policy CIR-1.** Level of Service D shall be the minimum acceptable operating standard for intersections in the East of 101 Area.
- Policy CIR-2.** The City shall ensure that intersection levels of service do not drop below Level D by tracking existing levels of service, engaging in a program of necessary City traffic improvements, and requiring developments that would impact levels of service to provide for necessary traffic mitigation.
- Policy CIR-3.** The City shall develop a program of roadway improvements that includes construction or financing of the roadway improvements to meet the requirements of development projected in the East of 101 Area.
- Policy CIR-4.** Roadway improvements to serve East of 101 traffic that are needed in areas outside the City of South San Francisco jurisdiction shall be coordinated with other appropriate agencies and jurisdictions.
- Policy CIR-5.** Roadway access to the Koll site (aka: Sierra Point) may be provided via a roadway between the site and the Shearwater Site, or via flyover ramps from the site to Highway 101 or Bayshore Boulevard or as determined in a subsequent traffic analysis submitted by the applicant and approved by the City at the time a discretionary land use approval is issued for all or any portion of the Koll/Sierra Point site. Planning for these improvements shall take into account potential impacts resulting from Koll site development on traffic in Brisbane, the East of 101 Area, and the rest of South San Francisco. Improvements shall be completed by the project sponsor at the time of development of the Koll site.
- Policy CIR-6.** The City of South San Francisco shall install grade separated or rubberized railroad crossings wherever feasible as a part of roadway improvements in the East of 101 Area.
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- Policy CIR-7. All new developments shall contain facilities to support transit, provided by both public and private means.
- Policy CIR-8. The City of South San Francisco and the employers of the area shall work with the Multi-City TSM Agency, or any other applicable transportation management agencies, to increase shuttle bus service and usage.
- Policy CIR-9. The City should study the possible relocation of the CalTrain Station from its existing site to a location which serves pedestrians and bicyclists coming from the East of 101 Area and the rest of the City.
- Policy CIR-10. Sidewalks should be provided along the roadway frontages of all new developments and pedestrian signals and crosswalks shall be considered for all newly signalized intersections.
- Policy CIR-11. The City shall develop a program of bicycle circulation improvements to create a full bicycle network consisting of Class II bike lanes on roadways and dedicated Class I bike paths.
- Policy CIR-12. The City shall include bicycle detection loops in all new traffic signals, and shall install detection loops at existing signalized intersections if feasible.
- Policy CIR-13. All new developments of 25,000 square feet or more of gross building floor area and projected to accommodate 30 or more full-time equivalent employees, should include showers, locker rooms, and secure bicycle parking areas to support the use of bicycles.
- Policy CIR-14. Bicycle lanes and/or paths should be incorporated into roadway widening and new construction projects where feasible.
- Policy CIR-15. The City of South San Francisco shall support transportation demand management (TDM) and transportation system management (TSM) programs in coordination with the Multi-City Transportation System Management Agency, or any other applicable transportation management agencies.
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- Policy CIR-16.** For master planned developments, (as described under Policy LU-16), the City may allow flexible parking requirements or facility-wide parking standards based on the characteristics of the development.
- Policy CIR-17.** The City shall develop a strategy to mitigate on-street parking problems in the East of 101 Area.
- Policy CIR-18.** Loading areas shall be located so that truck loading and maneuvering does not disrupt traffic flow within a project site or along a public street.

C. Public Facilities Element Policies

- Policy PF-1.** The City shall allow development in the East of 101 Area only if adequate water supply to meet its needs can be provided in a timely manner.
- Policy PF-2.** Low flow plumbing fixtures and drought tolerant landscaping shall be installed as part of all new developments in the area.
- Policy PF-3.** The City shall develop a program of sewage collection system improvements to reconstruct subsiding sewer lines, provide adequate pump station capacity, and make other necessary and feasible sewage collection system improvements in the East of 101 Area. Improvements shall be completed in a timely manner to meet demands created by new development.
- Policy PF-4.** The City shall work with the City of San Bruno to ensure that the Wastewater Treatment Plant provides for development in the East of 101 Area, and the service area to the extent feasible. The Capital Improvements Program shall include plant improvements as determined necessary. The City shall limit development approvals to those for which adequate sewage treatment capacity is available.
- Policy PF-5.** The City of South San Francisco shall undertake studies necessary to determine the Wastewater Treatment Plant capacity.
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- Policy PF-6. A sewage treatment plant expansion plan, including a schedule and funding program, shall be adopted by the City. Plant capacity expansion shall be completed prior to development that would require expanded treatment capacity.
- Policy PF-7. Projects in the East of 101 Area that would generate large quantities of wastewater shall be required to lower their wastewater treatment needs through water recycling, on-site treatment, gray water irrigation and similar programs where feasible.
- Policy PF-8. Specific development proposals in the East of 101 Area shall be evaluated individually to determine drainage and flood protection requirements.
- Policy PF-9. All development in the East of 101 Area shall comply with the NPDES discharge program. Developments over 5 acres in size shall obtain a storm water discharge permit from the NPDES, which may require inclusion of permanent on-site treatment of stormwater from parking areas.
- Policy PF-10. During the rainy season, developers shall be required to place appropriate erosion control devices, such as silt fences, hay bales, etc. during construction activities to minimize the amount of silt directly entering the Bay or other wetlands.
- Policy PF-11. Utility companies shall be provided early notification for any proposed project that could have an unusual requirement for water, sewer, gas, electric, or telephone services.

D. Open Space and Recreation Element Policies

- Policy RE-1. Marina and shoreline-oriented uses shall be encouraged along the bay front.

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- Policy RE-2.** Developers in the East of 101 Area shall be required to either pay park in-lieu fees or dedicate park land based on a formula developed by the City which estimates the demand for park and recreational facilities generated by the expected employment of projects.
- Policy RE-3.** The City shall work to provide recreational improvements in the East of 101 Area to meet the needs of Area employees and visitors and to provide improved access to San Francisco Bay for residents of the City and the region.

E. Design Element Policies

- Policy DE-1.** Developments on parcels adjacent to San Francisco Bay should emphasize the bay shore atmosphere and take advantage of the design and visual opportunities associated with the bay.
- Policy DE-2.** Projects in the vicinity of Highway 101 should be designed with the freeway in mind. In particular, any new projects on the Koll and Shearwater sites should be designed to be visually pleasing when viewed from Highway 101.
- Policy DE-3.** As an edge of the East of 101 Area, Dubuque Avenue should have streetscape improvements to emphasize its visual importance.
- Policy DE-4.** Developments built on sloping sites should incorporate the topography into their plans, rather than including significant grading to create flat development pads.
- Policy DE-5.** Developments in the East of 101 Area should be designed to take advantage of views of San Francisco Bay and Point San Bruno Hill with its "Windchime". Wherever possible, open space areas should be designed to provide views of these areas, and any new roadways should be laid out to provide vistas of them as well.
- Policy DE-6.** Within each development, a landmark building should be encouraged to mark the project approach for visitors coming to it. Such landmarks should not include signs.
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- Policy DE-7.** The principal roadway entries into the East of 101 Area should receive special attention and enhanced entry treatment, including special planting, signage and paving. A master plan of entry improvements should be developed by the City, with special attention on the following entries:
- **Oyster Point Boulevard.** Treatments on Oyster Point Boulevard just east of the Highway 101 ramps could include monuments on the sides of the roadway and in the median, as well as enhanced landscaping.
 - **Grand Avenue Overpass.** Urban design treatments could be applied to the Grand Avenue overpass to create a sense of entry to the East of 101 Area on this bridge. Such treatments might include new railings, bollards, or specially designed street lamps.
 - **Northern South Airport Boulevard at the Highway 101 overpass.** Additional landscaping could be installed on both sides of South Airport Boulevard near Mitchell Avenue and the Colma Creek bridge. Colma Creek itself might be enhanced through plantings of riparian vegetation in this area.
 - **Southern South Airport Boulevard at the Interstate 380 overpass.** Since the property on the east side of the street at the freeway overpass is currently vacant, significant landscaping and signage could be included in its eventual development.
 - **Wondercolor Ramps.** This area is already landscaped, but could be improved by undergrounding smaller utility lines to ameliorate the "messy" character they currently create. Additional landscaping might also be installed at the new South San Francisco Conference Center.
- Policy DE-8.** The City should prepare a streetscape plan for Oyster Point Boulevard that emphasizes the coastal orientation and high amenity of development in the northern portion of the East of 101 Area.
- Policy DE-9.** The City should prepare a streetscape plan for East Grand Avenue to improve its design character and create a visual unification for the various uses in the East of 101 Area.
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- Policy DE-10.** The City should prepare a streetscape plan for South Airport Boulevard to improve its design character and create a visual unification for the Planned Commercial development that fronts on it.
- Policy DE-11.** The City should prepare a streetscape plan for Forbes Avenue to reconfigure and relandscape the existing median to improve sight distances, accommodate traffic entering driveways, and improve aesthetics.
- Policy DE-12.** In order to encourage pedestrian use, appropriate street trees, plantings and sidewalks should be incorporated into the design of all public streets. Street furniture and accessories such as benches, trash receptacles, and bicycle racks should be incorporated, where appropriate, into the design of open spaces. All amenities should be selected and located so as not to impede pedestrian use of the sidewalks.
- Policy DE-13.** New construction projects shall be required to supply and install street trees and landscaping to meet the City's specifications for their frontages.
- Streetscape planting, irrigation, and hardscape should be designed for minimum maintenance by City staff.
 - Selection and spacing of street trees shall be approved by the City Landscape Architect and the Director of Parks, Recreation, and Community Services.
 - Medians should be cobbled and grouted or landscaped with low maintenance plants with automatic irrigation.
- Policy DE-14.** Automobile entries should include special paving, signage and landscape treatments to announce arrival, as illustrated in Figure A.
- Policy DE-15.** Site design should de-emphasize the visual prominence of parking areas by separating parking areas into relatively small components and locating parking behind buildings
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- whenever possible. The standard practice of placing the majority of the parking between the building and the main street frontage should be avoided when possible, as shown in Figure B.
- Policy DE-16.** All loading and service areas shall be designed so that the maneuvering of vehicles can be accomplished on-site without special effort and without disrupting on-site circulation.
- Policy DE-17.** In all land use categories except Light Industrial, loading docks and service areas should be located at the rear or side of the development, and should be separated from automobile parking areas.
- Policy DE-18.** Paths with durable, all-weather surfaces should be located in medians and other landscaped areas within parking lots to provide convenient pedestrian routes, and reduce wear on landscaped areas.
- Policy DE-19.** Large parking lots should be designed so that pedestrians walk parallel to moving cars. This means that drive aisles should generally be perpendicular to the buildings in a center.
- Policy DE-20.** Projects should be designed to minimize driveways and vehicular circulation areas, while maximizing outdoor public spaces. For example, owners of adjacent properties could develop shared facilities such as driveways, pedestrian plazas and walkways.
- Policy DE-21.** Developments should include a landscaped buffer zone along property lines that is appropriate to the land use category, as shown in Figure A and specified in Section D of the Design Element.
- Policy DE-22.** Developments in the Planned Commercial, Planned Industrial and Coastal Commercial categories should include on-site open space as a unifying element and as areas for employee use. Open space should be continuous and should connect separate buildings or sites, especially in campus-like developments, as shown in Figure B. Open
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- spaces should particularly be located adjacent to lunch rooms and conference rooms.
- Policy DE-23.** Open space should be located and designed with consideration for sun exposure and wind protection. Where possible, open space should offer seating areas with views of San Francisco Bay and Point San Bruno Hill.
- Policy DE-24.** Perimeter landscaping should be provided in the landscaped buffers required in Policy DE-21, at a minimum rate of one tree for each 200 square feet of buffer area. Buffer areas should also be planted with low-growing flowering ground cover or shrubs.
- Policy DE-25.** The design of front yard landscaped buffers should be integrated with that of adjacent sites.
- Policy DE-26.** Berms are encouraged in landscape buffer areas, particularly along arterial streets. Berms should be no more than 3 feet tall.
- Policy DE-27.** Parking lots should be shaded with trees, and should also include shrubs in most cases. Trees should be planted along parking lot edges and in planters among stalls. Design policies for the number of trees and amount in shrubbery in parking lots are contained in Section D of this Design Element for the individual land use categories.
- Policy DE-28.** Plant species chosen for the area should include low maintenance plants and plants adaptive to the extremes of climate in the area. In addition, plant species and planting design should complement the design of the development.
- Policy DE-29.** Lighting on the exteriors of buildings should be incorporated into the overall building and landscape design. Security and entry lights should align with, be centered on, or otherwise coordinate with the building elements.
- Policy DE-30.** Utility lines serving new development shall be installed underground, unless the City finds that undergrounding would be financially infeasible for a specific project.
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- Policy DE-31.** As a first priority, the City shall study undergrounding utility lines along both sides of Dubuque Avenue between Oyster Point Boulevard and East Grand Avenue, and shall also study undergrounding on major thoroughfares in the area.
- Policy DE-32.** No new off-site commercial advertising signs or billboards shall be permitted in the East of 101 Area. Existing billboards may be replaced or relocated if the City finds that the change would improve the visual character of the area.
- Policy DE-33.** The City shall work to remove all existing off-site commercial advertising signs and billboards from the East of 101 Area.
- Policy DE-34.** All activities and stored materials in loading, service, storage and trash disposal areas should be screened from views from public streets, trails, adjacent properties, and overhead views from adjacent properties, by planting, berms and/or decorative walls. The screening should be integrated into the design of structures or the site landscaping, so it does not appear as an appendage added to the outside of the structure. This policy applies to all types of outdoor storage areas containing materials, supplies, or equipment, including autos, trucks and trailers.
- Policy DE-35.** Storage facilities and waste transfer facilities shall be screened by solid fencing made of wood, masonry or other similar materials. The outside perimeter of the fencing shall be lined with vegetation that meets the requirements of Policy DE-36.
- Policy DE-36.** Where shrubs or trees are used as part of screening, they should be selected and planted to provide solid linear coverage with intertwined branches to a height of six feet after two years of growth.
- Policy DE-37.** The installation or replacement of exposed chain link fences, barbed wire, razor wire or similar material shall not be allowed in those parts of the East of 101 Area that are visible from public rights-of way, including roads and trails.
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- Policy DE-38.** The form and location of structures, the use of building colors and materials and the selection of landscape materials and street furniture shall consider the overall context of the project and promote the development of a sense of identity for the East of 101 Area.
- Policy DE-39.** All sides of buildings that are visible from a public street or area should be detailed and treated with relief elements and changes in plane. Architectural elements used to provide relief could include awning projections, trellises, built in planters, integrated plazas, colonnades or arcades, expression of structural elements, wall/window recesses and/or projections, changes in material and textures or elements/treatments that create patterns of shade/shadow. Blank walls should be avoided. Section D of this Design Element specifies maximum acceptable distances of blank walls without architectural elements for each land use category.
- Policy DE-40.** Ground floor facades should have visually permeable building entries and shop frontages, and pedestrian oriented details such as recessed entries and overhanging awnings. Every building entry should provide shelter from the wind and rain.
- Policy DE-41.** Building facades should be constructed of durable materials such as those already used in the area, including stucco, well-detailed tilt-up concrete or metal panels, and decorative masonry. Within a limited range, building surfaces should incorporate more than one material or texture. Highly reflective materials are discouraged. Building materials shall be chosen to weather the salt air in the area, and shall be subject to review by the Design Review Board and the approval of the Chief Planner. Additional policies for the Light Industrial and Coastal Commercial categories are included in Section D of this Design Element.
- Policy DE-42.** Building color pallets shall be as approved by the applicable City body with the advice of the Design Review Board. Building colors may include earth tones and appropriate pastels. Bright colors and simple primary colors should be avoided, except as accents. Within a
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- limited range, building surfaces should incorporate more than one color.
- Policy DE-43.** Retail, flex and industrial buildings should not exceed 35 feet in height. Landmark design elements should not exceed 50 feet in height. Office buildings are not subject to a height limit other than that of the ALUC, as outlined in Policy LU-23. Additional restrictions on building height in the Coastal Commercial category are included in Section D of this Design Element. Exceptions to this policy may be made if warranted by a specific proposed use, or if taller building heights are included in an approved Master Plan.
- Policy DE-44.** In most land use categories, sloped roofs and flat roofs behind parapet walls are acceptable. Bright colored or highly reflective roofs, including unpainted galvanized roofing, should be avoided. Additional policies regarding roofs in the Light Industrial and Coastal Commercial land use categories are included in Section D of this Design Element.
- Policy DE-45.** Shopping and business center signage should be designed as an integral part of the overall center, and should be attached to buildings and other architectural elements wherever possible, as shown in Figure A. No sign should be taller than the building it serves.
- Policy DE-46.** Each center or development shall have a unified signage program for the entire development, which should be reviewed and approved by the City. Miscellaneous signage shall be designed into the sign program for each site such that it will be coordinated with the major signage for the site and the building.
- Policy DE-47.** Shopping center or development identity should be denoted through signs or logos integrated into the design of the buildings, rather than through freestanding signs.
- Policy DE-48.** Tenants within shopping and business centers should have signs that are integrated into the centers' signs, or which are mounted on buildings. For building mounting, individual letters are preferred, and unified "can" signs
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shall not be allowed. Lettering on buildings shall be individual letters painted or applied to the building or individually illuminated metal channel letters (a minimally sized raceway painted to match the building shall be permitted for internal illumination). No background shall be permitted other than the building material itself.

- Policy DE-49.** Freestanding signs are discouraged, but may be installed as monument signs no more than 12 feet tall, as shown in Figure B on the previous page. Pole signs, as shown in Figure C on the previous page, and signs over 12 feet tall, are not allowed.
- Policy DE-50.** Illuminated signs shall be designed so that they do not create glare.
- Policy DE-51.** Directional and informational signage within a center should be designed in a consistent style that reflects the design character of the shopping or business center as a whole.
- Policy DE-52.** Rooftop mechanical equipment should be screened from view by integral architectural elements such as pitched roofs, ornamental parapets, mansards or low towers, as shown in Figure A. If screening from all significant public viewpoints is not possible due to changes in grade, then the equipment should also be enclosed in a housing that is compatible with the design of the main building.
- Policy DE-53.** Mechanical equipment shall be painted to match the color of the roof where it is located.
- Policy DE-54.** The following additional design policies apply on the Koll and Shearwater properties.
- **Street trees.** Street trees should be planted within at least 25 feet of one another.
 - **Landscape Buffer.** Landscape buffers along Oyster Point Boulevard and any new arterials should be 20 feet wide, and along other streets should be 10 feet wide. On side and rear property lines, they should be six feet wide.

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- **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-38.
 - **Nodes.** New development on the Koll and Shearwater sites should include nodes, social centers, and/or public plazas which take full advantage of social and recreational possibilities.
 - **Design Guidelines.** New development plans for the Koll and Shearwater sites shall include specific design guidelines. These guidelines could be developed as an integral part of Specific or Master Plans for the properties.
 - **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
 - **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

Policy DE-55.

The following additional design policies apply in the 101 Frontage Area.

- **Street Trees.** Street trees should be planted within at least 30 feet of each other. Dubuque Avenue should be specifically targeted for streetscape improvements due to its visual accessibility from Highway 101.
- **Landscape Buffer.** Landscape buffers along Dubuque Avenue should be 20 feet wide, and along other streets should be 10 feet wide. On side and rear property lines, they should be six feet wide.
- **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-38. Development along Dubuque Avenue should pay particular attention to the visual integrity of their development as seen from Highway 101.

- **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
- **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

Policy DE-56.

The following additional design policies apply in Planned Industrial areas:

- **Street Trees.** Street trees should be planted within at least 30 feet of each other, and should be selected to match or complement the existing pines on Allerton Avenue and portions of East Grand Avenue.
 - **Landscape Buffer.** Landscape buffers along major arterial streets should be at least 20 feet wide, and along other streets should be at least 10 feet wide. In the Cabot, Cabot and Forbes industrial park, they should match landscape buffers on adjacent properties. On side and rear property lines, they should be six feet wide. All landscaping shall provide a clear connection between the street and buildings for pedestrians.
 - **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-39. Pedestrian scale is of particular importance for campus-like developments and settings.
 - **Building Orientation.** Buildings should be oriented with a clear relationship to the street to create a sense of continuity along it. Inviting pedestrian linkages from individual buildings shall be provided.
 - **Design Guidelines.** New development plans for larger campus-like projects should include specific design guidelines, developed as an integral part of master planning efforts.
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- **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
 - **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

Policy DE-57. The following additional design policies apply in Light Industrial areas:

- **Street Trees.** Street trees should be planted within at least 50 feet of each other.
- **Landscape Buffer.** Landscape buffers along streets should be six feet wide. No side or rear buffers are required.
- **Blank Walls.** Blank building walls should be no more than 50 feet long. Longer lengths of wall should conform with Policy DE-39.
- **Parking Lot Landscaping.** Adequate landscaping is encouraged in parking lots.
- **Building Materials.** All types of building materials are acceptable in the Light Industrial category, provided they are designed with a relatively high level of quality.
- **Roof Materials.** All roof materials and designs are acceptable in the Light Industrial category, provided they are designed with a relatively high level of quality.

Policy DE-58. The following additional design policies apply in Coastal Commercial areas and in all categories that include Coastal Commercial as part of a mixed designation.

- **Street trees.** Street trees should be planted within at least 30 feet of each other.
- **Landscape Buffer.** Landscape buffers along major arterial streets should be at least 20 feet wide, and

along other streets should be at least 10 feet wide. On side and rear property lines, they should be six feet wide.

- **Blank Walls.** Blank building walls should be no more than 15 feet long. Longer lengths of wall should conform with Policy DE-39.
- **Parking Lot Trees.** Cars should not be parked more than eight in a row without a planting island that contains at least one tree.
- **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.
- **View Corridors.** Site plans for coastal commercial developments should identify view corridors across a site. Such view corridors should be preserved with development.
- **Building Massing.** Buildings should be designed to preserve views from adjacent properties, allow public access to waterways including creeks, channels and the bay shore and be comprised of small scale buildings.
- **Building Height.** In order to preserve views, most buildings should not exceed 35 feet in height. Only landmark design elements may be taller, and should not exceed 50 feet in height.
- **Building Entries.** Coastal commercial buildings should have frequent entries that are oriented toward the bay shore.
- **Roof Shape.** Simple pitched roofs such as gables, hips or sheds are preferred over flat roofs. Gables or hips may also be integrated with flat roofs.
- **Building Materials.** Building facades should be constructed of materials associated with coastal areas, including industrial metal siding and horizontal wooden siding. Highly reflective materials are discouraged.

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- **Plant Materials.** Plant materials in coastal commercial developments should be selected to fit within a coastal environment.
 - **Preservation and Access.** BCDC regulations regarding preservation of natural features and public access shall be followed as minimum standards for development in this area.

Policy DE-59. The following additional design policies apply in Planned Commercial areas:

- **Street trees.** Street Trees should be planted within at least 20 feet of each other.
- **Landscape Buffer.** Landscape buffers along major arterial streets should be at least 20 feet wide, and along other streets should be at least 10 feet wide. On side and rear property lines, they should be six feet wide.
- **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-39.
- **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
- **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

Policy DE-60. The following additional design policies apply in Airport Related areas:

- **Street trees.** Along arterials, street trees should be planted at an interval of no greater than 50 feet on center.
 - **Landscape Buffer.** Landscape buffers should be at least six feet wide along public streets.
 - **Blank Walls.** Blank building walls may be of any length required for the operations on a site, but should be kept to the minimum length necessary.
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- **Parking Lot Landscaping.** Adequate landscaping is encouraged in parking lots.

Policy DE-61. All new development should have direct pedestrian access to transit services and be sited in a manner that promotes transit usage.

Policy DE-62. As specified in Policy LU-26, projects built within ¼ mile of the ultimate location of the Caltrain station that comply with the following design guidelines are eligible for a density bonus:

- All buildings should have direct pedestrian access to transit services and be sited in a manner which promotes transit usage.
- Buildings should be sited so that pedestrians may walk directly from the rail station to primary building points of entry. A sketch showing this concept can be seen in Figure A.
- Safe and convenient rail crossings should be established to allow pedestrians easy access between the rail station and work places.
- The rail station should be considered a primary landmark in office development projects, and office buildings should generally be oriented around them. Towers or other vertical architectural elements should be constructed to mark the station as the heart of the district.
- Plazas should be developed along paths to rail stations as rest areas and amenities for riders and visitors.
- Ground floor facades of buildings located along pedestrian routes should have visually permeable frontages and pedestrian oriented details such as recessed entries and overhanging awnings.
- The edges of pedestrian pathways should be landscaped with corridors of shade trees and appropriate shrubs or groundcover.

Policy DE-63. Fast food restaurants shall utilize quality materials and design, intended to create a greater location-specific and

up-scale impression and avoid a typical "cookie cutter" or "corporate" appearance. Some alternatives for fast food restaurant design and construction could include:

- Architectural style in harmony with other quality architecture that surrounds it.
- Use of natural colors as alternatives to bright or neon colors typical of fast food restaurants.
- Use of quality building materials such as stucco, brick, stone and tiles as alternatives to more synthetic-looking products such as plastic and metal.
- Building articulation and facade design which creates visual interest, including building plane variety.
- Use of standard roof shapes and colors found in other parts of the East of 101 Area, rather than "iconic" roofs that are specific to a restaurant chain.
- Minimal use of signage and maximum use of landscaping.
- Avoidance of pole signs.

F. Noise Element Policies

- Policy NO-1. Hotels in the East of 101 Area shall be designed so that the calculated single-event noise level due to an aircraft flyover does not exceed 55 dBA in hotel rooms, and the CNEL does not exceed 45 dBA.
- Policy NO-2. Office and retail developments in the East of 101 Area shall be designed so that the calculated hourly average noise levels during the daytime does not exceed an L_{eq} of 45 dBA, and instantaneous maximum noise levels do not exceed 60 dBA.
- Policy NO-3. Noise sensitive portions of industrial buildings shall meet the noise requirements for offices in Policy NO-2.
- Policy NO-4. New development shall be designed so that the average noise level resulting from the new development does not
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exceed an L_{eq} of 60 dBA at the nearest open space or recreational area.

G. Geotechnical Safety Element Policies

- Policy GEO-1.** The City shall assess the need for geotechnical investigations on a project-by-project basis on sites in areas of fill shown on Figure 17, and shall require such investigations where needed.
- Policy GEO-2.** Where fill remains under a proposed structure, project developers shall design and construct appropriate foundations.
- Policy GEO-3.** Given the extensive use of the area for industrial and waste disposal purposes, investigation both by drilling and by examination of historic aerial photographs shall be conducted by project developers in all fill areas to determine if landfills exist under the site prior to construction.
- Policy GEO-4.** Project developers shall design developments on landfills and dump sites to deal safely with gas produced by the decomposition of the buried garbage. Inorganic soil capping over landfills shall be thick enough that excavation for repair of existing utilities or installation of additional utilities does not penetrate to buried garbage.
- Policy GEO-5.** If hazardous fill, such as garbage organics, is encountered, it shall be appropriately disposed by a project developer during construction. This material shall not be used for either structural fill or grading fill. However, other uses may be possible, such as landscaping around vegetation if the fill has a high organic content. If no acceptable use is found on-site, the hazardous fill should be properly disposed off-site.
- Policy GEO-6.** Where a landfill or dump occurs under a proposed structure, project developers shall design and construct appropriate foundations.
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- Policy GEO-7.** New slopes greater than 5 feet in height, either cut in native soils or rock, or created by placing fill material, shall be designed by a geotechnical engineer and should have an appropriate factor of safety under seismic loading. If additional load is to be placed at the top of the slope, or if extending a level area at the toe of the slope requires removal of part of the slope, the proposed configuration shall be checked for an adequate factor of safety by a geotechnical engineer.
- Policy GEO-8.** The surface of fill slopes shall be compacted during construction to reduce the likelihood of surficial sloughing. The surface of cut or fill slopes shall also be protected from erosion due to precipitation or runoff by introducing a vegetative cover on the slope or by other means. Runoff from paved and other level areas at the top of the slope shall be directed away from the slope.
- Policy GEO-9.** Steep hillside areas in excess of 30 percent grade shall be retained in their natural state. Development of hillside sites should follow existing contours to the greatest extent possible and grading should be kept to a minimum.
- Policy GEO-10.** In fill areas mapped on Figure 17, a geotechnical investigation to determine the true nature of the subsurface materials and the possible effects of liquefaction shall be conducted by the project developer before development.
- Policy GEO-11.** Development shall be required to mitigate the risk associated with liquefaction.
- Policy GEO-12.** Structural design of buildings and infrastructure shall be conducted according to the Uniform Building Code and appropriate local codes of practice which specify procedures and details to reduce the effects of ground shaking on structures.
- Policy GEO-13.** Development within the preliminary boundary of the Coyote Point hazard area, as depicted on Figure 15, shall be reviewed by a geotechnical engineer. Fault trenching may be required on individual development sites where feasible and determined necessary by the engineer. No
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structure for human occupancy shall occur within 50 feet of identified active faults, unless a geotechnical investigation and report determine that no active branches of that fault underlie the surface.

H. Conservation Element Policies

- Policy CON-1.** Prior to construction of development projects on sensitive resource lands, the City shall require an applicant to conduct a formal wetlands delineation at the project site. The results of the wetlands delineation shall be made available to evaluate project specific impacts associated with sensitive habitats.
- Policy CON-2.** The City shall require that developments comply with all applicable State and federal laws and regulations regarding protection and replacement of wetlands.
- Policy CON-3.** Slopes with native vegetation in the East of 101 Area shall be preserved and enhanced.
- Policy CON-4.** The City shall take all feasible measures to preserve any sensitive plant and animal species that occur in the East of 101 Area.
- Policy CON-5.** Prior to receiving approval for construction activities or other disturbances on undeveloped land in the East of 101 Area, project sponsors shall conduct environmental analyses to evaluate the site-specific status of sensitive plant and animal species.
- Policy CON-6.** If sensitive plant or animal species would be unavoidably affected by a proposed project, the City shall require the project developer to implement appropriate mitigation measures.
- Policy CON-7.** New development adjacent to sensitive resource areas shall be required to incorporate the following measures into project design:

- Shield lights to reduce off-site glare.

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- Provide buffer areas of at least 100 feet between known sensitive resources and development area.
 - Landscape all on-site buffer areas with native vegetation to screen habitat areas from adjacent land uses.
 - Restrict entry to habitat areas through devices such as fencing, landscaping, or signage.
 - Ensure that run-off from development does not adversely affect the biotic values of adjacent wetlands or other habitat areas.

I. Financing Element Policies

- Policy FIN-1. Costs of new infrastructure and public amenities shall be borne by both existing and future development.
- Policy FIN-2. Costs of new infrastructure and public amenities shall be distributed fairly among property owners based on the benefits received from the improvements. If property owners pay for improvements that will benefit properties other than their own, then the City will work to ensure reimbursement to these owners from other owners who benefit.
- Policy FIN-3. Any mechanism used to finance new East of 101 Area improvements shall avoid placing unreasonable cost burdens on individual property owners.
- Policy FIN-4. Ongoing operating and maintenance costs for new East of 101 Area improvements shall be financed through ongoing revenues collected as fees, assessments and taxes generated by future development in the Area.
- Policy FIN-5. All development fees and assessments shall be structured so that they distribute costs equitably among various land uses, and do not serve as a disincentive to uses desired by the City.
- Policy FIN-6. The City shall develop specific financing programs for the improvements listed as more detail on these improvements
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becomes available but before the need for these improvements arises.

J. Implementation Element Policies

- Policy IM-1.** Adoption of the East of 101 Area Plan represents a General Plan Amendment. The City of South San Francisco shall utilize the East of 101 Area Plan as the General Plan for the East of 101 Area, superseding all elements of the City General Plan except the Housing Element. The City's Housing Element, as amended by the City Council, will continue to be effective in the East of 101 Area.
- Policy IM-2.** Amendments to this Area Plan shall be made only by following legally acceptable City procedures for General Plan Amendments.
- Policy IM-3.** The Shearwater Specific Plan shall be superseded by the East of 101 Area Plan and is no longer in effect as a land use plan or zoning designation. Preparation of a new Specific Plan, or a Master Plan as defined in this document, is encouraged prior to development of the Shearwater site.
- Policy IM-4.** This Area Plan augments the Oyster Point Marina Specific Plan. The policies of this Area Plan and the Oyster Point Marina Specific Plan will both be effective in the Oyster Point Marina area. No conflicts between these two documents are known to exist, but if any are found, the Specific Plan will govern.
- Policy IM-5.** The Gateway Specific Plan is not affected by the land use regulations of the East of 101 Area Plan. Developments on the Gateway site should conform to other policies of this plan, including the Design Guidelines in the Design Element, and shall be subjected to City design review. In the event of a conflict between this Area Plan and the Gateway Specific Plan, the Gateway Specific Plan will prevail.
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- Policy IM-6.** New Specific Plans may be adopted for key sites within the Plan area as a means of implementing Plan goals, policies and land use categories. Specific Plans are required to contain all components specified in State law, except that they may incorporate elements of this Area Plan by reference, as appropriate.
- Policy IM-7.** New Specific Plans adopted for properties in the East of 101 Area shall conform with this Area Plan. Specific Plans are intended to function as detailed implementation packages, and not as amendments to the Area Plan.
- Policy IM-8.** The City will adopt new zoning implementing the land use categories of this Area Plan, and apply it throughout the Area.
- Policy IM-9.** No discretionary review approval including a subdivision map, use permit, or design review permit, and no public improvement, shall be approved in the East of 101 Area until a finding has been made by the City that the proposed project is in substantial compliance with this Area Plan.
- Policy IM-10.** City staff shall review all construction projects requiring a building permit to ensure that they comply with the Design Guidelines and all other Area Plan provisions.
- Policy IM-11.** City staff shall review all construction projects requiring a building permit to ascertain whether fees need to be collected, and shall collect necessary fees prior to issuance of building permits.
- Policy IM-12.** New public and private projects in the East of 101 Area shall undergo site-specific environmental analysis if required by the California Environmental Quality Act. To the extent legally permitted, such environmental analysis may rely on base areawide data and analysis contained in the environmental impact report for this Area Plan, as well as other relevant environmental review documents.
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Policy IM-13. **Public infrastructure improvements should be implemented as soon as practical, but prior to major new development, in order to offset potential impacts to roadways, sewers, and other facilities and services.**

Chapter 4
LAND USE ELEMENT



This chapter presents the Land Use Element of the East of 101 Area Plan. The purpose of the Land Use Element is to establish the purpose, objectives, allowable uses, and development standards for each of the land use categories applicable to the East of 101 Area, as well as additional land use policies that would apply to all categories. The East of 101 Area's ultimate development potential under the Plan is also described.

Areas that are subject to flooding and policies for their development are identified in the Public Facilities Element of this Area Plan, and are incorporated in the Land Use Element by reference.

A. Criteria for New Development

Policy LU-1. Developments planned for the East of 101 Area shall be evaluated based on their merits and the net benefits they will provide to the East of 101 Area and the City of South San Francisco.

In general, the City has the following goals for East of 101 development:

- New development should enhance net revenues to the City by providing increased sales tax, property tax and other fees.
- New development should create quality jobs for South San Francisco residents.

Policy LU-2: New East of 101 Area developments should generally meet the following criteria:

- **New land uses should enhance property values, thereby increasing property tax revenues in the East of 101 Area.**
- **New development should not have a net negative fiscal impact on the City, and should pay for all on-**

going City services it requires through taxes and fees. This is particularly important for projects with low property improvement values, such as storage yards and parking lots.

- **New land uses that are similar to or compatible with surrounding development are encouraged. New uses should not be detrimental to the overall economic viability of the East of 101 Area.**
- **New development approvals should reflect market conditions.**
- **New developments should visually enhance and contribute to the aesthetic character of the East of 101 Area.**
- **The trip generation of new land uses should be within the projections of the Area Plan.**
- **The demand for sewage treatment for each individual development should remain within the projections of the Area Plan.**

Not all new projects in the area will meet all criteria. However, the City will use these criteria in evaluating proposals for new development.

B. Land Use Categories

The land use configuration mapped in Figure 4 was developed from the land use concept and Plan goals of Chapter 3 and development criteria listed above. This map designates land uses for specific parcels in the area. Table 1 provides a summary of the proposed plan land use allocations. The land use plan has been developed to provide a balance between industrial and commercial development. These two general classifications are designed to accommodate market demands for expansion of existing industrial and commercial uses.

Policy LU-3: All development in the East of 101 Area shall be consistent with the provisions of the land use categories illustrated in Figure 4 and described in Policies LU-4 through LU-10.

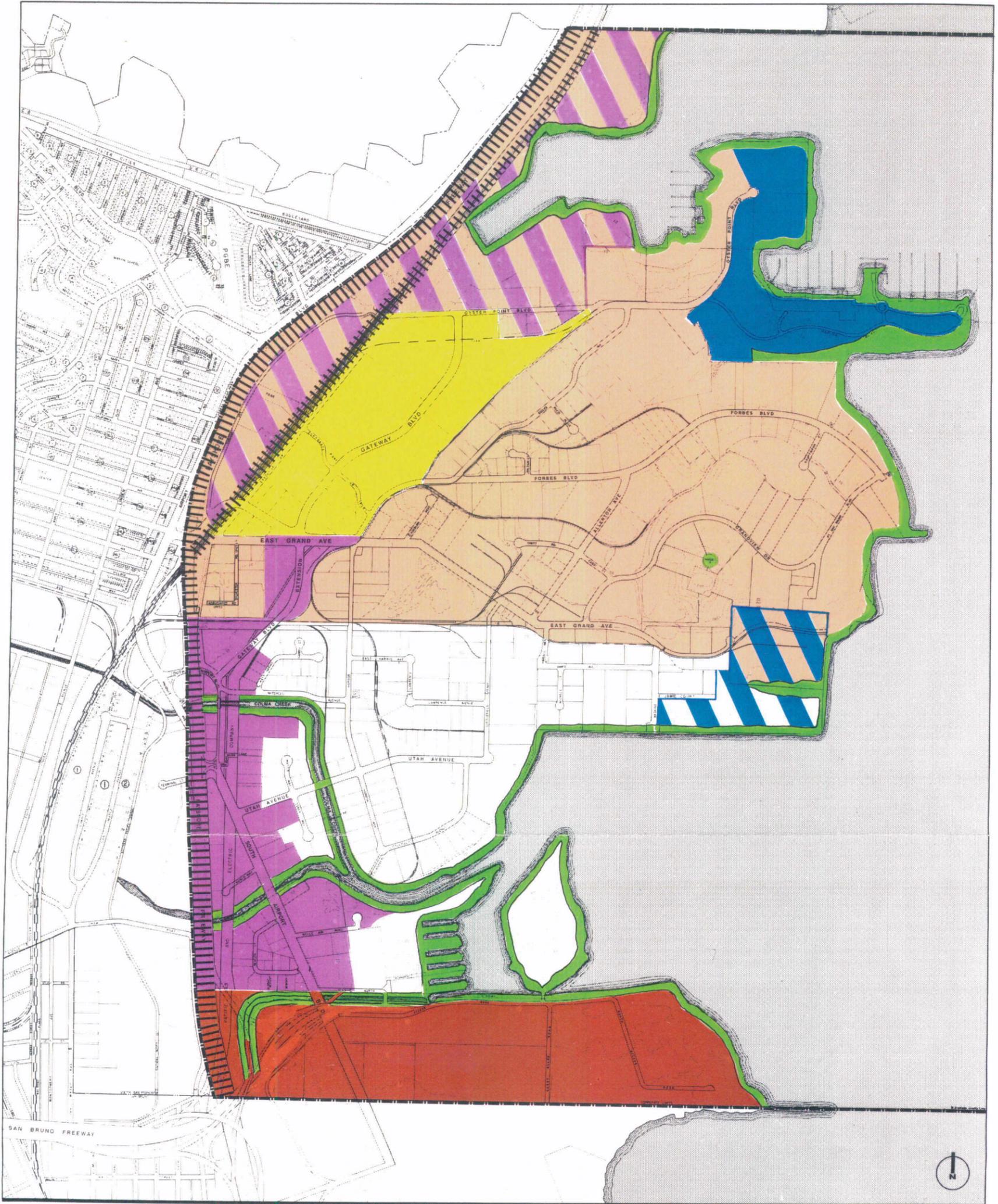


FIGURE 4

Land Use Map

- Gateway Specific Plan Area
- Planned Commercial
- Planned Industrial
- Light Industrial
- Coastal Commercial
- Airport-Related
- Open Space
- Transportation Corridors

Note: All areas shown as water are also designated Open Space

**EAST OF
101
AREA PLAN**

City of South San Francisco

Table 1
AREA PLAN DEVELOPMENT POTENTIAL

Category	Allowed FAR	Area (Acres)	Existing Building Area (Sq.Ft.)	Potential New Building (Sq.Ft.)	Total Building Area at Buildout * (Sq.Ft.)
Planned Commercial	.60	92	1,685,760	887,131	2,572,891
Light Industrial	.55	213	4,634,457	2,246,422	6,880,879
Planned Industrial	.55	520	8,801,189	4,916,357	13,717,546
Coastal Commercial	.60	61	714,060	1,190,073	1,904,133
Gateway Specific Plan	1.25	96	1,211,570	4,003,700	5,215,270
Airport Related	N/A	116	N/A	N/A	N/A
Mixed Planned Commercial/ Planned Industrial	.60	120	649,623	2,584,038	3,233,661
Mixed Coastal Commercial/ Planned Industrial	.60	25	378,710	114,204	492,914
Mixed Coastal Commercial/ Light Industrial	.60	21	0	549,379	549,379
Open Space	.00	66	22,100	0	22,100
Total	N/A	1,330	18,097,469	16,491,304	34,588,773

* Because buildings in the area with FARs above those allowed under the Plan are grandfathered, the Total Building Area at Buildout is greater than the FAR times the acreage in most land use categories.

The land use categories for the East of 101 Area and their descriptions are listed below. Most land use categories include maximum allowed Floor Area Ratios. A Floor Area Ratio (FAR) is the ratio of the total square footage of building on a site to the total parcel size. For example, a two-story building with floors of 1,000 square feet each built on a 4,000 square foot lot has an FAR of 0.50. Maximum Floor Area Ratios shown for the land use categories may be exceeded under certain circumstances, which are described in Policies LU-15, LU-17, LU-24 and LU-26.

In addition to the land use policies listed here, this Area Plan also contains design policies for the area, which are included in Chapter 8, and numerous other development policies summarized in Chapter 3.

1. **Planned Commercial**

The Planned Commercial land use category is intended to accommodate retail developments, office parks, hotels and motels, restaurants, and high-end offices. New development will be controlled through development standards and design guidelines to ensure compatibility between the allowed uses and the adjacent industrial areas. Hotel and motel uses will be encouraged specifically along South Airport Boulevard to strengthen the corridor's visitor and airport orientation. Retail uses are intended to provide services to the employees of the East of 101 Area as well as accommodate destination uses such as warehouse style retail specialty stores. This category applies to the majority of the western part of the East of 101 Area along Highway 101 and South Airport Boulevard.

Policy LU-4a. Uses allowed in the Planned Commercial category shall typically include hotels and motels, retail uses, office development, restaurants, administrative services, day care centers, business and professional services, convenience sales, financial services, personal and repair services, marinas, and shoreline-oriented recreation.

Policy LU-4b. The maximum allowed Floor Area Ratio in the Planned Commercial category is 0.60. Additional floor area, up to a maximum Floor Area Ratio of 1.6, may be permitted for hotels and motels meeting the City's development requirements. Such additional floor area shall be subject to an approved conditional use permit and an environmental review analyzing the additional adverse impacts resulting from the increased Floor Area Ratio above 0.60.

Allowed FARs for each land use category have been derived based on studies of modern development that matches each category. The allowed FAR of .60 for the Planned Commercial designation is based on the existing FARs at office buildings such as Tomoe Oyster Point. Retail stores would be likely to meet this FAR, since they generally require greater parking than can be accommodated at this density. Hotels are allowed to have a higher FAR under the Area Plan, since hotels currently have some of the highest FARs in the planning area.

2. Planned Industrial

The Planned Industrial land use category includes industrial parks, light manufacturing, distribution, wholesale and warehouse uses, office uses, and research and development. Incidental retail sales and commercial service uses are also allowed in the Planned Industrial category. This category applies to the majority of the northern part of the East of 101 Area.

The principal development and employment-generating uses allowed in this district are characterized by research, product development and related activities. Small business space, offices, and support retail intended to serve the immediate area are also conducive to the Planned Industrial land use. The quality of on-site improvements in this area will commonly be higher than the Light Industrial category described below. The Planned Industrial land use category is intended to accommodate campus-like environments for corporate headquarters, research and development facilities and office or warehouse uses in high quality buildings.

Policy LU-5a. Uses allowed in the Planned Industrial category shall typically include non-nuisance light manufacturing, incubator-research facilities, testing, repairing, packaging, publishing and printing, offices, administrative activities, research and development facilities, "big-box" retail and warehouse sales, freight forwarding, warehousing, distributing centers and facilities customs brokerages, offices, service businesses that serve the uses described above, marinas, and shoreline-oriented recreation.

Policy LU-5b. The maximum allowed Floor Area Ratio in the Planned Industrial category is 0.55. Structured parking areas ancillary to the main use(s) on a site are excluded from the Floor Area Ratio calculations.

Policy LU-5c. The maximum allowed Floor Area Ratio permitted by the Planned Industrial land use category and land use policy LU-5b for developable sites of less than twenty (20) acres may be exceeded, subject to an approved planned unit development. The planned unit development should be of a superior character that offsets the impacts of the increased FAR. Superior character could include elements such as outstanding building and site plan design, landscaping including usable entry plazas, human amenities such as showers and locker rooms, and special

services such as day care. The environmental review shall analyze any additional adverse impacts caused by the increased floor area ratio.

The maximum allowed FAR of 0.55 in the Planned Industrial category is similar to those in the Rouse, Pointe Grande and Edgewater Business Parks, which have FARs of approximately .36, .40 and .50 respectively.

3. Light Industrial

The Light Industrial land use category is intended to accommodate existing industrial land uses and allow for a wide range of light industrial uses. New development will be controlled through development standards and design guidelines to ensure compatibility between the allowed uses and the adjacent bayfront properties and commercial areas. This category provides for those operations which require good accessibility and less stringent development standards than required in the Planned Industrial land use. In addition, the Light Industrial land use category caters towards distribution facilities and airport related businesses which require good accessibility to the San Francisco International Airport immediately south of the area. This category applies to the majority of the south-central part of the East of 101 Area.

Policy LU-6a. Uses allowed in the Light Industrial category shall typically include light manufacturing and assembly plants, management and special trade contractors' offices and related services, warehouses, trucking and distribution centers, auto, truck and equipment repair, painting, sales, rentals and storage, offices, stand-alone parking structures, freight forwarding and all uses which are described in the Planned Industrial land use category. Recycling facilities and/or waste transfer facilities may be permitted on sites designated Light Industrial subject to the property being greater than 300 lineal feet from any other land use category.

Policy LU-6b. The maximum allowed Floor Area Ratio in the Light Industrial category is 0.55. Structured parking areas ancillary to the main use(s) on a site are excluded from the Floor Area Ratio calculations.

Policy LU-6c. Parking structures serving off-site uses may exceed the Floor Area Ratio allowed in the Light Industrial category, provided they meet the following requirements:

- **The number of peak hour trips generated by the parking structure must be less than or equal to the maximum number of peak hour trips that would be expected from any other use allowed in the Light Industrial category.**
- **The parking structure shall meet all other applicable City regulations, including all other policies of this Plan.**
- **The parking structure and its design shall not create traffic safety problems or circulation conflicts on public streets.**

4. Coastal Commercial

The Coastal Commercial land use category allows for planned commercial, hotel, or office facilities with a coastal orientation. These developments should include coastal accessibility as a major component of their design, in conjunction with the Open Space land uses along the bay shore. The sites which comprise this land use include the Oyster Point Marina and the Fuller-O'Brien site. New development will be controlled through design guidelines in this Plan specifically created for Coastal Commercial areas.

Policy LU-7a. Uses allowed in the Coastal Commercial category shall typically include business and professional services, administrative and business offices, convenience sales, restaurants, personal services, repair services, limited retail sales, hotel and motel uses with a coastal orientation, recreational facilities, and marinas.

Policy LU-7b. The maximum allowed Floor Area Ratio in the Coastal Commercial category is 0.60.

5. Gateway Specific Plan

Under this Area Plan, the Gateway Specific Plan will be kept in effect, under the following policies:

Policy LU-8a. Uses allowed in the Gateway Specific Plan Area shall be those specified in the Gateway Specific Plan.

Policy LU-8b. The maximum allowed Floor Area Ratio in the Gateway Specific Plan Area shall be that specified in the Gateway Specific Plan.

6. Airport-Related

The Airport-Related land use category allows for large scale airport-related uses, consistent with the current uses found in the southern part of the East of 101 Area. This category can accommodate expansions of the San Francisco International Airport, as well as freight transportation and customs brokerage firms. Projects will be reviewed by the Planning Commission on an individual basis for their compatibility with the San Francisco International Airport Master Plan and the overall goals of the East of 101 Area.

Policy LU-9. Uses allowed in the Airport-Related category shall include uses consistent with the San Francisco International Airport Master Plan, such as freight transportation and customs brokerage firms, expansions of San Francisco International Airport itself, marinas and shoreline-oriented recreation.

7. Open Space

The Open Space category is intended to increase the opportunities for public recreation in the shoreline environment. This land use category provides public open space within the East of 101 Area for passive and active recreational activities. The majority of the open space in the East of 101 Area is located on the inland edge of the shoreline. This Open Space category is consistent with the Bay Conservation and Development Commission's policy of requiring linear park improvements of new developments whose properties are within 100 feet of the mean high tide line. These areas must be landscaped and have access and parking provided for them through any new development.

Policy LU-10. Uses allowed in the Open Space category shall include parks, vista points, pedestrian and bicycle trail corridors, fishing facilities, playing fields, recreational buildings, interpretive centers, marinas, and undeveloped open space.

8. Mixed Land Use Categories

The Planned Commercial/Planned Industrial, Coastal Commercial/Light Industrial and Coastal Commercial/Planned Industrial Mixed Use categories allow for the development of uses consistent with either of the two indicated categories. These categories provide for future flexibility and the ability to respond to changing development and market demands. Design guidelines for these mixed use areas are included in the Design Element to ensure that development is compatible with surrounding uses.

Policy LU-11. In areas in a mixed Coastal Commercial/Planned Industrial or Coastal Commercial/Light Industrial category, any Industrial uses should be transitional. The City deems Coastal Commercial uses to be most appropriate in these areas, and such uses are encouraged.

9. Transportation Corridors

Policy LU-12. Adequate transportation corridors to accommodate highway and rail transit shall be maintained in the East of 101 Area. The City will consider redesignation of portions of the railway corridor not required for transportation purposes for development which is compatible with adjacent uses and does not generate significant adverse impacts.

The primary use of "Transportation Corridors" is circulation. These corridors include Highway 101, Interstate 380 and the Southern Pacific main line. It is intended that these corridors be protected from encroaching development which might interfere with the transportation use or create a hazardous condition. However, the City recognizes the potential opportunity for development on portions of the transportation corridors which could benefit the intended transportation use. The plan therefore allows for potential redesignation of portions of the corridor. An example of a project would be a train station in conjunction with an office and retail development which could serve and attract development. This policy also allows for possible air rights development over the rail line.

C. Additional Land Use Policies

The following policies apply to the entire East of 101 Area, providing guidance and interpretation for general planning within the East of 101 Area.

Policy LU-13. No residential development shall occur in the East of 101 Area.

Noise, public facility, and land use conflicts related to housing in the East of 101 Area are substantial enough to prohibit the development of housing in the area, as described below:

- Although they are not considered significant under adopted noise regulations, the single-event noise levels associated with aircraft flyovers make the East of 101 Area unsuitable for the outdoor spaces that are needed with residential units.
- No public services required by residents are available in the East of 101 Area. If residences were built, residents would have to go to the west side of Highway 101 for health care, libraries, schools, churches, indoor recreation and social services.
- The South San Francisco Unified School District has inadequate capacity to serve students who would live in large new housing developments in the East of 101 Area.
- Truck traffic, noise and other nuisances would be bothersome to residents in almost all portions of the area, with the possible exception of the Koll site, which is separated from the rest of the area by water.
- Landowners and businesses in the East of 101 Area have expressed concern that new residents could perceive incompatibilities between residences and industrial uses, and call for restrictions on industrial uses in the area. This would lower the economic vitality of the area.

Many of these impacts are discussed in more detail in the Environmental Impact Report which accompanies this document.

Policy LU-14. The City shall track development for impacts on public infrastructure including, but not limited to, roadway and sewage treatment capacity. Before the available capacities are used, the City will re-evaluate East of 101 Area land use categories, and may limit the future development of the area. The tracking system will include, but not be limited to, roadway capacity, intersection levels of service and sewage generation, total sewage plant capacity, and appurtenant sewage facilities. The Community Development Director and the Director of Public Works Department shall bring before the City Council, no less than once a year, the status of public infrastructure, and should provide tracking reports to the Planning

Commission and City Council no less than once every two years.

The circulation and public facility policies in Chapters 5 and 6 of this Plan will provide adequate service capacity for the level of development foreseen by the market study in the East of 101 Area through 2003. After 2003, or if development occurs more quickly than anticipated, there may not be sufficient capacity to serve new development in the area. Therefore, the City may have to cap development at some time in the future.

Policy LU-15. Maximum allowed Floor Area Ratios for the land use categories in Policies LU-4 through LU-7 shall apply only to new construction. Where existing buildings on a site exceed the allowed FAR, they may be replaced or remodeled with buildings up to the existing FAR on the site, provided that all new construction meets all other policies of this Plan and all other codes and regulations in effect at the time of construction.

This policy is necessary to allow for the continued use of parcels in the East of 101 Area that have already been developed in excess of the allowed Floor Area Ratios for their land use categories. The square footage of all existing buildings in the area has been considered in the traffic and service provisions of this Area Plan.

Policy LU-16. The City shall encourage development of campus settings and planned growth for multiple parcel developments and shall promote the development of facility "Master Plans" and design standards that meet the Area Plan's objectives. Master Plans shall include specific commitments to high quality design that meet the City's goals for a site. The minimum size for a Master Plan site is 20 acres.

In order to encourage the development of master plans and to implement the intent of this policy, the City will allow the application of facility-wide development standards to ensure that multiple parcels are developed in a comprehensive manner as described under the Master Plan. The use of such standards may be permitted through application of a zoning overlay or other appropriate regulatory mechanism.

Policy LU-17. The maximum allowed Floor Area Ratios for the land use categories in Policies LU-4 through LU-7 may be exceeded through development of a "Master Plan", provided that the

Planning Commission conducts a one-time review of the Master Plan and determines that sufficient roadway and infrastructure capacity exists to accommodate greater FARs at the facility. After such review, future developments at the facility can exceed the FARs allowed for the land use categories in Policies LU-4 through LU-7 without additional Planning Commission review as long as they are consistent with the Master Plan.

The City has been working with Genentech, one of the nation's largest biotechnology firms, to develop a corporate facilities master plan. The Genentech Corporate Facilities Master Plan proposes 4,500 employees and 2.6 million square feet of occupied building space. Other similar master plans might also be undertaken by developers and businesses in other parts of the East of 101 Area.

Policy LU-18. Noxious industrial uses that emit odors or, large quantities of air pollutants, or are visually unattractive, shall not be allowed in the East of 101 Area. This restriction includes meat processing plants, above-ground flammable liquid storage, and other similar intensive industrial uses.

Policy LU-19. Uses that emit loud noise or create hazardous materials, water contaminants, or other pollutants shall only be allowed in the East of 101 Area after review by the Planning Commission, which must find, in addition to any other required findings, that a proposed use would include all feasible measures to mitigate such adverse impacts and that the use would also have mitigating benefits such as employment creation or revenue generation.

Policy LU-20. Legally established auto salvage yards located in the East of 101 Area shall be permitted to remain but should not be allowed to expand in the area. All storage and loading activities shall be screened and landscaping provided adjacent to public rights-of-way. All other auto salvage yards shall be prohibited.

Policy LU-21. Auto, truck, and equipment sales, rental lots, and storage and parking shall not be permitted in the Planned Commercial, Planned Industrial, or Coastal Commercial

categories unless such uses are located under major utility lines. Light automobile repair, including tune-ups, smog control, oil changes, and radio, alarm, tire and/or battery installations associated with an automobile fuel station and/or retail commercial center, may be allowed subject to an approved conditional use permit.

Uses which create an inviting and positive atmosphere will be encouraged in the East of 101 Area. Many of the above mentioned nuisance uses would conflict with the visitor serving and recreational uses which are to be encouraged along the bay shore. In addition, office and research and development markets may be discouraged if these uses were to locate within the planned and coastal areas. Design guidelines shall apply to all uses.

Policy LU-22. Drive-thru and fast food restaurants may be in all portions of the East of 101 Area . For parcels within 500 feet of a freeway on- or off-ramp, restaurants may only be permitted if they are integrated into a building, are accessory to the building's primary use and consistent with its architectural design. In addition, such restaurants must be compatible with the circulation patterns of the site. Signage shall be minimal and appropriate to the use, and pole signs should be avoided.

Drive-thru restaurants can help to create a negative strip commercial image in an area, and can also contribute to localized traffic problems. Thus they should be avoided in high visibility areas near freeway entrances and exits where people get a first impression of the area. On the other hand, drive-thru restaurants could help to meet the need for additional low priced restaurants in the East of 101 Area, so they would be appropriate in areas where they would have lower visual impacts and would be buffered from roadway circulation. Design criteria for drive-thru and fast food restaurants are included in the Design Element.

Policy LU-23. Maximum heights of buildings in the East of 101 Area shall not exceed the maximum heights established by the Airport Land Use Commission based on Federal Aviation Regulations Part 77 Criteria.

Maximum heights have been established by the Airport Land Use Commission which prevent objects from affecting navigable airspace. These established maximum heights are shown on Figure 5.

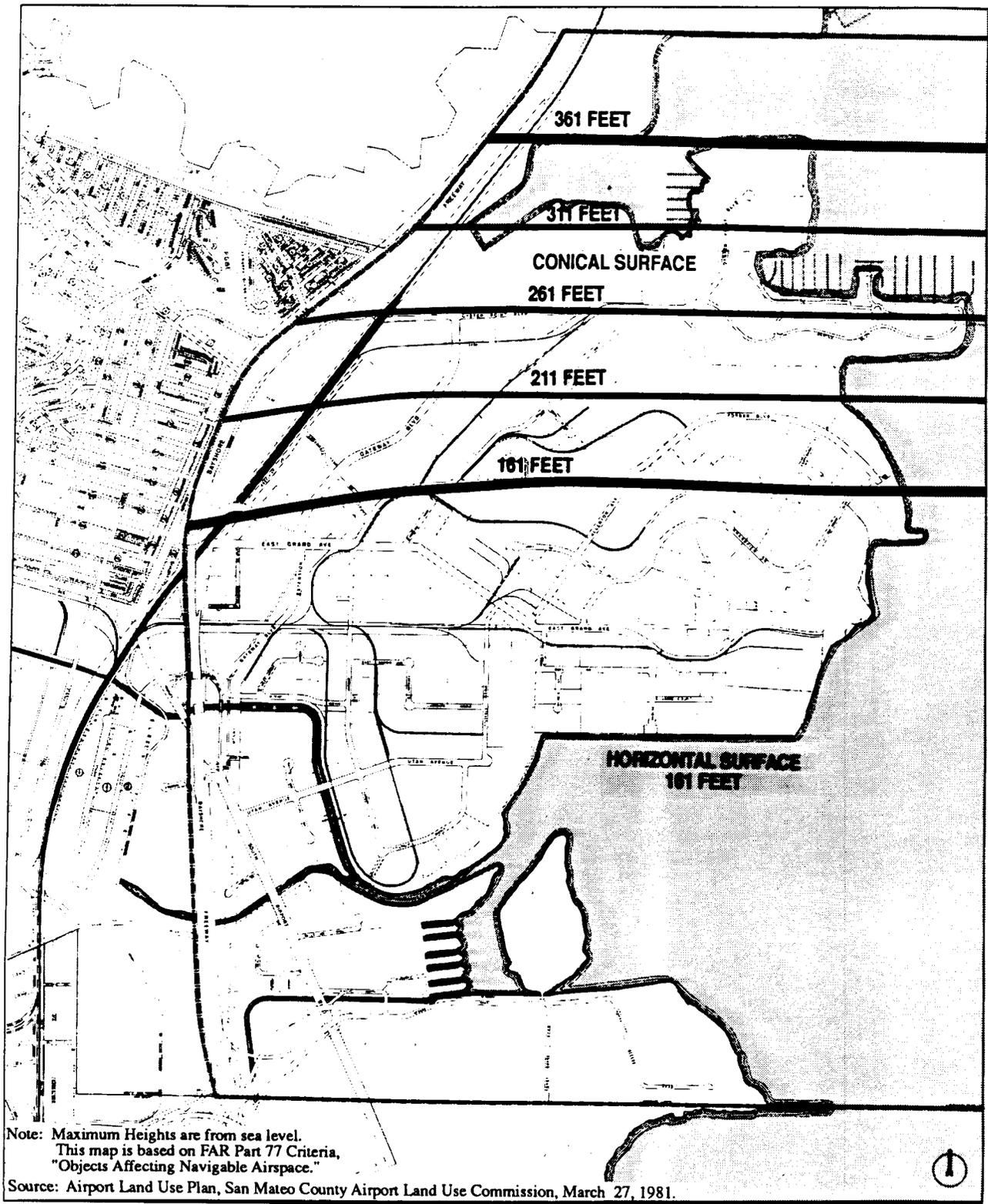


FIGURE 5

ALUC Height Restrictions
for San Francisco
International Airport

**EAST OF
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AREA PLAN**

City of South San Francisco

Policy LU-24. **Retail and personal services shall be encouraged throughout the area to serve the employees of the East of 101 Area. In the Light Industrial and Planned Industrial categories, dedicated retail space may be included in a development without being applied to the allowed FAR, provided that such development includes adequate parking and does not exceed 10 percent of the building square footage of a project.**

Policy LU-25. **In addition to encouraging retail services within the East of 101 Area, patrons will be encouraged to use the downtown. The City shall encourage programs that educate employees of the area and promote the use of the downtown as a commercial center.**

The East of 101 Area generally lacks retail personal and convenience services, such as dry cleaners, that would serve employees in the area during their work days. Retail services are also available to East of 101 employees in Downtown South San Francisco. Access is available to the downtown via the Grand Avenue overcrossing. Although the downtown is relatively close to the East of 101 Area, the physical separation that is created by Highway 101 creates an impression that it is further away. Some possibilities for encouraging use of the downtown include scrip money programs, which Genentech has been promoting, and improved transportation and shuttle service to the downtown.

Policy LU-26. **Child care facilities may be built as part of a commercial or industrial development and shall not be counted as part of the Floor Area Ratio of the project.**

The only facility currently offering child care in the East of 101 Area is operated by Genentech and is for the exclusive use of Genentech employees. A number of businesses and employees have identified a need for additional child care facilities in the project area.

Policy LU-27. **Intensive, transit-oriented development shall be encouraged within one-quarter mile of the ultimate location of the CalTrain station or any other future rail station. If the City Planning Commission finds that a project contains transit-oriented design features (as described in the Design Element), then the allowed FAR may be increased by up to 20 percent.**

Intensive, transit-oriented development would allow area employees to eat, shop, or run errands without the use of a private automobile. High density development near the CalTrain station would encourage use of public transit, particularly if parking in the employment center is limited or is expensive. In addition, close attention to neighborhood design and characteristics, with respect to building setbacks, variety of commercial land uses, landscaping, sidewalks, and crosswalks, can encourage pedestrian or bicycle travel.

Policy LU-28. The City shall protect buildings, sites, and land uses which are historically significant.

At this time, no historic buildings or other resources are known to exist in the East of 101 Area. However, if any are found, they should be preserved.

Policy LU-29. Re-use of obsolete rail spur rights-of-way in the East of 101 Area to meet the goals of this Plan shall be encouraged.

Future use of the existing railroad spurs should be confined to freight service as warranted by the needs of adjacent properties. Currently, only two spurs are in operation within the East of 101 Area. The active east/west spur diverges from the mainline at Airport Boulevard just north of San Mateo Avenue, and extends to the Fuller-O'Brien property at the east end of East Grand Avenue. From this spur, an additional north/south spur crosses East Grand Avenue and follows Forbes Boulevard and Eccles Avenue, proceeding to the east.

Re-use of the abandoned rail spur right-of-ways could include private development, open space enhancement, bicycle or pedestrian circulation, or parking to serve the employees of the East of 101 Area. Any of these uses would be in keeping with the goals of this Plan.

Some of the existing railroad spurs may not be appropriate for passenger rail service because the distribution of development throughout the area and accessibility to the lines may not allow for cost effective passenger service. Furthermore, with many of the spurs crossing at-grade roadways, passenger service could create unacceptable increases in the frequency of train interruptions to peak-hour vehicle traffic. With appropriate planning, however, some of the rail spur rights-of-way could be used for future transportation alternatives. Possible uses could include an extension of the planned San Francisco Airport people-mover system. These potential rail transportation uses for the rail rights-of-way should be considered in future planning for the East of 101 Area.

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- Policy LU-30. Utilities, including, but not limited to, power transmissions, railways and pipelines, and communications, may be permitted subject to an approved franchise agreement and approved environmental review.**
- Policy LU-31. No new above-ground bulk fuel tanks are permitted after July 25, 1994. Above-ground fuel tanks which are lawfully existing prior to July 1994, may be maintained, but may not be replaced or expanded.**

These policies acknowledge the presence of existing tank farms and pipelines in the East of 101 Area and allow consideration for proposed extensions and expansions.

D. East of 101 Area Development Potential

The gross acreage of vacant land within each land use category in the East of 101 Area gives some indication of probable Area Plan buildout. It has been assumed that the densities of existing development will remain constant, although these sites may be redeveloped with new structures. As shown in Table 1, the East of 101 Area could probably accommodate a total of 16,491,304 square feet of new building area. This would result in a total building area of 34,588,773 square feet in the East of 101 Area.

This new development would be comprised of 887,131 square feet within the Planned Commercial category, 2,246,422 square feet within the Light Industrial category, 4,916,357 square feet within the Planned Industrial category, 1,190,073 square feet within the Coastal Commercial category, 3,247,621 square feet within the mixed land use categories, and 4,003,700 square feet of new development within the Gateway Specific Plan Area. No residential land uses will be allowed in the East of 101 Area.

Chapter 5
CIRCULATION ELEMENT



This chapter presents the Circulation Element of the East of 101 Area Plan. The purpose of the Circulation Element is to establish the transportation system components needed to accommodate the projected travel demand under the interim development of the East of 101 Area Plan. It therefore provides the means by which to balance transportation demand and capacity within and around the East of 101 Area.

The Circulation Element includes recommendations for the following:

- On-site roadway facilities, including major access points and intersections, arterial and collector streets,
- On-site transit facilities,
- On-site pedestrian and bicycle facilities,
- On-site parking facilities, and
- Off-site transportation system improvement needs.

The existing transportation facilities and the planned improvements serving the East of 101 Area are described in Chapter 9 of the Existing Conditions Report for the East of 101 Area Plan. These facilities and improvements serve as the basis for the recommendations included in the Circulation Element.

A. Policies and Improvements

1. Roadways

This section establishes policies and identifies the roadway facilities and improvements to the existing roadway system that would provide the transportation capacity needed to serve projected development in the East of 101 Area through 2003.

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- Policy CIR-1.** **Level of Service D shall be the minimum acceptable operating standard for intersections in the East of 101 Area.**
- Policy CIR-2.** **The City shall ensure that intersection levels of service do not drop below Level D by tracking existing levels of service, engaging in a program of necessary City traffic improvements, and requiring developments that would impact levels of service to provide for necessary traffic mitigation.**
- Policy CIR-3.** **The City shall develop a program of roadway improvements that includes construction or financing of the roadway improvements to meet the requirements of development projected in the East of 101 Area.**

The City of South San Francisco and Caltrans are already planning a number of transportation system improvements serving the East of 101 Area, which are projected to be in place by 2000. They include roadway improvements such as the Highway 101/Oyster Point interchange modification, construction of Gull Road between Oyster Point Boulevard and Forbes Boulevard, and the addition of traffic signals to several intersections.

(1) Highway 101/Oyster Point Interchange. The Highway 101/Oyster Point interchange modifications comprise the following changes:

- Replacing the existing freeway overcrossing and at-grade railroad crossing with new overcrossing structures from Airport Boulevard on the west to realigned Oyster Point Boulevard on the east. The freeway overcrossing will intersect Airport Boulevard at the new four-way intersection with the Sister Cities Boulevard, just north of the existing intersection of Airport Boulevard with Randolph Avenue.
- Relocating the northbound on- and off-ramp and the southbound on-ramp, which will entail constructing a new flyover ramp to connect westbound Oyster Point Boulevard traffic with southbound Highway 101. The new northbound off-ramp and southbound on-ramp will access the East of 101 Area at a new intersection on Dubuque Avenue south of Oyster Point Boulevard. The existing Linden Avenue on-ramp to southbound Highway 101 will be eliminated.

Construction of the Oyster Point interchange improvements is a City of South San Francisco project. The City awarded the bid for construction in April 1993.

(2) Gull Road. The planned Gull Road is to be a two-lane roadway connecting Oyster Point Boulevard and Forbes Boulevard east of Eccles Avenue. Both of the two newly created intersections are to be signalized. Plans for the Gull Road connector are currently being reviewed by United Parcel Service (UPS), after which they will be submitted to the Bay Conservation and Development Commission (BCDC) for review. Initially, the BCDC had concerns with the proposed filling of North Coastal Salt Marsh existing in the area. The plans for the connector have since been revised and now include mitigation for the potential impacts on the wetland areas.

(3) Traffic Signals. Traffic signals are projected to be installed at the following intersections:

- Oyster Point Boulevard and Eccles Avenue.
- Oyster Point Boulevard and Gull Road.
- Eccles Avenue and Forbes Boulevard.
- East Grand Avenue and Grandview Drive.
- Forbes Boulevard and Gull Road.

Most of these improvements are already planned and funded, so their implementation and financing are not included in this Area Plan. Funding of the last three intersection signalizations is not yet secured, so it is included in the Financing Element of this Plan.

According to the analysis completed for this Plan, the following roadway improvements will also be necessary to serve projected development through 2003:

- Widen Oyster Point Boulevard from two to four lanes from the existing two-lane segment west of Eccles Avenue to the proposed Gull Road.
- Widen Littlefield Avenue from two to four lanes from East Grand Avenue to Utah Avenue. Add a second northbound right-turn pocket on Littlefield Avenue, and add a second westbound left-turn pocket on East Grand Avenue at the East Grand Avenue and Littlefield Avenue intersection.
- Install traffic signals at the intersection of East Grand Avenue and Littlefield Avenue.
- Add a second northbound right-turn pocket on Gateway Boulevard at East Grand Avenue.
- Add a second through lane at the approach from the southbound Highway 101 off-ramp at Bayshore Boulevard (scissors).

-
- Install traffic signals at Bayshore Boulevard and the southbound Highway 101 off-ramp (scissors).
 - Install traffic signals at Produce Avenue and the Southbound Highway 101 off-ramp.
 - Widen Oyster Point Boulevard to provide three eastbound lanes from Bayshore/Airport Boulevard to Gateway Boulevard. Add a third eastbound through lane on Sister Cities Boulevard at Bayshore/Airport Boulevard.
 - Restripe northbound approach of Gull Road at Oyster Point Boulevard to include a left-turn lane and a shared left- and right-turn lane.
 - Restripe southbound left-turn lane of Forbes Boulevard at East Grand Avenue as a shared through/left-turn lane.

The number of lanes on each roadway segment and the traffic control devices at the key intersections after the implementation of the improvements are shown on Figure 6. The resulting intersection lane configurations are shown on Figure 7.

Policy CIR-4. Roadway improvements to serve East of 101 traffic that are needed in areas outside the City of South San Francisco jurisdiction shall be coordinated with other appropriate agencies and jurisdictions.

As stated above, it appears that improvements will be needed at both Bayshore Boulevard and the southbound Highway 101 off-ramp, which are in the City of Brisbane. Improvements affecting Highway 101 will also require cooperation with Caltrans. This policy states that the City of South San Francisco will coordinate with these and other agencies as needed.

Policy CIR-5. Roadway access to the Koll site (aka: Sierra Point) may be provided via a roadway between the site and the Shearwater Site, or via flyover ramps from the site to Highway 101 or Bayshore Boulevard or as determined in a subsequent traffic analysis submitted by the applicant and approved by the City at the time a discretionary land use approval is issued for all or any portion of the Koll/Sierra Point site. Planning for these improvements shall take into account potential impacts resulting from Koll site development on traffic in Brisbane, the East of 101

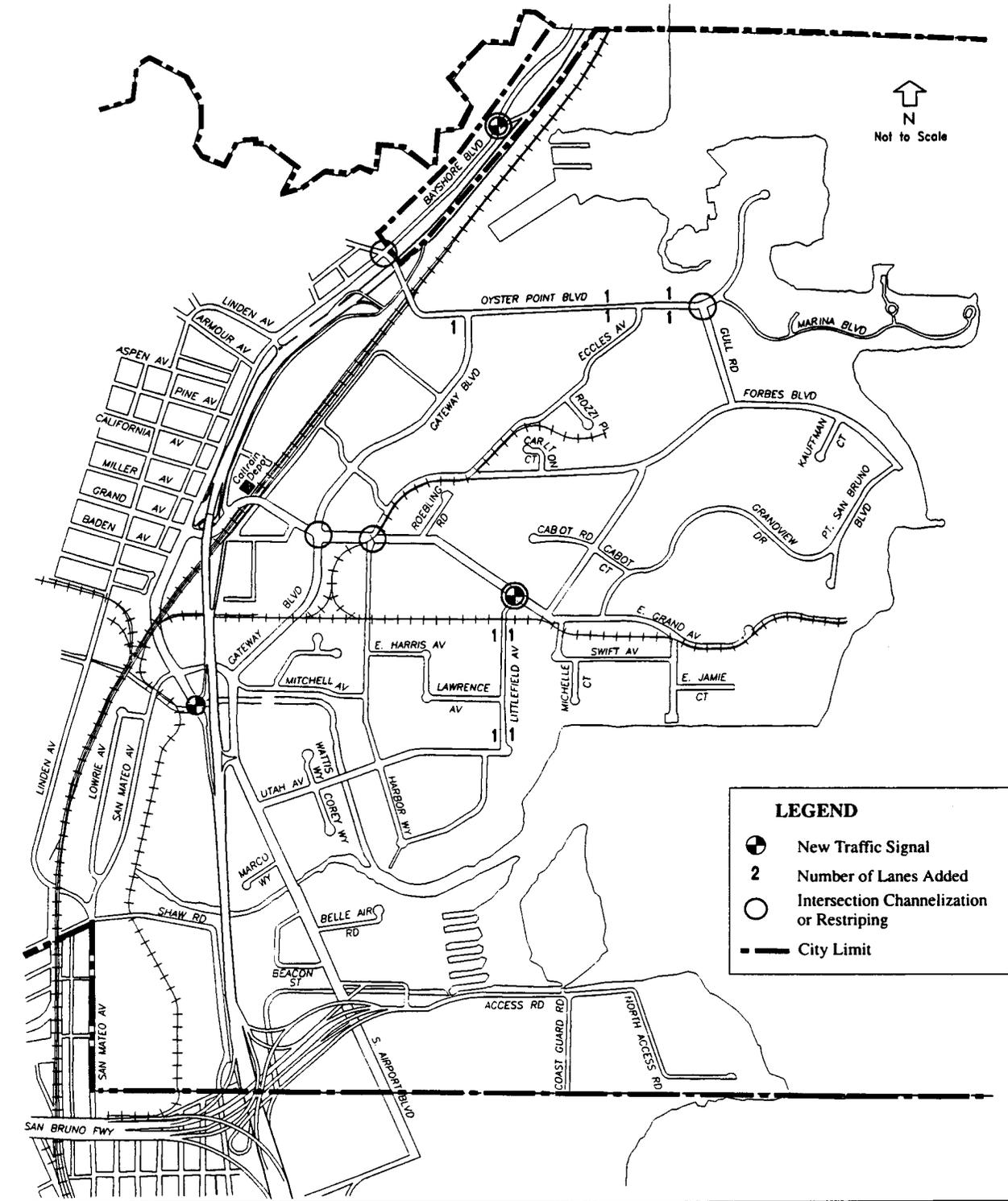


FIGURE 6

Roadway Circulation System Improvements

EAST OF 101
AREA PLAN

City of South San Francisco

Area, and the rest of South San Francisco. Improvements shall be completed by the project sponsor at the time of development of the Koll site.

With a roadway access, traffic from the Koll site development in South San Francisco would load onto the East of 101 Area street system at Gateway and Oyster Point Boulevard, and such trip routing has been assumed in the planning for the area. However, traffic improvements in the East of 101 Area Plan do not include capacity for trips into the area from Sierra Point in Brisbane, and these trips will need to be considered when the ultimate roadway design and routing is determined. According to the Area Plan EIR, allowing access from the Koll site in Brisbane directly to the East of 101 Area would have significant impacts at the Oyster Point Boulevard/North-Bound 101 Ramp and at Oyster Point Boulevard/Gateway Boulevard.

Access could also be provided to the Koll site via flyover ramps from the site to Bayshore Boulevard. Traffic on the East of 101 roadway system would be reduced by approximately 700 peak-hour trips with the construction of the flyover ramps.

Policy CIR-6. The City of South San Francisco shall install grade separated or rubberized railroad crossings wherever feasible as a part of roadway improvements in the East of 101 Area.

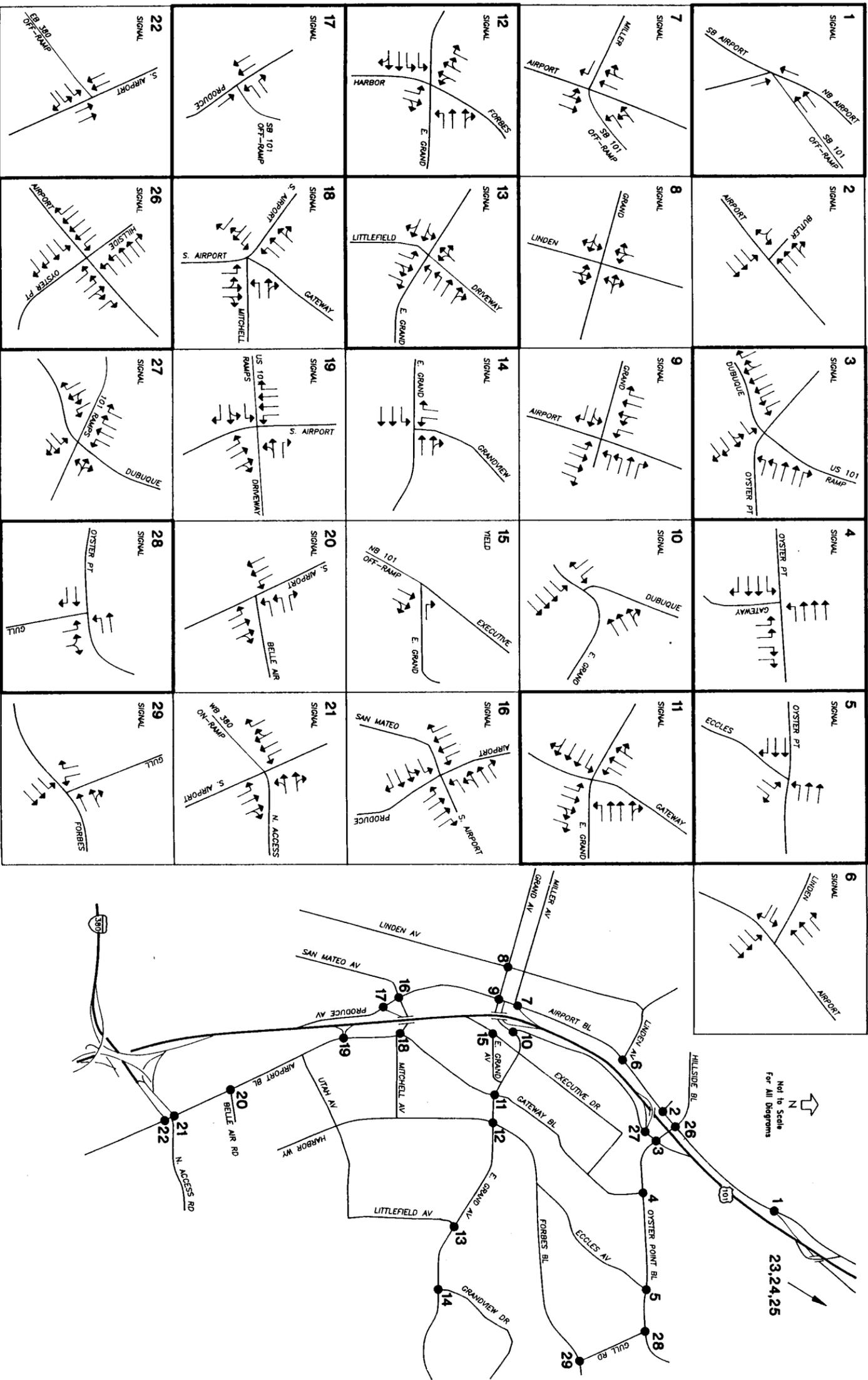
Several roadways within the study area are intersected at-grade by railroad tracks. The existing at-grade crossing of the Southern Pacific mainline tracks at Oyster Point Boulevard will be eliminated with the construction of the new Oyster Point Interchange. Other notable at-grade crossings are on Forbes Boulevard just east of Eccles Avenue, on East Grand Avenue east of Forbes Boulevard, on Harbor Way south of East Grand Avenue, and on Gateway Boulevard north of South Airport Boulevard. All of these tracks are spurs off of the mainline that have limited use for freight service only. Improving these crossings will improve vehicular traffic circulation in the area.

2. Transit

Policy CIR-7. All new developments shall contain facilities to support transit, provided by both public and private means.

The intermediate level of development in 2003 will generate additional transit trips but not at a sufficient magnitude to require additional transit facilities. However, future development should provide these facilities to support future

FIGURE 7
Circulation Plan Intersection
Lane Geometrics



**EAST OF
101
AREA PLAN**
City of South San Francisco

transit. These facilities include bus duckouts and transit shelters with benches, transit maps, and trash receptacles. The planning of these facilities shall be coordinated with San Mateo County Transit District (SamTrans) and the Multi-City Transportation System Management Agency.

Policy CIR-8. The City of South San Francisco and the employers of the area shall work with the Multi-City TSM Agency, or any other applicable transportation management agencies, to increase shuttle bus service and usage.

Several of the existing Area employers are currently providing shuttle bus service to CalTrain and BART. The Multi-City TSM Agency is coordinating these shuttle bus services. All new employers with 100 employees or more will be required to have TSM/TDM programs under the Bay Area Air Quality Management District (BAAQMD) adopted Regulation 13, Rule 1. The yet-to-be adopted Rule 2 would require TSM/TDM programs of all new employers with 25 or more employees. The City and the Agency will work with the employers in determining which elements are most successful in reducing vehicle trips.

Policy CIR-9. The City should study the possible relocation of the CalTrain Station from its existing site to a location which serves pedestrians and bicyclists coming from the East of 101 Area and the rest of the City.

The current CalTrain station is located on a site just north of East Grand Avenue, but it is not directly accessible from East Grand Avenue due to the grade separated freeway crossing on East Grand. The development of a new CalTrain station may have benefits for the East of 101 Area and the City as a whole, but it might also have liabilities.

One possible new location would be along Oyster Point Boulevard on the Shearwater property. This location would allow for more direct roadway access to the station from Highway 101 and the rest of the East of 101 Area and South San Francisco. Development on the Shearwater site could be oriented around the rail station, so that it takes advantage of access opportunities offered by transit. Parking for train riders might also be provided on the Shearwater site, provided that arrangements for land acquisition could be made.

The City is also studying the possibility of relocating the CalTrain station in conjunction with the extension of BART to San Francisco International Airport. To work as a multi-modal transfer station to BART, the CalTrain

station may need to be relocated to another site either inside or outside the East of 101 Area.

However, moving the station would almost certainly result in the loss of some existing CalTrain riders, and it would make the station further from downtown South San Francisco. There would also be some construction costs associated with moving the station, which would be an additional liability.

A preliminary Benefit/Disbenefit Study of relocating the station under the Area Plan development scenario, which was conducted for this Area Plan, showed that the two alternative locations appear to be very similar in total benefits and disbenefits. Thus the City, in conjunction with the Joint Powers Board that operates CalTrain, will need to study potential relocation more closely and to access other alternative sites before a decision is made.

3. Bicycles and Pedestrians

As outlined in Goal 2.4, the City seeks to encourage bicycling and walking as transportation modes in the East of 101 Area. The following policies will help to meet this goal.

Policy CIR-10. Sidewalks should be provided along the roadway frontages of all new developments and pedestrian signals and crosswalks shall be considered for all newly signalized intersections.

Policy CIR-11. The City shall develop a program of bicycle circulation improvements to create a full bicycle network consisting of Class III bike routes and Class II bike lanes on roadways and dedicated Class I bike paths..

Preliminarily, the following improvements seem appropriate:

- Extend the current bike lanes on Gateway Boulevard to Oyster Point Boulevard.
- Provide bike lanes or bike paths on Oyster Point Boulevard.
- Add bike lanes to East Grand Avenue to connect businesses along it to the bike route on Airport Boulevard. Bicyclists could be allowed to use the sidewalks on the Grand Avenue/Highway 101 overcrossing.
- Add signs to the currently designated Utah Avenue bike route, which is shown in the City's General Plan. Such signage would reinforce its usage.

-
- Create a dedicated bike path connecting Oyster Point and Point San Bruno.
 - Sign bike routes on Marina Boulevard, Littlefield Avenue, Haskins Way, South Airport Boulevard, Allerton Avenue, Forbes Boulevard and North Access Road.

These improvements are shown on Figure 8.

Policy CIR-12. The City shall include bicycle detection loops in all new traffic signals, and shall install detection loops at existing signalized intersections if feasible.

At signalized intersections, bicyclists can wait a long time for signals to change since they may not trigger the detection loops designed for cars. Therefore, detection loops for bicycles are necessary to facilitate cycling and to allow cyclists to move through intersections effectively.

Policy CIR-13. All new developments of 25,000 square feet or more of gross building floor area and projected to accommodate 30 or more full-time equivalent employees, should include showers, locker rooms, and secure bicycle parking areas to support the use of bicycles.

Facilities such as showers, locker rooms and bicycle parking facilitate bicycling by allowing employees to change clothes before or after cycling, and by providing security for bicycles.

Policy CIR-14. Bicycle lanes and/or paths should be incorporated into roadway widening and new construction projects where feasible.

4. Transportation Demand Management

Policy CIR-15. The City of South San Francisco shall support transportation demand management (TDM) and transportation system management (TSM) programs in coordination with the Multi-City Transportation System Management Agency, or any other applicable transportation management agencies.

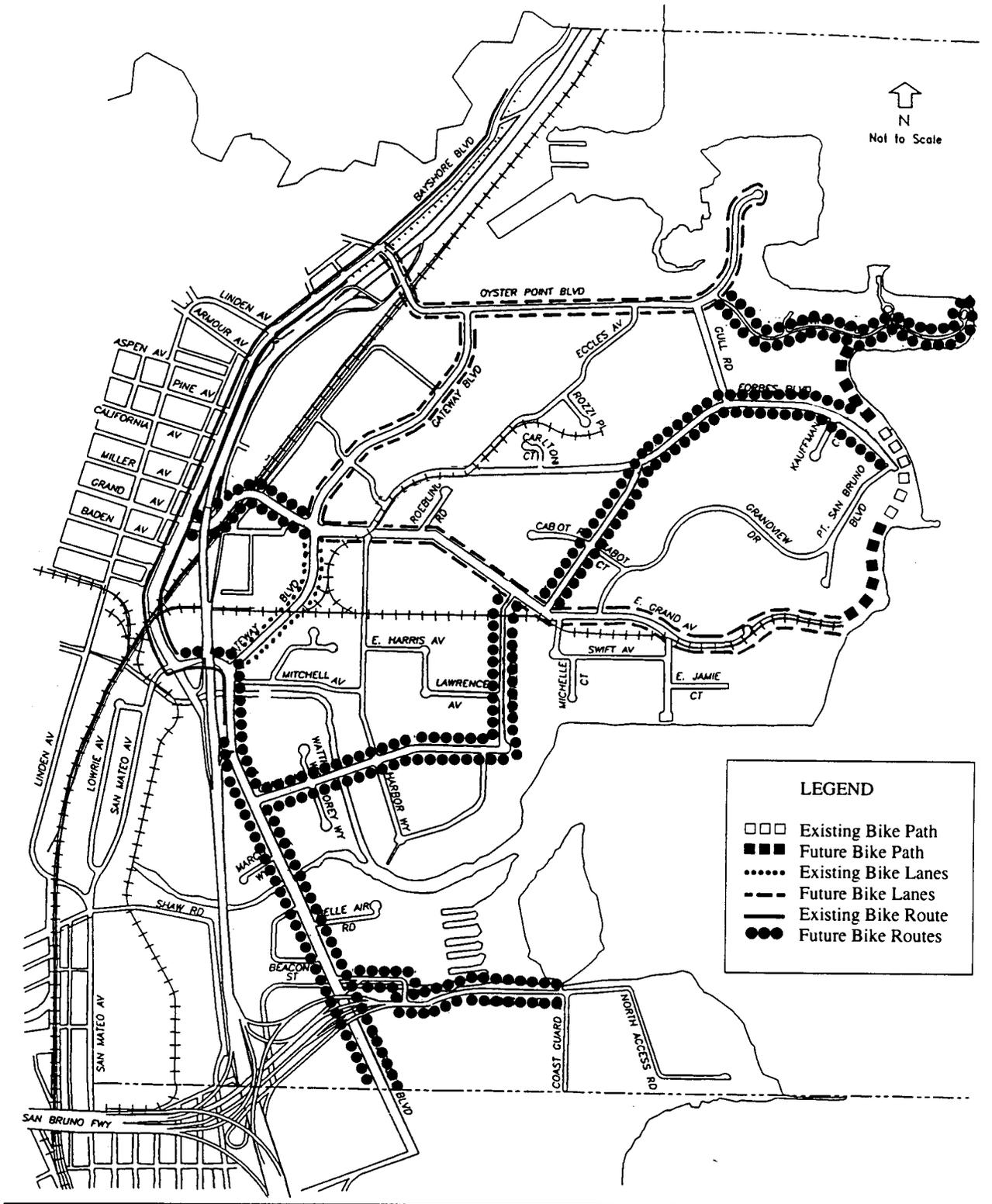


FIGURE 8

Bicycle Circulation Plan



City of South San Francisco

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

TDM and TSM programs include actions to reduce vehicular trips and to increase vehicle occupancy to improve air quality and to reduce congestion. These programs are required by several pieces of legislation and are addressed in numerous plans and policies.

The City of South San Francisco has a TSM ordinance and is a member of the Multi-City Transportation System Management (TSM) Agency. Many of the employers in the East of 101 Area have active TSM programs that include the following elements:

- An on-site TSM coordinator/manager.
- An annual survey of employees and report to the City of South San Francisco that details the status of the TSM program and ridesharing among employees.
- A carpool/vanpool match program with either SamTrans or RIDES.
- Preferential parking for carpools, vanpools, and bicycles.
- Staggered work hours that begin and/or end outside the peak commute hours.
- A commitment to future shuttle service among the area employees to local transit stops (including CalTrain, SamTrans, and BART).
- A commitment to encourage SamTrans to provide increased bus service in the East of 101 Area.

5. Parking Requirements

Policy CIR-16. For master planned developments, (as described under Policy LU-16), the City may allow flexible parking requirements or facility-wide parking standards based on the characteristics of the development.

Some East of 101 Area businesses, such as Genetech, have found that they do not require as much parking as would be required under the City's parking requirements. This policy allows these businesses to prepare Master Plans and to negotiate with the City through the Master Plan process to implement reduced parking standards that reflect the actual businesses on-site.

Policy CIR-17. The City shall develop a strategy to mitigate on-street parking problems in the East of 101 Area.

Parking of semi-trucks on streets in the East of 101 Area currently causes limitation on views and access, thereby impeding circulation in the area.

Under this policy, City staff from the police, planning and public works departments will cooperate to discourage the use of City streets for truck parking and storage.

6. Loading Areas

Policy CIR-18. Loading areas shall be located so that truck loading and maneuvering does not disrupt traffic flow within a project site or along a public street.

Loading areas within development projects shall be designed to minimize conflicts with current and proposed circulation systems. Loading areas shall be located so that trucks will not have to use the public street for maneuvering to access the loading docks.

B. Roadway Improvement Costs

The following are the assumptions used to estimate the probable order-of-magnitude costs for the roadway improvements listed in this chapter. It is the intent that all roadway widening improvements be designed to accommodate truck traffic.

1. Oyster Point Boulevard Widening

This project is to widen the existing two-lane section of Oyster Point Boulevard to four lanes east of the existing four-lane section to the future intersection of the proposed Gull Road to Gateway Boulevard and to provide three eastbound and two westbound lanes from Bayshore/Airport Boulevard to Gateway Boulevard. This is a distance of approximately 2,400 feet. The typical section for the widened roadway used for the estimate consists of 30-foot wide pavement widths in each direction, a 16-foot landscaped median, and a 5-foot walkway along the northern frontage with 5 feet of landscaping between the curb and walkway.

The widening is assumed for this cost analysis to occur only in the northern frontage. This will require a jog in alignment from the existing four-lane section to the west, but will allow retaining the southern frontage improvement and existing roadway pavement to be used for the eastbound lane. This jog will also avoid relocating or undergrounding the existing powerline along the southern frontage and to avoid demolition of an existing building and retaining wall. However, the estimate assumes that with this jog

the existing railroad spur along the northern frontage will need to be relocated.

The estimated costs for this project based on the above assumptions is in the order-of-magnitude of \$928,000. This estimate is based on very preliminary conceptual study, and thus contains a contingency of 25 percent. A breakdown of the items included in this cost estimate is shown in Table 2.

In addition, approximately 91,000 square feet of right-of-way would be needed. It is assumed that most of this right-of-way could be exacted from project developers as a condition of approval for new development in the area.

2. Littlefield Avenue Widening

This project is to widen Littlefield Avenue from two lanes of traffic to four lanes between East Grand Avenue and Utah Avenue, a distance of 2,000 feet. This project will also provide an additional left-turn lane from westbound East Grand Avenue to southbound Littlefield Avenue. The current roadway width is 40 feet, which provides two travel lanes with on-street parking on both sides of the street. The cost estimate for this project assumes that the 40-foot street would be widened to 46 feet, which would provide four travel lanes with no on-street parking. The project is assumed to widen the roadway six feet along the west frontage with new curb and gutter. While sidewalks now only exist on portions of the western frontage, a new 4½-foot sidewalk will be added the entire length of this road section. Widening only on the west frontage will avoid relocating the power poles and reconstructing the curb, gutter and sidewalk along the eastern frontage. The proposed improvement will fit within the existing 60-foot wide right-of-way.

The additional left-turn lane from East Grand Avenue is assumed to fit within the existing street width; therefore, only traffic resigning and restriping is included in the cost estimate for this item.

The estimated probable order-of-magnitude costs for this project is \$200,000. A breakdown of the items in the cost estimate is shown in Table 3. Note that due to the uncertainties of project scope related to modifying and conforming to existing improvements, including the railroad crossing, a relatively high contingency of 25 percent is included in this estimate.

Table 2
OYSTER POINT BOULEVARD WIDENING
ESTIMATED COSTS (1993 Dollars)

Item	Quantity	Unit	Unit Price	Cost
Remove Curb, Gutter & Sidewalk	1,200	Linear Ft.	\$4.00	\$4,800
Remove AC Pavement	20,000	Sq. Ft.	0.40	8,000
Grading	1	Each	20,000.00	20,000
Relocate Utility Poles	4	Each	5,000.00	20,000
Relocate Fire Hydrants	1	Each	1,200.00	1,200
Relocate Fence	350	Each	10.00	3,500
Fine Grade	132,000	Sq. Ft.	0.25	33,000
AC Pavement Section	66,000	Sq. Ft.	4.00	264,000
Curb & Gutter	2,400	Linear Ft.	12.00	28,800
Median Curb	4,400	Linear Ft.	10.00	44,000
5-Foot Sidewalk	2,400	Linear Ft.	10.00	24,000
18-Inch Storm Drain	280	Linear Ft.	30.00	8,400
Storm Drain Catch Basin	4	Each	1,500.00	6,000
Street Monuments	5	Each	250.00	1,250
Traffic Striping	9,000	Linear Ft.	1.50	13,500
Traffic Signs	6	Each	150.00	900
Electroliers	12	Each	2,000.00	24,000
Relocate Railroad Spur	1,000	Linear Ft.	60.00	60,000
Median Landscape	32,000	Sq. Ft.	2.50	80,000
North Frontage Landscape	11,000	Sq. Ft.	2.50	27,500
Subtotal				\$645,350
Design and Construction Administration @ 15%				96,650
Subtotal				\$742,000
Contingency (@ 25%)				186,000
TOTAL				\$928,000

Table 3
LITTLEFIELD AVENUE WIDENING
ESTIMATED COSTS (1993 Dollars)

Item	Quantity	Unit	Unit Price	Cost
Remove Curb, Gutter & Sidewalk	500	Linear Ft.	\$4.00	\$2,000
Remove Curb & Gutter	1,500	Linear Ft.	3.00	\$4,500
Fine Grade	20,000	Sq. Ft.	0.25	5,000
AC Pavement Section	12,000	Sq. Ft.	4.50	54,000
Curb, Gutter & 4-Foot Sidewalk	2,000	Linear Ft.	20.00	40,000
Driveway Conforms	8	Each	1,000.00	8,000
Move Catch Basins	6	Each	1,800.00	10,800
Relocate Fire Hydrants	4	Each	1,200.00	4,800
Traffic Striping	6,000	Linear Ft.	1.50	9,000
Traffic Signs	8	Each	150.00	1,200
Subtotal				\$139,300
Design and Construction Administration (@ 15%)				21,000
Subtotal				\$160,300
Contingency (@ 25%)				39,700
TOTAL				\$200,000

3. East Grand/Littlefield Traffic Signal

This project would provide a traffic signal as part of the roadway modifications outlined above. Installation of this traffic signal would include bicycle detection loops. Estimated costs are \$138,000, which includes \$100,000 for the signal, a 15 percent allowance for design and administration, and a 20 percent contingency.

Table 4
GATEWAY BOULEVARD RIGHT-TURN LANE
ESTIMATED COSTS (1993 Dollars)

Item	Quantity	Unit	Unit Price	Cost
Remove Curb & Gutter	200	Linear Ft.	\$3.00	\$600
Fine Grade	3,600	Sq. Ft.	0.25	900
AC Pavement Section	3,600	Sq. Ft.	4.50	16,200
Curb, Gutter and 5-Foot Sidewalk	200	Linear Ft.	18.00	3,600
Traffic Striping	1	Each	1,000.00	1,000
Traffic Signs	2	Each	150.00	300
Subtotal				\$22,600
Design and Construction Administration (@ 15%)				3,400
Subtotal				\$26,000
Contingency (@ 20%)				5,200
TOTAL				\$31,200

4. Gateway Boulevard/East Grand Right-Turn Lane

This project is to add a right-turn lane from northbound Gateway Boulevard to eastbound East Grand Avenue. The existing powerline tower will limit the right-turn lane to about 150 feet in length. This project will consist of removing the existing curb and gutter, widening the roadway by 12 feet, providing new curb, gutter and sidewalk, and installing related traffic signing and striping. Right-of-way considerations were not included. Order-of-magnitude costs for this project is \$31,200. A detail of the items included in this estimate is shown in Table 4.

5. Bayshore Boulevard Off-Ramp Widening

The existing off-ramp will be widened to two lanes from the freeway to the merge with the southbound lane of Bayshore Boulevard. The order-of-magnitude cost for this project is estimated to be \$122,600. A detailed breakdown of this estimate is shown in Table 5. The estimate assumes that an average 3-foot high retaining wall will be needed to widen the off-ramp north of the intersection, and that curbed islands will be provided south of the intersection between the off-ramp lanes and the Bayshore Boulevard lanes.

Table 5
HIGHWAY 101 SOUTHBOUND OFF-RAMP AT BAYSHORE BOULEVARD
ESTIMATED COSTS (1993 Dollars)

Item	Quantity	Unit	Unit Price	\$ Amount
Fine Grade	12,800	Sq. Ft.	0.25	\$ 3,200
AC Pavement Section	8,400	Sq. Ft.	4.50	37,800
Retaining Wall	400	Linear Ft.	100.00	40,000
4-Foot Chain Link Fence	400	Linear Ft.	10.00	4,000
Island Curb	100	Linear Ft.	9.00	900
Traffic Striping & Signing	1	Each	3,000.00	3,000
Subtotal				\$ 88,900
Design and Construction Administration (@ 15%)				13,300
Subtotal				\$102,200
Contingency @ 20%				20,400
TOTAL				\$122,600

6. Scissors Signalization

This project is to provide a traffic signal at the intersection of the off-ramp and the northbound lane of Bayshore Boulevard. The addition of this signal would include bicycle detection loops. This signal is estimated to cost \$138,000, which includes \$100,000 for the signal, a 15 percent allowance for design and administration, and a 20 percent contingency.

7. Highway 101 Southbound Off-Ramp/Produce Avenue Traffic Signal

This project is to provide a traffic signal to facilitate the left-turn movement from the off-ramp to southbound Produce Avenue. No roadway modification other than simply striping and signing are expected. The addition of this signal would include bicycle detection loops and signal interconnect facilities to coordinate this signal with the existing signal at the South Airport Boulevard/ San Mateo Avenue/Produce Avenue intersection. The order-of-magnitude cost for this signal is \$138,000, which includes \$100,000 for the signal, a 15 percent allowance for design and administration, and a 20 percent contingency.

8. Oyster Point Boulevard/Gateway Boulevard Right-Turn Lane

This project is to add a right-turn lane from eastbound Oyster Point Boulevard to southbound Gateway Boulevard. Based on the costs for the Gateway Boulevard/East Grand right-turn lane, costs for this improvement are estimated at \$31,200.

9. Restriping of Gull Road at Oyster Point Boulevard

This project would involve restriping only, and would take place during construction of Gull Road. Because there would be no additional cost associated with the project and it would be completed with Gull Road, it is not included in the Financing and Implementation Elements.

10. Restriping of Forbes Boulevard at East Grand Avenue

This project would involve restriping only, and no new construction. Estimated costs would be \$10,000.

11. Bicycle Detection Loops

This project is to add bicycle detection loops to existing signalized intersections in the East of 101 Area. These loops are estimated to cost \$2,000 each, including design and contingency. Therefore, these loops would cost approximately \$18,000 to install at all of the nine existing signalized intersections.

12. Additional Traffic Signals

In addition to these improvements, the Area Plan Financing Element also includes signalization of the following intersections

- Eccles Avenue and Forbes Boulevard.
- East Grand Avenue and Grandview Drive.
- Forbes Boulevard and Gull Road.

These three signalizations are already projected by the City, but are not yet funded. Each signal is projected to cost \$38,000, as is the case at East Grand/Littlefield.

C. Roadway Operations Under Plan Buildout

The calculations of projected roadway operations that will occur under the Area Plan are shown in detail in the Environmental Impact Report on the Plan. This section summarizes the results of that analysis.

Roadway operations were analyzed in the EIR at both maximum buildout and projected 2003 buildout of the Plan. Because market demand is not projected to result in full buildout of the East of 101 Area for many years, Plan circulation improvements are designed to meet the development projections for 2003. After 2003, the City will closely monitor development levels and traffic operations in the East of 101 Area, and may limit allowed development if mitigation of traffic impacts is not practical, as described in Policy LU-14.

1. Intersection Operations

Traffic volumes that would result from projected 2003 development in the Area Plan were assigned to the baseline roadway network, and the resulting traffic operations were assessed for the purpose of determining the adequacy of roadway and intersection capacity. The analysis included buildout of the proposed Genentech Master Plan, which is not a part of this Area Plan, but which has been proposed by Genentech under Area Plan policies 15 and 16.

The analysis entailed an evaluation of AM and PM peak hour conditions at 29 key intersections located within or adjacent to the East of 101 Area. Intersections were the subject of study, rather than roadway segments, since intersections are generally the most constraining part of a roadway system. Intersection operations were evaluated using Level of Service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The standard for minimum acceptable intersection operations under the Area Plan is LOS D.

Using the projected traffic volumes, an intersection level of service analysis was undertaken to assess the adequacy of the roadway system and the recommended improvements presented on Figures 6 and 7. The results of the analysis, shown in Table 6, indicate that all key intersections are expected to operate satisfactorily with the recommended circulation system.

2. Freeway Operations

Projections of future travel demand from East of 101 Area development have also been applied to the segments of Highway 101 adjacent to the East of 101

Area. The evaluation of freeway operations was based on levels of service associated with the volume-to-capacity ratio for mainline traffic, as suggested in the Transportation Research Board *Highway Capacity Manual*. Level of Service E was selected as the minimum accepted standard of operations for freeway segments in conformance with the San Mateo County Congestion Management Program's standards for Highway 101.

Freeway operations were analyzed in each direction on four segments of Highway 101. These segments are between the Sierra Point Boulevard and Oyster Point Boulevard interchanges, between the Oyster Point Boulevard and Grand Avenue interchanges, between the Grand Avenue interchange and South Airport Boulevard/Produce Avenue ramps, and between the South Airport Boulevard/Produce Avenue ramps and the Interstate 380 interchange. The results are summarized in Table 7.

The results indicate that four of the eight segments would operate below the minimum standard of LOS E. On the southbound segments between Sierra Point Boulevard and South Airport Boulevard the traffic demand is projected to exceed capacity during the PM peak hour of travel. During the AM peak hour, the northbound segment between Grand Avenue and Oyster Point Boulevard would operate above capacity.

To mitigate this impact, widening of Highway 101 by one lane in both directions would be required, and such widening does not appear to be feasible at this time. Widening would entail the redesign and relocation of the existing on- and off-ramps, the construction of new retaining walls, the redesign of the adjacent local roadway network, and extensive right-of-way acquisition. Because of these implications, widening of Highway 101 is considered infeasible. Plan Policies CIR-7 through CIR-15, which support transit, bicycling, walking and TDM/TSM programs, will help to limit this impact as much as possible. Still, the unacceptable level of service of Highway 101 will be an unmitigable impact of the Plan and surrounding development.

Table 6
INTERSECTION LEVELS OF SERVICE WITH
CIRCULATION PLAN IMPROVEMENTS

Intersection	Type	Method ^a	AM Peak Hour		PM Peak Hour	
			Criterion ^b	LOS	Criterion ^b	LOS
1 Bayshore and SB 101 Off-Ramp	Signal	1	0.86	D	0.67	C
2 Airport and Butler	Signal	1	0.32	A	0.37	A
3 Oyster Point and Dubuque/NB 101 Ramp	Signal	1	0.84	D	0.80	D
4 Oyster Point and Gateway	Signal	1	0.68	D	0.72	D
5 Oyster Point and Eccles	Signal	1	0.68	D	0.57	B
6 Airport and Linden/SB 101 On-Ramp	Signal	1	0.38	A	0.46	A
7 Airport and Miller/SB 101 Off-Ramp	Signal	1	0.74	D	0.54	B
8 Grand and Linden	Signal	1	0.55	B	0.59	C
9 Grand and Airport/NB 101 Ramps	Signal	1	0.84	D	0.85	D
10 East Grand and Dubuque	Signal	1	0.40	A	0.68	C
11 East Grand and Gateway	Signal	1	0.85	D	0.75	D
12 East Grand and Forbes	Signal	1	0.82	D	0.82	D
13 East Grand and Littlefield	Signal	1	0.73	D	0.49	A
14 East Grand and Grandview	Signal	1	0.58	B	0.68	C
15 Executive and NB 101 Off-Ramp	Yield	2	267	C	728	A
16 Airport and Produce	Signal	1	0.71	D	0.84	D
17 Produce and SB 101 Off-Ramp	Signal	1	0.75	D	0.83	D
18 South Airport and Gateway	Signal	1	0.63	C	0.80	D
19 South Airport and NB 101 Ramps	Signal	1	0.56	B	0.57	B

Intersection	Type	Method ^a	AM Peak Hour		PM Peak Hour		
			Criterion ^b	LOS	Criterion ^b	LOS	
20	South Airport and Belle Air	Signal	1	0.44	A	0.66	C
21	South Airport and WB 380 On-Ramp	Signal	1	0.45	A	0.66	C
22	South Airport and EB 380 Off-Ramp	Signal	1	0.33	A	0.21	A
23	Bayshore and Old County Road	Signal	1	0.56	A	0.66	B
24	Bayshore and Guadalupe	Signal	1	0.42	A	0.41	A
25	Bayshore and Geneva	Signal	1	0.41	A	0.46	A
26	Oyster Point/Sister Cities and Airport	Signal	1	0.86	D	0.59	C
27	Dubuque and U.S. 101 Ramps	Signal	1	0.50	A	0.28	A
28	Oyster Point and Gull	Signal	1	0.72	D	0.71	D
29	Forbes and Gull	Signal	1	0.85	D	0.61	C

^a Level of service analysis method: (1) TRB Modified *Circular 212* Planning; (2) 1985 HCM for unsignalized intersections.

^b Level of service criteria are: V/C for Method 1; reserve capacity (in PCPH) for the worst movement for Method 2.

Table 7
U.S. 101 PEAK-HOUR TRAFFIC OPERATIONS

Segment	Direction	Capacity ^a	AM Peak Hour			PM Peak Hour		
			Volume	V/C	LOS ^b	Volume	V/C	LOS ^b
Sierra Point to Oyster Point	NB	8,800	8,680	0.99	E	8,180	0.93	E
	SB	8,800	8,280	0.94	E	8,850	1.01	F
Oyster Point to Grand	NB	8,800	9,300	1.06	F	7,980	0.91	E
	SB	8,800	7,490	0.85	E	9,180	1.04	F
Grand to South Airport	NB	11,000	9,510	0.86	E	7,610	0.69	C
	SB	8,880	6,880	0.78	D	8,870	1.01	F
South Airport to San Bruno	NB	13,200	12,390	0.94	E	9,810	0.74	D
	SB	13,200	9,460	0.72	D	11,880	0.90	E

^a Capacity based on 2,200 vehicles per hour per lane.

^b Transportation Research Board, *Highway Capacity Manual*, Table 3-1, using 60 mph freeway design speed.

Chapter 6
PUBLIC FACILITIES ELEMENT



This chapter establishes specific policies and criteria for the development of required water, sewer, drainage and utility facilities for the East of 101 Area. The Plan's overall intent is to provide adequate municipal services to serve all development, and to limit development if it would exceed available service capacity.

A. Water System Service

1. Water Demand

Table 8 shows the projected development, usage rates and water demand of the Area Plan at buildout. The land use categories of the Area Plan would have a wide range in per-square-foot water usage. This is especially true when considering processing usage for the biotech industry. The usage rates used in the table are intended to be averages of the varying uses allowed in each category. Encouraged by drought conditions and the economics of water usage, older commercial and industrial water users have been and will continue to restructure to more efficiently use water.

The California Water Service Company (CWSC) provides water service in the East of 101 Area. Forecasts, which use current water demand rates, estimate that the CWSC has adequate water supply to meet the increased water demand that would be created by the allowed development under the East of 101 Area Plan. However, the increased water demand would be more than that estimated by CWSC for their South San Francisco District. Table 8 shows the CWSC's projected increased in water demand in the South San Francisco District through 2010 by land use categories. The CWSC estimates are based on ABAG growth projections. The last column of the table shows the additional demand created by the Area Plan not foreseen by the CWSC. The excess demand would use approximately 24 percent of the surplus supply of 10,100 acre-feet projected for the Peninsula districts of South San Francisco, San Carlos, San Mateo and the Bear Gulch areas based on 2010 projections with similar assumptions.

Table 8
INCREASED WATER DEMAND OF THE AREA PLAN

Land Use	Potential Development Area (Sq.Ft.)	Estimated Usage Rate		Projected Demand		CWSC Projections (Ac-Ft/Yr)	Surplus Used
		GPD ^a	Unit ^b	GPD ^a	Ac-Ft/Yr ^c		
Commercial	6,630,000	150	1,000 SF	994,500	1,111	80	1,031
Light Industrial	2,246,000	70	1,000 SF	157,220	176	54	1,824
Planned Industrial	7,615,000	200	1,000 SF	1,523,000	1,702		
Residential	--	220	dwelling unit	--	--	470	(470)
Total	16,491,000	--	--	2,674,720	2,989	604	2,385

^a Gallons per day. Water demand rates have been estimated by Wilsey & Ham based on published rates from various sources and professional experience.

^b Basis for GPD.

^c Acre-feet per year.

2. Water Lines

Policy PF-1. The City shall allow development in the East of 101 Area only if adequate water supply to meet its needs can be provided in a timely manner.

Water lines in the East of 101 Area would generally be adequate to serve new development allowed under the Area Plan. The water distribution system in the area was designed and constructed to meet industrial water demands. It consists of a network of 12-inch lines in relatively good condition, adequate to serve the 2,500 GPM fire flow requirement and use demands for the land uses planned for the area.

However, one line would need to be replaced. The 12-inch main which connects from the San Francisco Water Department water system on the Shearwater site to Oyster Point Boulevard should be replaced with a 16-inch main in a timely manner to accommodate future development in the East of 101 Area. While this existing 12-inch steel main is adequate to serve existing demand, it is in poor condition and will need to be increased to a 16-inch

Table 9
CONSTRUCTION COSTS OF NEW WATER MAIN

Item	Description	Cost
Bore and Case under Railroad	100 feet at \$300 per foot	\$30,000
16-inch Water Main	1,700 feet at \$60 per foot	\$102,000
Design and Inspection @ 12%	fee	\$16,000
Contingency @ 15 percent		\$22,000
State and Federal Tax @ 33%		\$56,000
Total		\$226,000

diameter to serve any significant new developments within the East of 101 Area. The need to replace this line was identified and required as part of the Shearwater Project approval.

The current 12-inch line is within the Caltrans right-of-way. Due to space limitations within the right-of-way, a parallel line within the Caltrans right-of-way will probably not be practical. Thus, the new line will probably have to be constructed on the Shearwater site. However, it is expected that replacement of the line will be needed prior to development of this property.

The probable cost for constructing this line is approximately \$226,000 as shown in Table 9. The estimate does not include any right-of-way costs. Detailed right-of-way alignment and acquisition would need to be arranged with the property owner. This improvement should be closely coordinated with the California Water Service Company. Since this improvement will benefit all new development, some means of cost sharing such as a benefit district connection fee seems appropriate.

3. Water Conservation

Since the Bay Area is subject to drought, water conservation features should be included in all new development projects. Policy PF-7 could result in a reduced water demand due to use of recycled water in large projects. In addition, the following policy applies throughout the area:

Policy PF-2. Low flow plumbing fixtures and drought tolerant landscaping shall be installed as part of all new developments in the area.

B. Sanitary Sewer System

Sanitary sewer service can be analyzed in two components: collection capacity and treatment capacity. Policy PF-3 addresses collection capacity, while Policies PF-4, PF-5 and PF-6 address treatment capacity.

The City of South San Francisco's Wastewater Treatment Plant currently processes an average flow of 7.34 million gallons per day (mgd). Current projections show that an additional 2.13 mgd are expected from existing and proposed development, bringing the total projected flows to 9.47 mgd. The increased demand in wastewater treatment resulting from allowed development under the Area Plan is shown in Table 10.

1. Sewage Collection

The sanitary sewer lines in the East of 101 Area have the capacity to handle expected increases in flows from the allowed development of the East of 101 Area Plan. However, there has been some subsidence of sewer lines in the area, which has lowered their capacity, and Pump Station 4 has some reliability problems.

Policy PF-3. The City shall develop a program of sewage collection system improvements to reconstruct subsiding sewer lines, provide adequate pump station capacity, and make other necessary and feasible sewage collection system improvements in the East of 101 Area. Improvements shall be completed in a timely manner to meet demands created by new development.

a. Subsiding Sewer Lines. The subsidence of the sewer lines in Harbor Way and East Harris has reduced their capacity and they need to be reconstructed prior to adding significant increased flows. The most significant of the sewer reconstruction should occur on Harbor Way, the 1,400 linear feet between East Grand Avenue and East Harris Avenue. This 21-inch sewer main serves all of the East of 101 Area north of the Southern Pacific Railroad right-of-way and all the area east of Littlefield Avenue. Most of the planned growth in the East of 101 Area is served by this line. The City's estimated cost for this section of reconstruction is \$400,000. The City has included this

Table 10
INCREASED SANITARY SEWER FLOW OF THE AREA PLAN

Land Use	Area Plan Potential Growth (Sq.Ft)	Estimated Flow Rate		Projected New Demand (MGD) ^c
		GPD ^a	Unit ^b	
Commercial	6,630,000	120	1,000 SF	0.80
Light Industrial	2,246,000	50	1,000 SF	0.11
Planned Industrial	7,615,000	160	1,000 SF	1.22
Total	16,491,000	--	--	2.13

- ^a Gallons per day. Flow rates have been estimated by Wilsey & Ham based on professional experience and published rates, including those from Metcalf & Eddy, Inc.
- ^b Basis for GPD.
- ^c Million gallons per day.

project in its Capital Improvement Program (CIP) as an unscheduled sewer fund project. If significant development occurs within the service area of this trunk main reconstruction may need to occur at that time.

The second section of sewer main that needs reconstruction is the 900 linear feet of the 8-inch main in Harbor Way between Utah Avenue and Mitchell Avenue. This section of main services the area north of Colma Creek, east of South Airport Boulevard and south of Mitchell Avenue. This service area is much smaller with fewer vacant parcels that could be developed. The City's estimated cost for this section is \$60,000 and it is tentatively being considered for construction in the CIP for fiscal year 1996-97.

The remaining section of subsidence is the 700 feet of 8-inch main at East Harris Avenue. This line provides only local service to those properties fronting East Harris Avenue, thus it has little significance to the East of 101 Area. This \$60,000 project is tentatively scheduled for construction in fiscal year 1994-95.

b. Pump Station Number 4. Pump Station Number 4 needs to be upgraded to improve reliability, and upgrading should occur prior to any significant increases in flow. New projects over 100,000 square feet could create significant flows depending upon the nature of the proposed development. This pump station serves all of the East of 101 Area north of Colma Creek and east of South Airport Boulevard, so the upgrade is critical to serving the proposed growth under the Area Plan.

The City is tentatively considering the upgrade of this pump station as an unscheduled sewer fund project in their CIP, but upgrade may be needed if significant growth occurs. The estimated cost for upgrading this pump station is \$500,000.

2. Sewage Treatment

The sanitary sewer flow rates used in Table 10 are averages of the potential uses allowed in each land use categories. The flow rates could differ significantly, depending on the actual projects developed. This would be especially true if significant amounts of pharmaceutical manufacturing occurs without recycling. The peak flow during the day will also vary for each land use category which will have an impact on treatment capacity. The increased sanitary sewer flow of 2.13 mgd, when added to the 9.18 mgd already foreseen in the City, results in a total treatment demand of 11.31 mgd.

The City has conducted a "stress" test on the sewage treatment plant's final clarifiers to begin to determine the plant's operational capacity. The report on the test concluded that the peak hydraulic capacity of the final clarifiers is between 8 and 17 mgd. However, without changes to the operation of the activated sludge system and improvements to the final clarifiers, the peak hydraulic capacity of the final clarifiers has been reached and is recommended to be conservatively set at 8 mgd. Improvements that need to be made to the final clarifiers to increase their potential capacity include installation of a ring and wall baffle. In addition, improvements need to be made to the activated sludge system for the plant to handle increased flows.¹ Therefore, the City will develop a program to ensure funding and construction of needed plant improvements in a timely manner, as specified in Policy PF-6.

Policy PF-4. The City shall work with the City of San Bruno to ensure that the Wastewater Treatment Plant provides for development in the East of 101 Area, and the service area to the extent feasible. The Capital Improvements Program shall include plant improvements as determined necessary. The City shall limit development approvals to those for which adequate sewage treatment capacity is available.

The City of South San Francisco operates the Wastewater Treatment Plant which also serves San Bruno and parts of Daly City and Colma. The City has

¹ CH2M Hill Engineering Ltd. *South San Francisco and San Bruno Water Quality Control Plan - Final Clarifier Evaluation*. November 1993.

an on-going program to rehabilitate and upgrade components of the plant. This program is needed to maintain current operations and to improve treatment to meet current water quality requirements for discharge. The City's tentative Capital Improvements Program (CIP) allocates funds to be spent in the next five years on the disinfection system, instrumentation and controls, administration building, vacuator odor and noise controls, and planning and design for further plant upgrades. These improvements are needed to maintain current treatment for current flows, but will not increase plant capacity.

Policy PF-5. The City of South San Francisco shall undertake studies necessary to determine the Wastewater Treatment Plant capacity.

When the treatment plant was constructed in the early 1970s, its theoretical design capacity was 13 million gallons per day (mgd) for an average dry weather day. The current plant capacity could be significantly lower than the 13 mgd, and is recommended to be conservatively set at 8 mgd. In order to better schedule and fund plant improvements for planned growth, the City will conduct several tests to more accurately determine the plant's capacity.

Plant capacity is determined by two components, the biological capacity and the hydraulic capacity. To accurately determine the biological capacity, a plant optimization study should be conducted, which will analyze the oxygen transfer rate, suspended solids level, sludge blanket and RAS rates coupled with the impact of taking clarifiers on and off line. A full test of biological capacity requires an extensive field analysis that would take approximately 4 months and cost \$85,000. This study is tentatively included in the City's CIP for the fiscal year 1993-94.

Policy PF-6. A sewage treatment plant upgrade and expansion plan, including a schedule and funding program, shall be adopted by the City. Plant capacity expansion shall be completed prior to development that would require expanded treatment capacity.

In June 1994, the City Council decided to form a study committee to determine the associated costs of these sanitary sewer treatment plant improvements.

a. Aeration Tank Number 7. This tank needs to be replaced to appropriately maintain discharge requirements. The current clean up and abatement order imposed on the plant by the State was due to a failure in

Aeration Basin Number 7. While there are operating procedures to bypass the aeration basin and maintain discharge requirements, these procedures are effective only for short periods of time. As flows approach the capacity of the plant, the reliability of this aeration basin will become more critical.

b. Final Clarifier Modification. The existing final clarifiers' performance could be improved by adding a ring and wall baffle to each unit.

c. New Final Clarifier. The addition of a new final clarifier is the only improvement which is expected to add significant capacity to the plant. The addition of a new final clarifier would require additional land for the treatment plant. While no preliminary study or design concept has been made, it appears that the adjacent vacant property at the southeast corner of the plant would be a logical site for the expansion.

d. Water Recycling. In addition to the above treatment plant improvements, the City tentative CIP contains allocation of funds for a study next year to determine the feasibility of providing recycled water to the area. The primary use of the recycled water would most likely be landscape irrigation. The recycled water use could have a significant impact on water demand.

3. Wastewater Treatment Demand Reduction

Policy PF-7. Projects in the East of 101 Area that would generate large quantities of wastewater shall be required to lower their wastewater treatment needs through water recycling, on-site treatment, gray water irrigation and similar programs where feasible.

Table 10 shows expected wastewater generation rates for various uses. If a new facility would exceed these expected rates, it should include alternative technologies such as those listed above to reduce wastewater flows as much as possible. Industries that are likely to require such technologies include cleaners, food processors and pharmaceutical manufacturers.

C. Storm Drainage and Flooding

The existing drainage system in the East of 101 Area is generally designed and constructed for industrial development, which has a high ratio of impervious surfaces. Thus, any redevelopment of existing development will generally not

increase runoff. The development of the larger vacant parcels will have the most potential impacts in regard to increased drainage runoff.

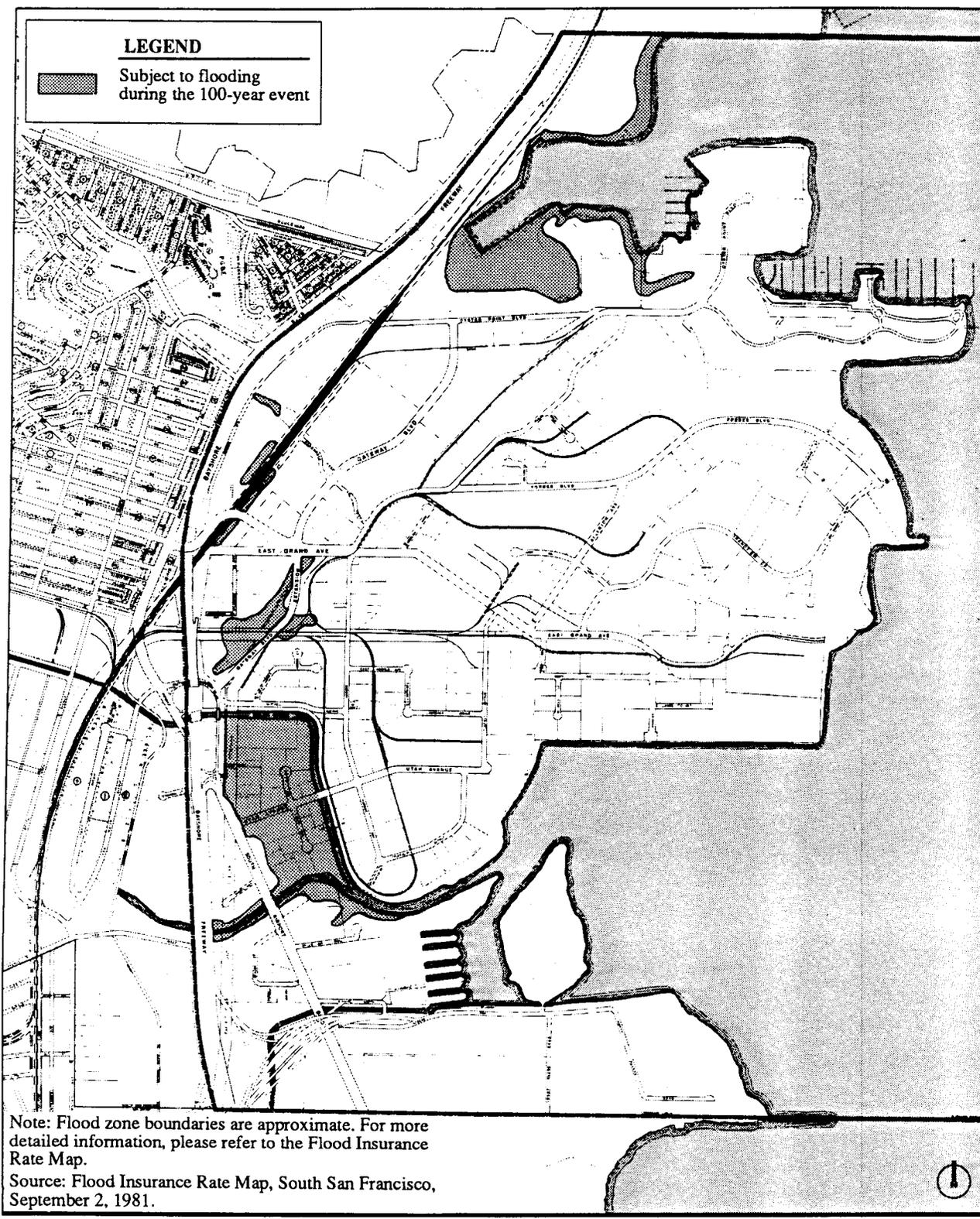
Policy PF-8. Specific development proposals in the East of 101 Area shall be evaluated individually to determine drainage and flood protection requirements.

Most developments will be able to connect to existing drainage lines or drain directly to the Bay or Colma Creek. However, there are several areas within the East of 101 Area of special drainage concern, as shown in Figure 9. These include the Shearwater site and properties south and west of Colma Creek and north of the navigable slough. Conditions for new development will depend on the specific development proposals for each site.

According to the Federal FIRM maps, much of the Shearwater site is currently at a low elevation which places it within the 100-year flood plain, as shown in Figure 9. To remove the site from the 100 year plain, any development on this property would need to be graded so that the improvements meet the County and FEMA requirements for flood elevations. Storm drain improvements on the Shearwater site should be designed to not only provide drainage for the site itself, but also provide for the development of the northern portion of the Gateway project.

The area south and west of Colma Creek and north of the navigable slough is also in the 100-year flood plain. The flooding in this area is due to either high tides in conjunction with major storms or to an overbank spill occurring upstream of Linden Avenue. The drainage system within these areas is independent of the remainder of the East of 101 Area. Since this area contains little of the new proposed growth, the proposed land use plans will have little impact on the drainage in this area. The Colma Creek Project, if completed as planned by the Colma Zone of the San Mateo County Flood Control District, will improve the flow capacity of the Creek and greatly reduce the incidence of potential flooding in the subject area.²

² Robert L. Sans, Director of Public Works, San Mateo County, letter, August 27, 1993.



Note: Flood zone boundaries are approximate. For more detailed information, please refer to the Flood Insurance Rate Map.
 Source: Flood Insurance Rate Map, South San Francisco, September 2, 1981.

SCALE 1"=1800'
 0 500 1000 2000

**EAST OF
 101
 AREA PLAN**

City of South San Francisco

FIGURE 9

Study Area Flood Zones

- Policy PF-9.** All development in the East of 101 Area shall comply with the NPDES discharge program. Developments over 5 acres in size shall obtain a storm water discharge permit from the NPDES, which may require inclusion of permanent on-site treatment of stormwater from parking areas.
- Policy PF-10.** During the rainy season, developers shall be required to place appropriate erosion control devices, such as silt fences, hay bales, etc. during construction activities to minimize the amount of silt directly entering the Bay or other wetlands.

Industrial and commercial development could degrade water quality through industrial pollutant discharges. Indirect degradation of surface water quality could affect fish and wildlife species in local water bodies. To combat this problem, San Mateo County and the cities within the County are preparing a Best Management Practices plan to control pollutants in their storm water system. Compliance with the permit requirements for non-point source stormwater discharge under National Pollutant Discharge Elimination Systems (NPDES) also requires the property owner of all construction projects over 5 acres in size to obtain a storm water discharge permit. To date, these permits have dealt primarily with operating and educational programs to control the source of pollutants. However, as these permit programs mature, the Best Management Practices are likely to include permanent on-site treatment of stormwater from parking areas.

In addition, the City may require additional water quality control devices for potentially polluting uses. For example, three compartment oil separators may be required for facilities that handle gas and oil. All new development may also be required to provide appropriate on-site treatment facilities.

D. Utilities

Telephone service is provided to the East of 101 Area by Pacific Bell. Gas and electric services are provided by Pacific Gas and Electric Company. These companies are private utility companies operating under the rules and regulation of the State Public Utilities Commission. A brief discussion of their existing facilities and service limitations is contained in the Existing Conditions Report.

As public utility companies, these companies will provide the services that are needed for any planned growth within the East of 101 Area under the rules and regulations of the Public Utilities Commission. The following policy will ensure provision of adequate utility service.

Policy PF-11. Utility companies shall be provided early notification for any proposed project that could have an unusual requirement for water, sewer, gas, electric, or telephone services.

Chapter 7
OPEN SPACE AND RECREATION ELEMENT

■ ■ ■

This chapter outlines the policies and programs which are intended to create and enhance the open space and recreation opportunities in the East of 101 Area. Improvements to be made by the City of South San Francisco in conjunction with the implementation of the following policies are shown on Figure 10.

Policy RE-1. Marina and shoreline-oriented uses shall be encouraged along the bay front.

The San Francisco Bay shoreline is an important amenity in the East of 101 Area. It has the potential to serve as a recreational focal point for the area, and for the City of South San Francisco and the region as a whole. For this reason, marina and shoreline-oriented uses are allowed and encouraged in all portions of the area.

Policy RE-2. Developers in the East of 101 Area shall be required to either pay park in-lieu fees or dedicate park land based on a formula developed by the City which estimates the demand for park and recreational facilities generated by the expected employment of projects.

Though park facilities are currently required for residential developments, employment centers also create a demand for recreational opportunities. Facilities such as the Bay Trail and the Oyster Point Marina provide recreation opportunities for employees in the area during lunches and breaks. These facilities must be appropriately maintained and improved. The demand and cost for these facilities shall be partially provided for by commercial project developers.

Policy RE-3. The City shall work to provide recreational improvements in the East of 101 Area to meet the needs of Area employees and visitors and to provide improved access to San Francisco Bay for residents of the City and the region.

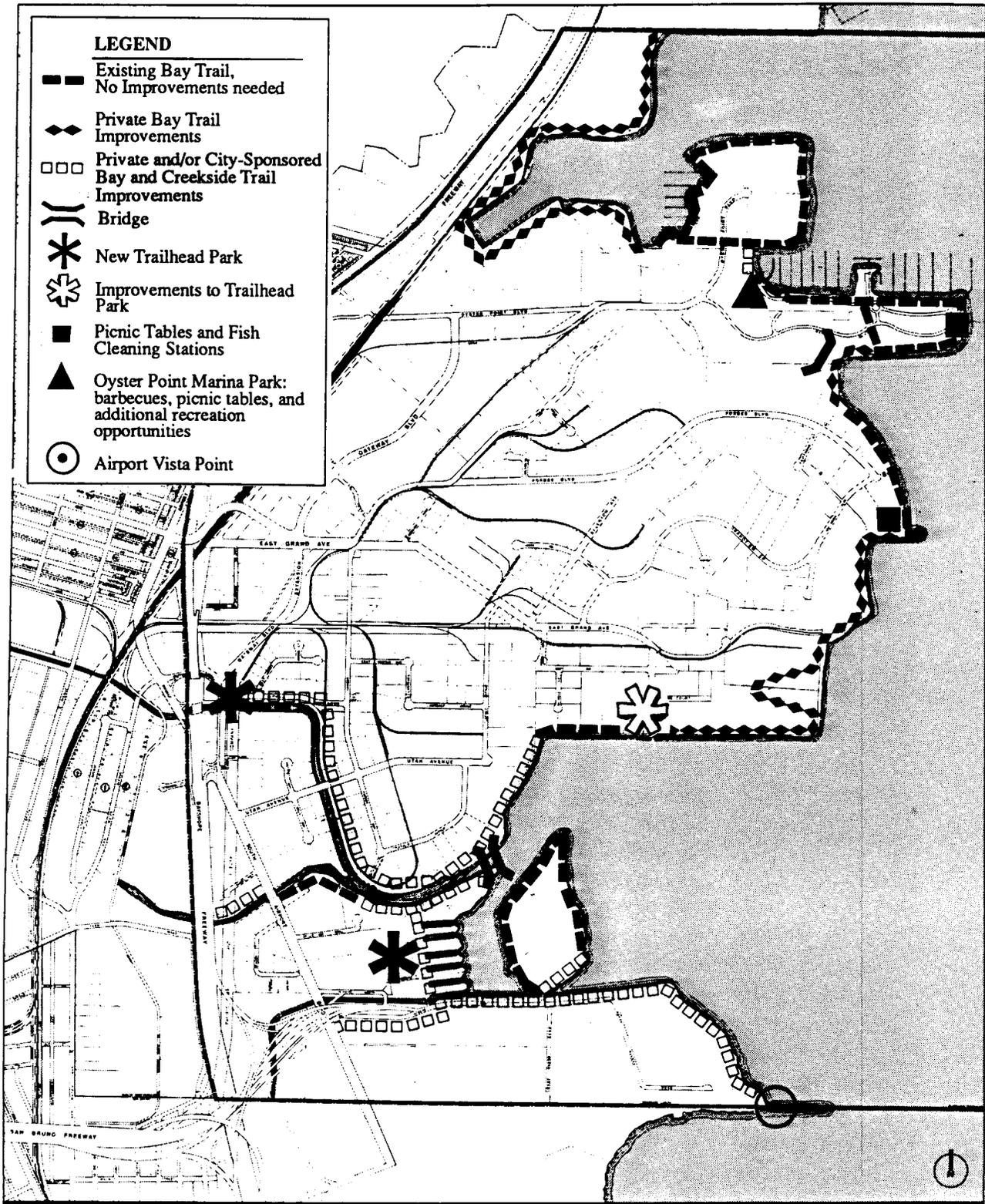


FIGURE 10

Recreation Improvements

Improvements planned for the East of 101 Area could include the following:

- Bay Trail improvements south of Colma Creek along the City-owned property known as the "fingers", along the Wastewater Treatment Plant property, and along North Access Road.
- Trail improvements connecting the shoreline of the Oyster Cove development with the Oyster Point Marina Park.
- Improvements to the existing trail along the Edgewater and Diodati Business Parks which is currently in a state of disrepair.
- A pedestrian bridge at the mouth of Colma Creek connecting the south bank to the north bank and providing for a continuous Bay Trail.
- Enhancement of Colma Creek with a continuous pedestrian trail and native vegetation to develop a recreation and open space amenity in keeping with the City's Park, Recreation, and Open Space Master Plan.
- Improvements to the trailhead park at the terminus of Haskins Way, as recommended in the Park, Recreation, and Open Space Master Plan. This trailhead park should contain parking for 50 vehicles, restrooms, and picnic facilities, along with appropriate landscaping.
- A new trailhead park on the unused City-owned property where land fingers currently exist. This trailhead park should contain parking, restrooms, and picnic facilities, along with appropriate landscaping.
- A new trailhead park on Mitchell Avenue near South Airport Boulevard to provide access to Colma Creek, containing parking, restrooms, picnic facilities and appropriate landscaping.
- Picnicking and barbecue facilities and increased recreation facilities such as a volleyball court at Oyster Point Park.
- Fish cleaning stations and picnic tables at the Oyster Point Marina Pier and Point San Bruno.
- A vista point for observing the Bay and Airport operations on the point in the south corner of the East of 101 Area. This vista point would serve as a terminus to the Bay-shore trail in this area, since the trail cannot enter Airport property. Linkage to the Bay Trail south of the Airport will be provided on a sidewalk along the south leg of North Access Road, which will join South Airport Boulevard to the Bay Trail in the East of 101 Area.

Table 11
COSTS OF RECREATION IMPROVEMENTS

Improvement	Cost
Provide Bay Trail improvements south of Colma Creek, including trail improvements along the City owned property known as the "fingers", along the Wastewater Treatment Plant property, along North Access Road, along the Edgewater and Diodati properties, and through the United Parcel Service property (approx. 10,000' @ \$10 a foot)	\$100,000
Construction of a pedestrian bridge at the mouth of the Colma Creek, connecting the Bay Trail of the Wastewater Treatment Plant property and the Edgewater and Diodati properties	\$80,000
Fish cleaning stations and picnic tables at the Oyster Point Marina Pier and Point San Bruno	\$15,000
Barbecue facilities, additional picnic tables, and volleyball or similar recreation opportunity provided at the Oyster Point Park	\$30,000
Improvements to the Trailhead Park at Haskins Way	\$550,000*
Trailhead Park at the City owned "fingers"	\$550,000*
Colma Creek Linear Park Improvements	\$1,000,000*

* Based on cost estimates in the City of South San Francisco Park, Recreation, and Open Space Master Plan, 1990.

- Improvements to the wind sculpture on Point San Bruno Hill in the Cabot, Cabot and Forbes Industrial Park. The City should work with the owners of this property to provide better public access to the wind sculpture and improve its landscaping as means to encourage its public use and enjoyment.

Costs for these improvements are shown in Table 11, and their financing is discussed in Chapter 12. Maintenance for listed facilities on private property would generally be funded by property owners where agreements to that effect exist. Improvements on public property would be maintained with City General Fund revenues, which would increase with expanded development in the area.

Chapter 8
DESIGN ELEMENT



This chapter includes a description of the overall design concept for the East of 101 Area Plan and a listing of design improvements for the area. Design guidelines are also listed for the individual land categories in the East of 101 Area.

A. Design Concept

The overall design policy of the City of South San Francisco is to promote quality design, promote a functional, safe and attractive environment, preserve the character of South San Francisco's heritage, protect public investment and land values, protect the natural environment, and facilitate evaluation of individual development proposals through the use of Design Guidelines.

Development in the East of 101 Area will continue to be commercial and industrial. Development policies in the northern portion of the area encourage the creation of campus-like environments for corporate headquarters, research and development facilities, and other high quality multi-tenant office or warehouse developments. Each planned development within the northern portion of the East of 101 Area will be encouraged to create an attractive and independently workable development, while relating with and respecting surrounding development.

The southern portion of the East of 101 Area allows for development which requires good accessibility and less stringent development standards than required in the northern portion of the area. More emphasis will be put on creating smaller individual uses which work with the surrounding district as a whole, rather than independent entities within themselves.

Commercial uses will be encouraged along the perimeter of the East of 101 Area, serving area employees, recreational users, and visiting shoppers and business people. Development along the bay shore will have a coastal emphasis and should take advantage of the visual qualities of the San Francisco Bay. Development along Highway 101 is to emphasize visitor

serving uses, such as hotels and motels, and should be visually attractive, creating a positive first impression of the East of 101 Area and, thus, encouraging development and use of the area as a recreational and business center.

B. Defining Features

Visual features, such as physical and visual edges, topographic features, landmarks and entries define how people respond to an area. This section describes examples of these features as they exist in the East of 101 Area, and contains policies to preserve and enhance them.

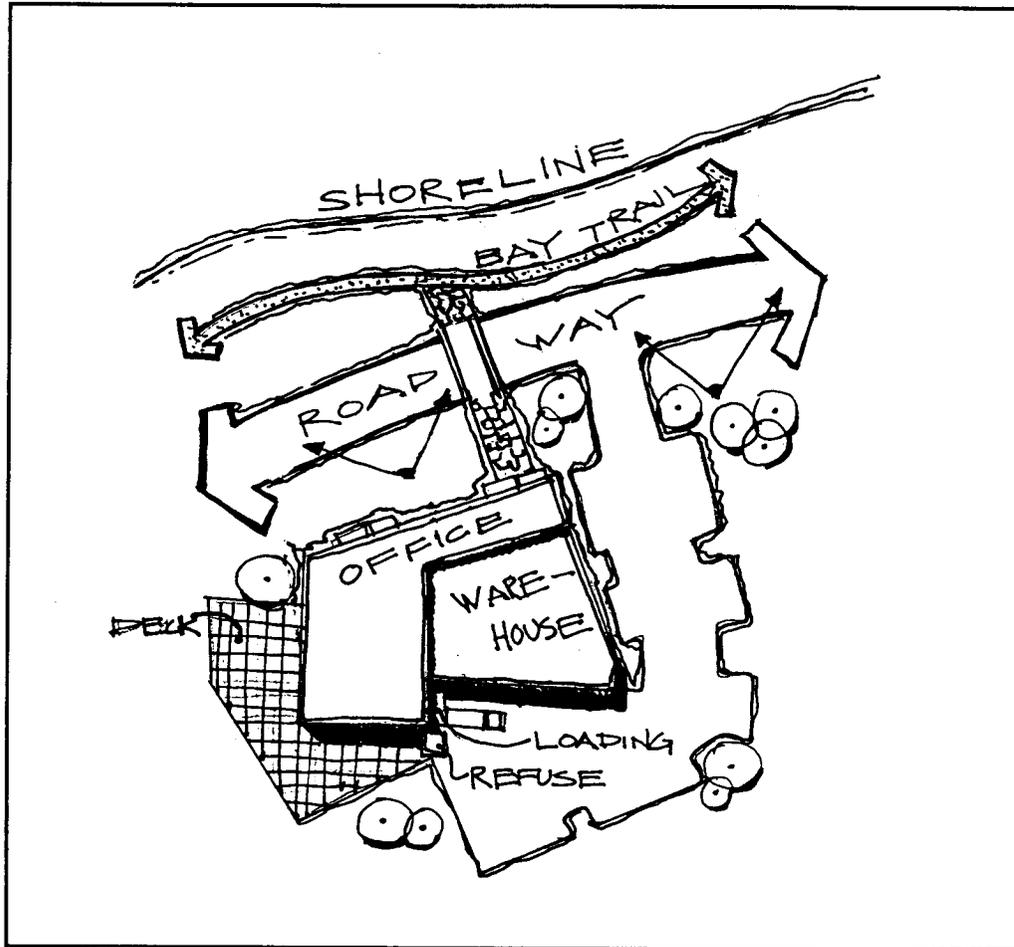
1. Edges

Two major edges define the eastern and western boundaries of the East of 101 Area. On the east side of the area is the San Francisco Bay, which includes some marsh areas, trails, and panoramic views. On the west side of the area is Highway 101, which creates a sharp barrier between the East of 101 Area and the rest of the city.

a. **Bay Shore.** The eastern portion of the study area is defined by the San Francisco Bay edge. This natural boundary offers sweeping views of the East Bay. Pedestrian trails follow the bay shore along Oyster Point and portions of the Genentech corporate campus. Both Oyster Point and Point San Bruno are important protrusions into the Bay that offer recreational opportunities and views of the Bay.

Policy DE-1. Developments on parcels adjacent to San Francisco Bay should emphasize the bay shore atmosphere and take advantage of the design and visual opportunities associated with the bay.

Shoreline development should take advantage of design opportunities offered by the San Francisco Bay. Buildings should face towards the bay wherever possible, and should be connected with direct pedestrian access to the Bay Trail. The design of the Bay Trail should meet the requirements of BCDC, and should include a pathway with a minimum width of six feet. Wherever possible, parking should not be built between a building and the bay; instead, parking should be behind or on the side of a bay shore building. Service and loading areas should be behind the building, as far away from the bay shore as possible.



Shoreline development should take advantage of the Bay.

These guidelines should be applied to any development with coastal frontage in the East of 101 Area. Additional design guidelines applicable to the Coastal Commercial land use category are included in Section D, below.

b. Highway 101 Corridor Development. Highway 101 is an important regional transportation corridor that creates the East of 101 area's western edge and affords many people their only views of the area. For this reason, it is particularly important that developments visible from Highway 101 be designed with a high visual quality. The following policies will enhance the visual image of the area as seen from Highway 101.

Policy DE-2. Projects in the vicinity of Highway 101 should be designed with the freeway in mind. In particular, any new projects

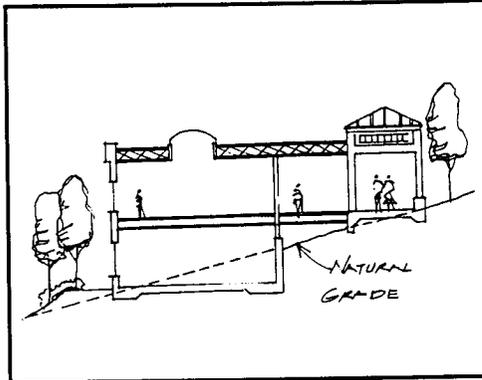
on the Koll and Shearwater sites should be designed to be visually pleasing when viewed from Highway 101.

Policy DE-3. As an edge of the East of 101 Area, Dubuque Avenue should have streetscape improvements to emphasize its visual importance.

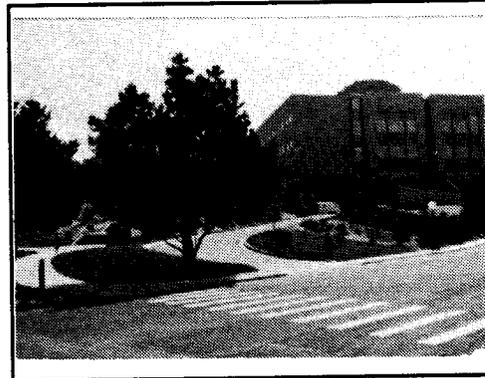
Street trees should be provided along Dubuque Avenue due to its visual prominence from Highway 101. Selection and spacing of street trees must be approved by the City Landscape Architect and the Director of Parks and Maintenance.

2. Topographic Features

The East of 101 areas topography varies, with one prominent hill, known as San Bruno Point Hill, rising 180 feet from the shoreline. Other major topographic features include a steep embankment around the Sanrio/See's building and the UPS facility, bluffs on the Marine Magnesium property between Point San Bruno and the Haskins property, a small ridge extending from the Cost Plus property to the Rouse's Gateway Office Park, and a cliff delineating the Hilltop Business Center between Grandview Drive and Forbes Boulevard. These topographic features create visual interest, allow for views to the bay, and make some areas on slopes and high points visually prominent. The following policy ensures that topographic features will be incorporated into future development in the area.



A



B

Policy DE-4. Developments built on sloping sites should incorporate the topography into their plans, rather than including significant grading to create flat development pads.

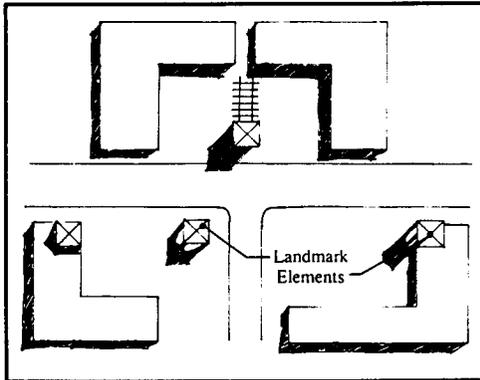
A diagram of this concept is shown in Figure A. An example of a project that takes advantage of natural topography is Genentech's new Buildings 7, 8 and 9, pictured above in Figure B.

3. Visual Landmarks

Landmarks are objects that stand out to the observer and provide a sense of orientation when viewed from a distance. Major landmarks in the East of 101 Area include San Francisco Bay and Point San Bruno Hill which has a large sculpture known as the "Windchime" at its peak. The following policy will ensure that future development takes advantage of these landmarks.

Policy DE-5. Developments in the East of 101 Area should be designed to take advantage of views of San Francisco Bay and Point San Bruno Hill with its "Windchime". Wherever possible, open space areas should be designed to provide views of these areas, and any new roadways should be laid out to provide vistas of them as well.

The East of 101 Area currently does not have a large number of attractive building landmarks. This can make it difficult to orient oneself in the area. The following policy encourages new developments to provide additional landmark elements.



A



B

Policy DE-6. Within each development, a landmark building should be encouraged to mark the project approach for visitors coming to it. Such landmarks should not include signs.

A diagram of potential landmark locations is included in Figure A, and a photo of this type of landmark is shown in Figure B.

4. Entries

The entries that people pass through to come into an area often create the first impression of that area, and can help to define the overall visual quality of the area.

Motorists arriving in the East of 101 Area on East Grand Avenue are greeted by the entry feature at the Gateway project, which conveys a clear sense of entry to the area as a whole. Similar entry features should be developed at other area entries to clarify the sense of arrival into the East of 101 Area.

The following policy will improve several of the entry ways in the East of 101 Area. Figure 11 illustrates the locations of improvements to be made by the City in order to implement these policies.

Policy DE-7. The principal roadway entries into the East of 101 Area should receive special attention and enhanced entry treatment, including special planting, signage and paving. A master plan of entry improvements should be developed by the City, with special attention on the following entries:

- **Oyster Point Boulevard.** Treatments on Oyster Point Boulevard just east of the Highway 101 ramps could include monuments on the sides of the roadway and in the median, as well as enhanced landscaping.
- **Grand Avenue Overpass.** Urban design treatments could be applied to the Grand Avenue overpass to create a sense of entry to the East of 101 Area on this bridge. Such treatments might include new railings, bollards, or specially designed street lamps.
- **Northern South Airport Boulevard at the Highway 101 overpass.** Additional landscaping could be installed on both sides of South Airport Boulevard near Mitchell Avenue and the Colma Creek bridge. Colma Creek itself might be enhanced through plantings of riparian vegetation in this area.
- **Southern South Airport Boulevard at the Interstate 380 overpass.** Since the property on the east side of the street at the freeway overpass is currently vacant, significant landscaping and signage could be included in its eventual development.
- **Wondercolor Ramps.** This area is already landscaped, but could be improved by undergrounding smaller utility lines to ameliorate the "messy" character they currently create. Additional landscaping might also be installed at the new South San Francisco Conference Center.

Entry landscape treatments should utilize elements such as plant materials, earth berms, low walls or fences, lighting, paving, sculpture, and signage, to create distinctive, high quality gateways to the area, as shown on page 93. The plantings should be dense enough and distinctive enough to clearly distinguish the entry from surrounding landscaping. Native plant species and other species that have low maintenance and water consumption characteristics should be favored in these treatments to reduce long term maintenance costs. Vertical elements, such as trees, and color, both flower and foliage, should be used to highlight the entry treatment. Signs identifying the City of South San Francisco and the East of 101 Area should be simple, made of durable high quality materials, and attractively designed.

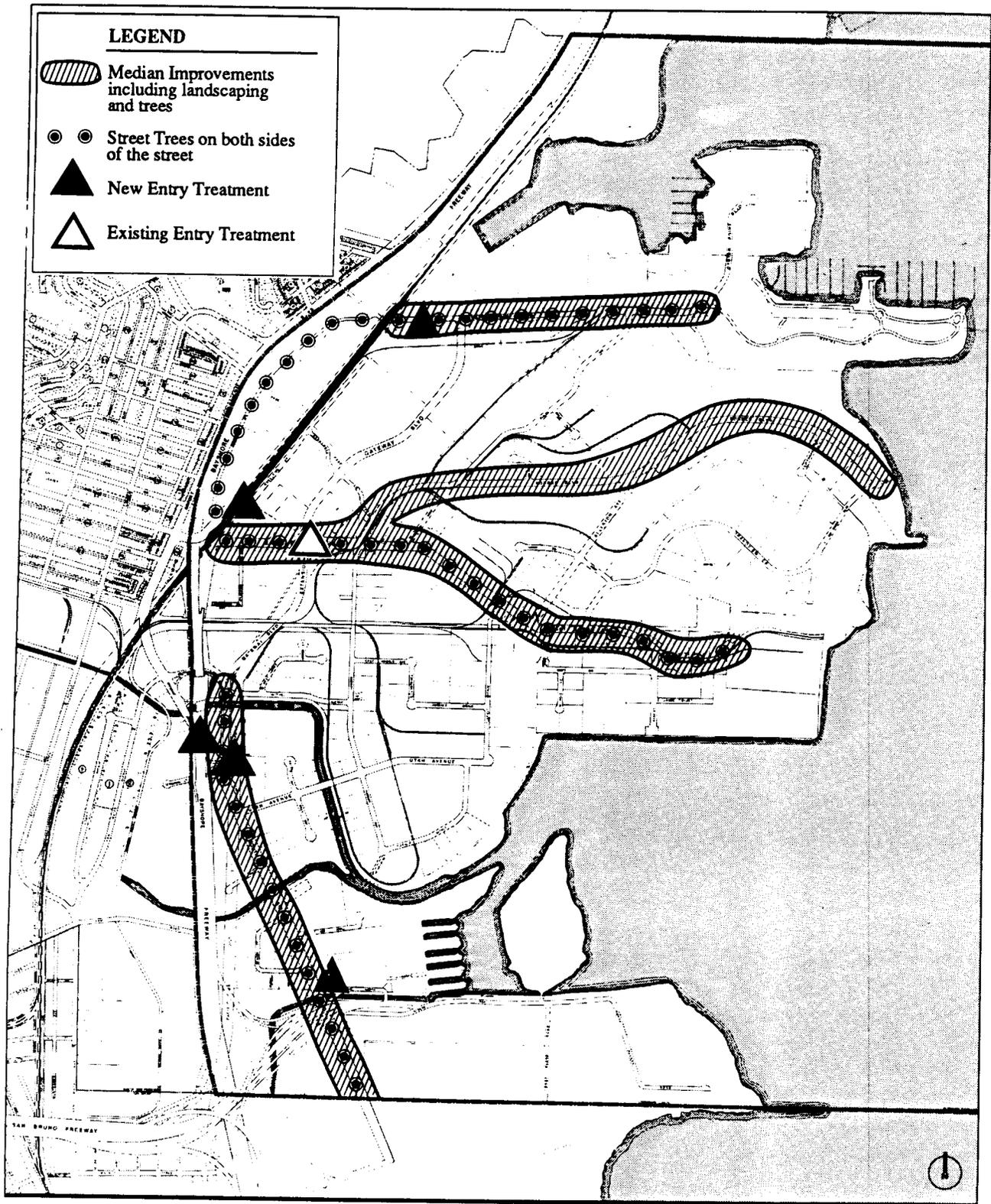
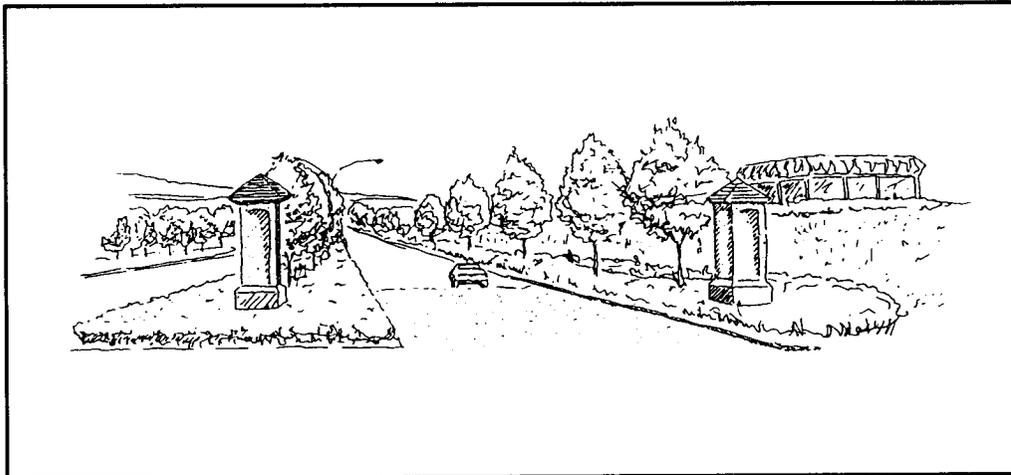
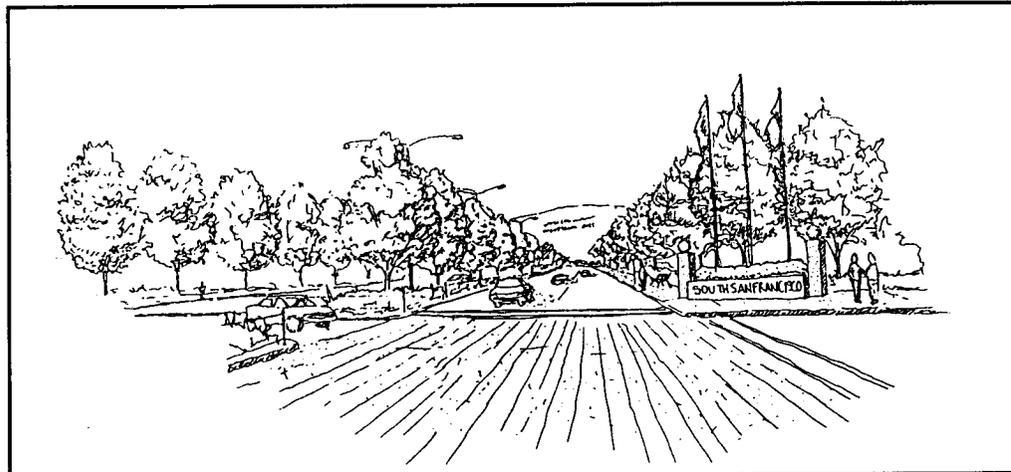


FIGURE 11
Entry and Street
Improvements



Potential Treatment for Oyster Point Boulevard Entry to the East of 101 Area.



Potential Treatments for the Southern South Airport Boulevard Entry to the East of 101 Area.

5. Corridors

Four major arterials serve as the major corridors in the East of 101 Area, and are the routes that most traffic takes to enter and leave the area. Because these corridors carry so much traffic, they are highly visible, and should be improved accordingly to enhance the visual image of the area.

a. Oyster Point Boulevard. Oyster Point Boulevard is the major street corridor serving the northern portion of the East of 101 Area.

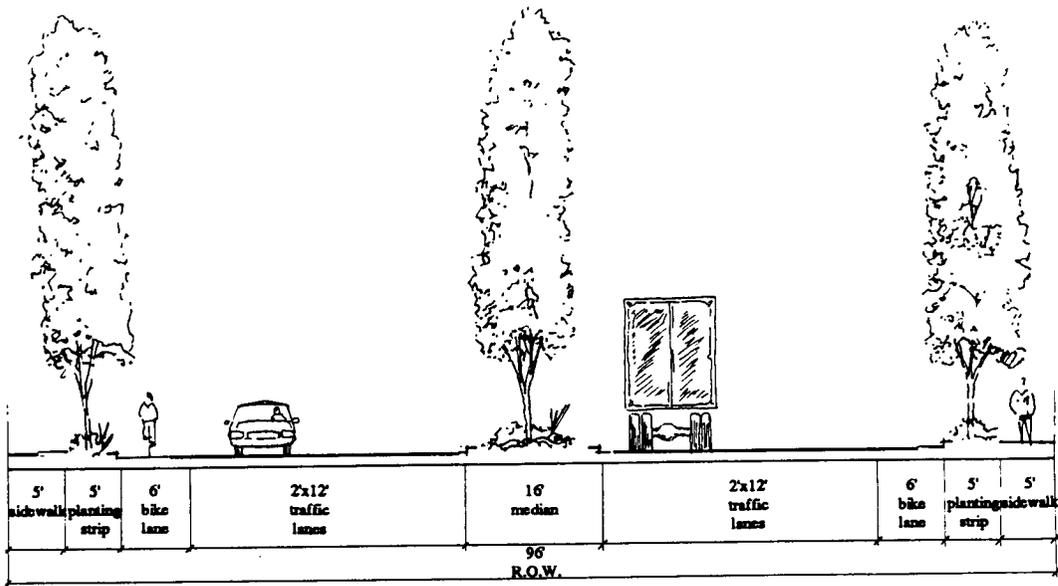
Policy DE-8. The City should prepare a streetscape plan for Oyster Point Boulevard that emphasizes the coastal orientation and high amenity of development in the northern portion of the East of 101 Area.

The streetscape improvements on Oyster Point Boulevard should include a coordinated street tree program along both sides of the roadways and a consistent and well-designed pedestrian sidewalk system. Since Oyster Point Boulevard serves the coastal commercial development at Oyster Point and also offers views across the Shearwater site to San Francisco Bay, trees with a coastal flavor might be appropriate. Trees selected in this area should be vertical in appearance, and should have unusual foliage, rather than broad leaves typical of urban street trees. In addition, landscaped medians should be installed. The median islands should have consistent design elements throughout the area to give them a recognizable unity, and should be planted with native coastal vegetation to continue the coastal design theme. A conceptual design for Oyster Point Boulevard is shown in section in Figure 12.

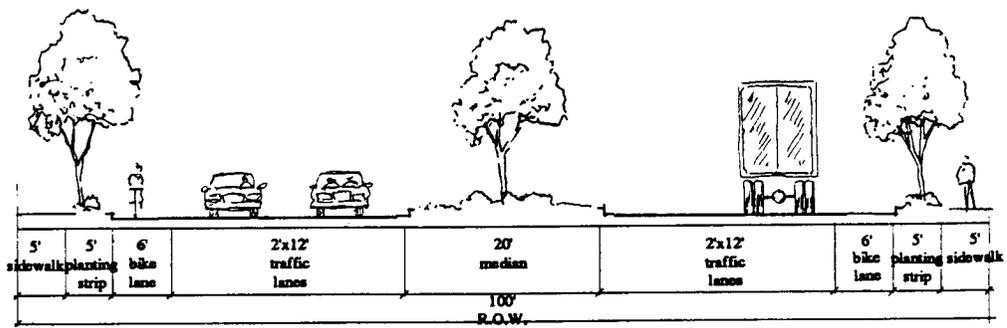
b. East Grand Avenue. East Grand Avenue is the major street corridor serving the central portion of the East of 101 Area. It provides access to both the Planned Industrial and Light Industrial areas.

Policy DE-9. The City should prepare a streetscape plan for East Grand Avenue to improve its design character and create a visual unification for the various uses in the East of 101 Area.

The streetscape improvements on East Grand Avenue should include a coordinated street tree program along both sides of the roadways and a consistent and well-designed pedestrian sidewalk system. Since East Grand Avenue serves Planned Industrial, Light Industrial and Coastal Commercial development, and since it is relatively landlocked with few views to the Bay, large trees that add color and interest should be considered. Flowering trees, trees with colored foliage, and trees with a fine structure might be especially appropriate. In addition, landscaped medians should be installed. The median islands should have consistent design elements throughout the area to give them a recognizable unity, and might include limited shrubs, flowering trees and turf to match the existing medians near the freeway on- and off-ramps. A conceptual design for East Grand Avenue is shown in section in Figure 12.



Oyster Point Boulevard



East Grand Avenue



City of South San Francisco

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

FIGURE 12

Proposed
Roadway Sections

c. South Airport Boulevard. South Airport Boulevard is the major street corridor serving the souther portion of the East of 101 Area, and is lined with Planned Commercial development.

Policy DE-10. The City should prepare a streetscape plan for South Airport Boulevard to improve its design character and create a visual unification for the Planned Commercial development that fronts on it.

The streetscape improvements on South Airport Boulevard should include a coordinated street tree program along both sides of the roadways and a consistent and well-designed pedestrian sidewalk system. Since South Airport Boulevard serves as an access to the airport and as a commercial spine, trees with traditional, urban characteristics such as high branches, visible structure and consistent repetitive shape might be appropriate. In addition, the medians in this street should be improved and landscaped. The median islands should have consistent design elements throughout the area to give them a recognizable unity, and would be most appropriately planted with additional street trees to match the street edges, as well as turf. A conceptual design for South Airport Boulevard is shown in section in Figure 13. The City already has a plant list for South Airport Boulevard; this list may be revised to include more urban street trees with the characteristics described above.

d. Forbes Boulevard. Forbes Boulevard is an important corridor serving much of the Planned Industrial area and the Genentech campus.

Policy DE-11. The City should prepare a streetscape plan for Forbes Avenue to reconfigure and relandscape the existing median to improve sight distances, accommodate traffic entering driveways, and improve aesthetics.

The current median on Forbes Boulevard is tall, which limits sight distances, and it does not break in areas that correspond to driveway openings. It should be replaced with a lower, safer and more visually appealing treatment. A conceptual design for Forbes Boulevard is shown in section in Figure 13.

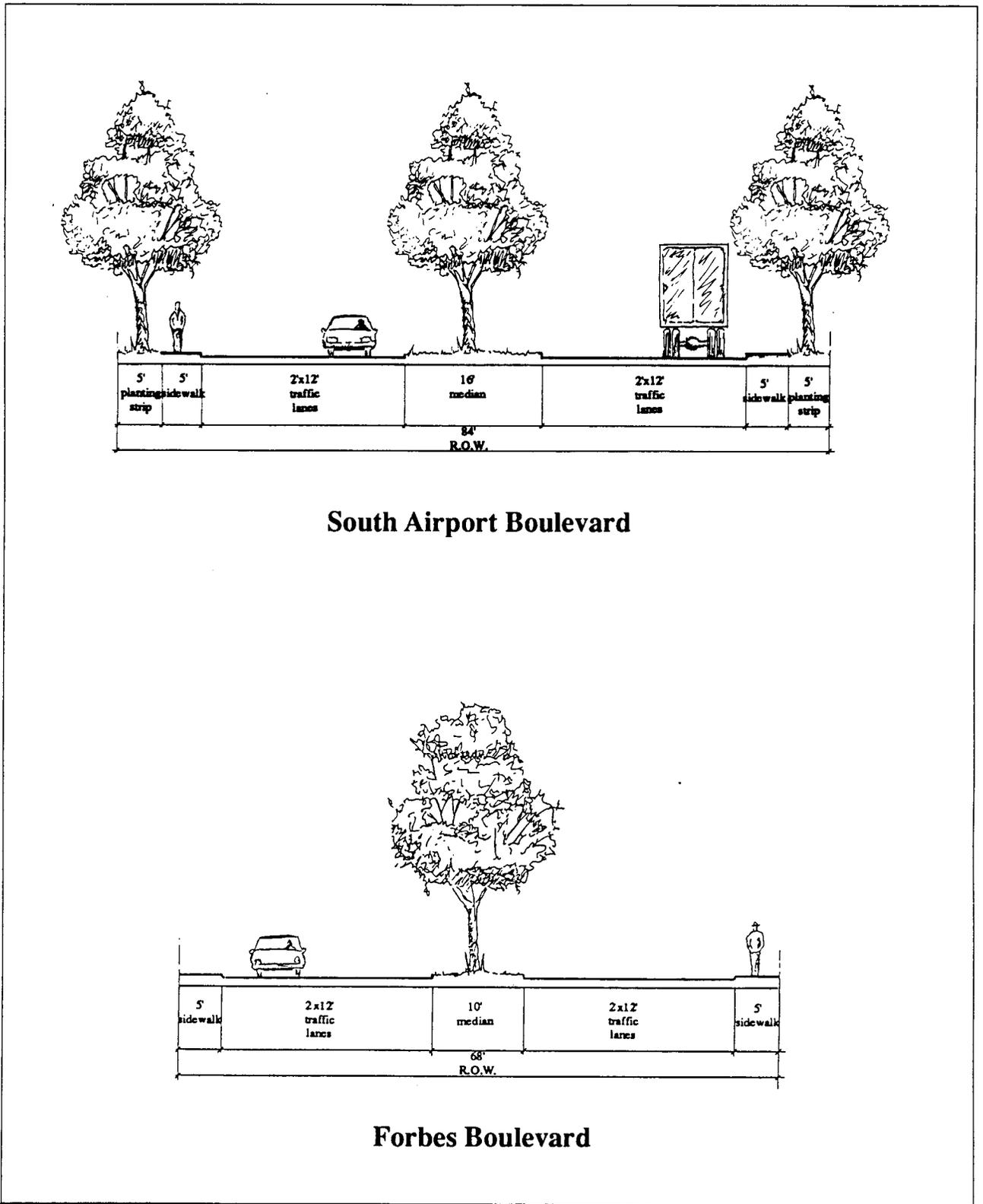


FIGURE 13
Proposed
Roadway Sections



City of South San Francisco

C. East of 101 Area-Wide Design Policies

There is no dominant building character or streetscape pattern in the study area. Most buildings in the area are one and two story light industrial and flex buildings that can be used for warehousing, manufacturing, research and development or offices. Therefore, it is appropriate that a large portion of the design guidelines for the East of 101 Area be applicable to the entire area.

The following design policies apply to all parcels in the East of 101 Area. The City may also develop additional zoning regulations that augment these policies, particularly as the design quality of the East of 101 Area improves. This Design Element also contains some specific design policies that are applicable only to certain portions of the East of 101 Area. Policies that are applicable to specific areas are generally keyed to land use categories, and are given in Section D of this chapter. The specific policies in Section D take precedence over the policies in this section in the event of any conflict between them.

1. Streetscape

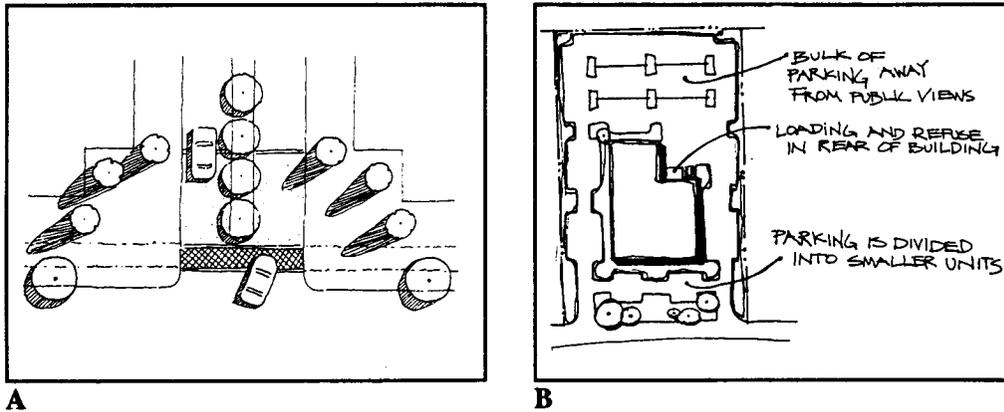
The following policies will improve the visual character of streets in the study area and will allow the City to plan for coordinated streetscape improvements.

Policy DE-12. In order to encourage pedestrian use, appropriate street trees, plantings and sidewalks should be incorporated into the design of all public streets. Street furniture and accessories such as benches, trash receptacles, and bicycle racks should be incorporated, where appropriate, into the design of open spaces. All amenities should be selected and located so as not to impede pedestrian use of the sidewalks.

The design character of all furniture and accessories should be compatible with the design character and uses of the area in which they are located, as specified in Section D. Because they can impede pedestrian traffic, public telephones should not be allowed in a street right-of-way. All accessories and street furniture should be constructed of durable materials that will withstand the elements, public use, and vandalism.

Policy DE-13. New construction projects shall be required to supply and install street trees and landscaping to meet the City's specifications for their frontages.

- **Streetscape planting, irrigation, and hardscape should be designed for minimum maintenance by City staff.**
- **Selection and spacing of street trees shall be approved by the City Landscape Architect and the Director of Parks, Recreation, and Community Services.**
- **Medians should be cobbled and grouted or landscaped with low maintenance plants with automatic irrigation.**



2. Parking, Loading and Access Design

The following parking and access design policies are intended to promote efficient circulation and minimize the visual impacts of parking and access areas in the East of 101 Area.

- Policy DE-14.** Automobile entries should include special paving, signage and landscape treatments to announce arrival, as illustrated in Figure A.
- Policy DE-15.** Site design should de-emphasize the visual prominence of parking areas by separating parking areas into relatively small components and locating parking behind buildings whenever possible. The standard practice of placing the majority of the parking between the building and the main street frontage should be avoided when possible, as shown in Figure B.

This policy does not apply to a parcel whose rear is along the Bay shore, where parking at the rear of the property would conflict with Policy DE-1. In such a case, parking should be along the front or side of the building, but should be screened from view from the roadway.

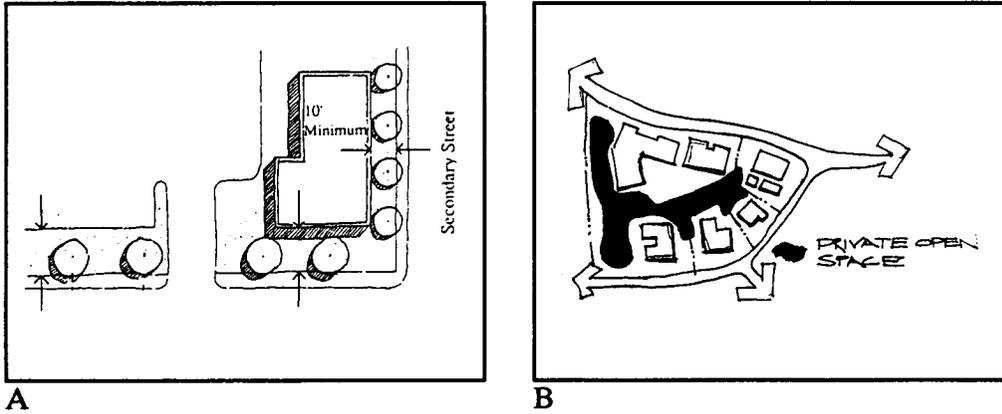
- Policy DE-16.** All loading and service areas shall be designed so that the maneuvering of vehicles can be accomplished on-site without special effort and without disrupting on-site circulation.
- Policy DE-17.** In all land use categories except Light Industrial, loading docks and service areas should be located at the rear or

side of the development, and should be separated from automobile parking areas.

Policy DE-18. Paths with durable, all-weather surfaces should be located in medians and other landscaped areas within parking lots to provide convenient pedestrian routes, and reduce wear on landscaped areas.

Policy DE-19. Large parking lots should be designed so that pedestrians walk parallel to moving cars. This means that drive aisles should generally be perpendicular to the buildings in a center.

Policy DE-20. Projects should be designed to minimize driveways and vehicular circulation areas, while maximizing outdoor public spaces. For example, owners of adjacent properties could develop shared facilities such as driveways, pedestrian plazas and walkways.



3. Site Design and Open Space

The following site design and open space policies are intended to promote campus-like developments and the appropriate use of open space and linkages in the East of 101 Area.

- Policy DE-21.** Developments should include a landscaped buffer zone along property lines that is appropriate to the land use category, as shown in Figure A and specified in Section D of the Design Element.
- Policy DE-22.** Developments in the Planned Commercial, Planned Industrial and Coastal Commercial categories should include on-site open space as a unifying element and as areas for employee use. Open space should be continuous and should connect separate buildings or sites, especially in campus-like developments, as shown in Figure B. Open spaces should particularly be located adjacent to lunch rooms and conference rooms.
- Policy DE-23.** Open space should be located and designed with consideration for sun exposure and wind protection. Where possible, open space should offer seating areas with views of San Francisco Bay and Point San Bruno Hill.

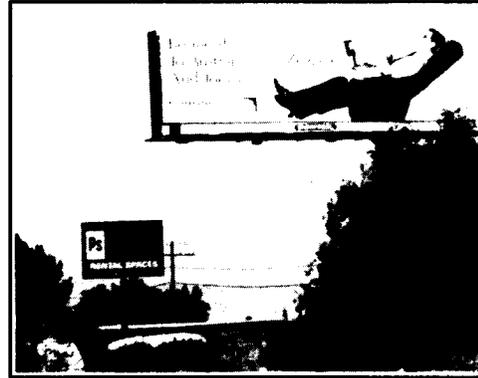
4. Landscaping and Lighting

The following landscape and lighting policies are intended to encourage the creative and attractive use of landscaping and lighting in the East of 101 Area. Specific policies outline the type of vegetation to be used and minimum rates of usage for the area.

- Policy DE-24.** Perimeter landscaping should be provided in the landscaped buffers required in Policy DE-21, at a minimum rate of one tree for each 200 square feet of buffer area. Buffer areas should also be planted with low-growing flowering ground cover or shrubs.
- Policy DE-25.** The design of front yard landscaped buffers should be integrated with that of adjacent sites.
- Policy DE-26.** Berms are encouraged in landscape buffer areas, particularly along arterial streets. Berms should be no more than 3 feet tall.
- Policy DE-27.** Parking lots should be shaded with trees, and should also include shrubs in most cases. Trees should be planted along parking lot edges and in planters among stalls. Design policies for the number of trees and amount in shrubbery in parking lots are contained in Section D of this Design Element for the individual land use categories.
- Policy DE-28.** Plant species chosen for the area should include low maintenance plants and plants adaptive to the extremes of climate in the area. In addition, plant species and planting design should complement the design of the development.
- Policy DE-29.** Lighting on the exteriors of buildings should be incorporated into the overall building and landscape design. Security and entry lights should align with, be centered on, or otherwise coordinate with the building elements.



A



B

5. Utility Lines

Above ground utility lines in the East of 101 Area create a negative visual character and a bad first impression of the area, as depicted in Figure A. Undergrounding of utilities on Dubuque Avenue is especially important because that street is immediately adjacent to Highway 101, and very visible from it. Other important streets for undergrounding include East Grand Avenue, Oyster Point and South Airport Boulevard, and North Access Road, since they are main thoroughfares in the area. The following design policies will promote the undergrounding of existing and future utility lines.

Policy DE-30. Utility lines serving new development shall be installed underground, unless the City finds that undergrounding would be financially infeasible for a specific project.

Policy DE-31. As a first priority, the City shall study undergrounding utility lines along both sides of Dubuque Avenue between Oyster Point Boulevard and East Grand Avenue, and shall also study undergrounding on major thoroughfares in the area.

6. Billboards

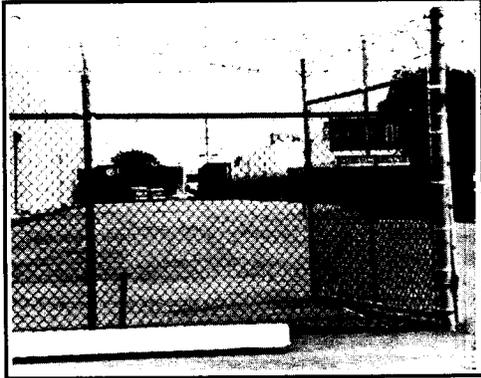
As shown in Figure B, the billboards and advertising signs in the East of 101 Area create a visual barrier and negative first impression, especially for viewers travelling north on Highway 101. Removal of these signs should be encouraged and no additional signs shall be allowed. Funds are available in some cases through Caltrans to aid in financing removal costs, provided that cities make regulations prohibiting future sign replacement. The following design policies encourage the removal of billboards from the East of 101 Area.

- Policy DE-32.** No new off-site commercial advertising signs or billboards shall be permitted in the East of 101 Area. Existing billboards may be replaced or relocated if the City finds that the change would improve the visual character of the area.
- Policy DE-33.** The City shall work to remove all existing off-site commercial advertising signs and billboards from the East of 101 Area.

7. Fencing and Screening

- Policy DE-34.** All activities and stored materials in loading, service, storage and trash disposal areas should be screened from views from public streets, trails, adjacent properties, and overhead views from adjacent properties, by planting, berms and/or decorative walls. The screening should be integrated into the design of structures or the site landscaping, so it does not appear as an appendage added to the outside of the structure. This policy applies to all types of outdoor storage areas containing materials, supplies, or equipment, including autos, trucks and trailers.
- Policy DE-35.** Storage facilities and waste transfer facilities shall be screened by solid fencing made of wood, masonry or other similar materials. The outside perimeter of the fencing shall be lined with vegetation that meets the requirements of Policy DE-36.
- Policy DE-36.** Where shrubs or trees are used as part of screening, they should be selected and planted to provide solid linear coverage with intertwined branches to a height of six feet after two years of growth.

Chain link fences and barbed wire which primarily exist in the southern portion of the East of 101 Area, along the North Access Road entry, and around various vacant and occupied parcels, create a negative and uninviting impression for the East of 101 Area, as shown in Figure A on the following page. Barbed wire is also visually distracting and can inflict injury.



A

Policy DE-37. The installation or replacement of exposed chain link fences, barbed wire, razor wire or similar material shall not be allowed in those parts of the East of 101 Area that are visible from public rights-of way, including roads and trails.

New development should not use chain link fences unless the City determines that no viable alternative exists. Acceptable alternatives include fences screened with hedges or other landscaping or wooden or decorative iron fences. Screening materials should be compatible with building materials, and should be selected for durability, attractiveness and safety.

8. Building Design

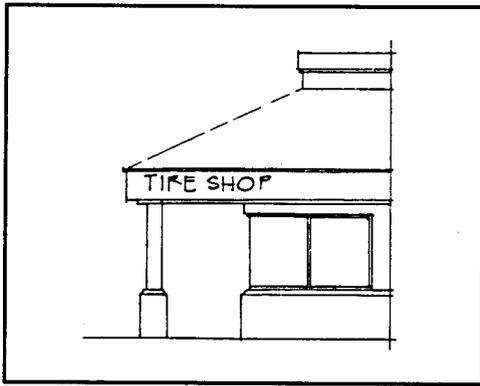
The following building design policies apply to all development in the East of 101 Area. Section D of this Design Element includes specific design policies for each land use category and specific development areas in the East of 101 Area.

Policy DE-38. The form and location of structures, the use of building colors and materials and the selection of landscape materials and street furniture shall consider the overall context of the project and promote the development of a sense of identity for the East of 101 Area.

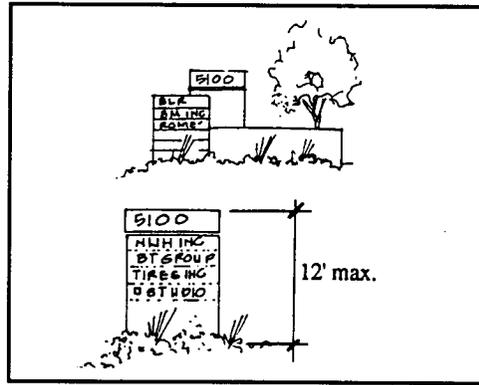
Policy DE-39. All sides of buildings that are visible from a public street or area should be detailed and treated with relief elements and changes in plane. Architectural elements used to provide relief could include awning projections, trellises, built in planters, integrated plazas, colonnades or arcades, expression of structural elements, wall/window recesses and/or projections, changes in material and textures or

elements/treatments that create patterns of shade/shadow. Blank walls should be avoided. Section D of this Design Element specifies maximum acceptable distances of blank walls without architectural elements for each land use category.

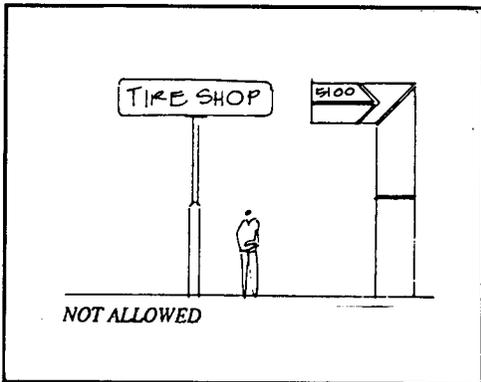
- Policy DE-40.** Ground floor facades should have visually permeable building entries and shop frontages, and pedestrian oriented details such as recessed entries and overhanging awnings. Every building entry should provide shelter from the wind and rain.
- Policy DE-41.** Building facades should be constructed of durable materials such as those already used in the area, including stucco, well-detailed tilt-up concrete or metal panels, and decorative masonry. Within a limited range, building surfaces should incorporate more than one material or texture. Highly reflective materials are discouraged. Building materials shall be chosen to weather the salt air in the area, and shall be subject to review by the Design Review Board and the approval of the Chief Planner. Additional policies for the Light Industrial and Coastal Commercial categories are included in Section D of this Design Element.
- Policy DE-42.** Building color pallets shall be as approved by the applicable City body with the advice of the Design Review Board. Building colors may include earth tones and appropriate pastels. Bright colors and simple primary colors should be avoided, except as accents. Within a limited range, building surfaces should incorporate more than one color.
- Policy DE-43.** Retail, flex and industrial buildings should not exceed 35 feet in height. Landmark design elements should not exceed 50 feet in height. Office buildings are not subject to a height limit other than that of the ALUC, as outlined in Policy LU-23. Additional restrictions on building height in the Coastal Commercial category are included in Section D of this Design Element. Exceptions to this policy may be made if warranted by a specific proposed use, or if taller building heights are included in an approved Master Plan.
-



A



B



C

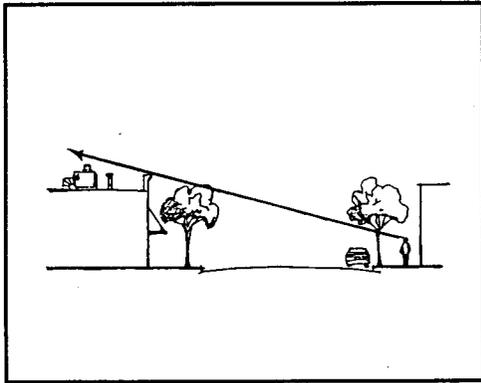
Policy DE-44. In most land use categories, sloped roofs and flat roofs behind parapet walls are acceptable. Bright colored or highly reflective roofs, including unpainted galvanized roofing, should be avoided. Additional policies regarding roofs in the Light Industrial and Coastal Commercial land use categories are included in Section D of this Design Element.

9. Building and Development Signage

The following sign guidelines apply to the Planned Commercial, Coastal Commercial and Planned Industrial land use categories. In other categories, the City's City-wide signage guidelines apply.

Policy DE-45. Shopping and business center signage should be designed as an integral part of the overall center, and should be attached to buildings and other architectural elements wherever possible, as shown in Figure A. No sign should be taller than the building it serves.

-
- Policy DE-46.** Each center or development shall have a unified signage program for the entire development, which should be reviewed and approved by the City. Miscellaneous signage shall be designed into the sign program for each site such that it will be coordinated with the major signage for the site and the building.
- Policy DE-47.** Shopping center or development identity should be denoted through signs or logos integrated into the design of the buildings, rather than through freestanding signs.
- Policy DE-48.** Tenants within shopping and business centers should have signs that are integrated into the centers' signs, or which are mounted on buildings. For building mounting, individual letters are preferred, and unified "can" signs shall not be allowed. Lettering on buildings shall be individual letters painted or applied to the building or individually illuminated metal channel letters (a minimally sized raceway painted to match the building shall be permitted for internal illumination). No background shall be permitted other than the building material itself.
- Policy DE-49.** Freestanding signs are discouraged, but may be installed as monument signs no more than 12 feet tall, as shown in Figure B on the previous page. Pole signs, as shown in Figure C on the previous page, and signs over 12 feet tall, are not allowed.
- Policy DE-50.** Illuminated signs shall be designed so that they do not create glare.
- Policy DE-51.** Directional and informational signage within a center should be designed in a consistent style that reflects the design character of the shopping or business center as a whole.
-



A

10. Rooftop Mechanical Equipment

The following policies encourage the screening of rooftop mechanical equipment. Currently, rooftop mechanical equipment can be seen in the East of 101 Area while travelling along Highway 101. These existing views create a negative first impression of the area and should be avoided.

Policy DE-52. Rooftop mechanical equipment should be screened from view by integral architectural elements such as pitched roofs, ornamental parapets, mansards or low towers, as shown in Figure A. If screening from all significant public viewpoints is not possible due to changes in grade, then the equipment should also be enclosed in a housing that is compatible with the design of the main building.

Policy DE-53. Mechanical equipment shall be painted to match the color of the roof where it is located.

D. Individual Land Use Categories

This section summarizes the Existing Conditions Report's findings regarding the existing urban design character of each of eight land use zones in the East of 101 Area, and specifies the City's desires for future development character in each of these zones. The zones are generally tied to the land use categories in the land use element of this plan. The policies in this section take precedence over those in Section C in the event of any conflict between them.

1. **Mixed Planned Commercial/Planned Industrial: Koll, Shearwater and Gateway Sites**

a. **Existing Conditions.** The Koll/Shearwater area, which is designated for mixed Planned Commercial/Planned Industrial development, includes the northern boundary of the study area bordering Highway 101, Oyster Point Boulevard, and the shoreline. Currently this area is undeveloped with no street improvements.

The Gateway site is already the subject of a Specific Plan, which is not affected by the land use designations of this Area Plan. The Gateway site is being developed as a high-quality office and commercial area with landscaping and high-end buildings.

b. **Design Goals and Policies.** Development in this area should take on a high quality commercial image, with ample landscaping and high quality building design and materials. As specified in Policy LU-15, the City prefers that the Koll and Shearwater sites both be developed under Master Plans or Specific Plans, which would ensure coordinated development across them.

Policy DE-54. The following additional design policies apply on the Koll and Shearwater properties.

- **Street Trees.** Street trees should be planted within at least 25 feet of one another.
- **Landscape Buffer.** Landscape buffers along Oyster Point Boulevard and any new arterials should be 20 feet wide, and along other streets should be 10 feet wide. On side and rear property lines, they should be six feet wide.
- **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-38.

-
- **Nodes.** New development on the Koll and Shearwater sites should include nodes, social centers, and/or public plazas which take full advantage of social and recreational possibilities.
 - **Design Guidelines.** New development plans for the Koll and Shearwater sites shall include specific design guidelines. These guidelines could be developed as an integral part of Specific or Master Plans for the properties.
 - **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
 - **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

2. Mixed Planned Commercial/Planned Industrial: 101 Frontage Area

a. **Existing Conditions.** This area includes a narrow swath of land between Highway 101 and the Southern Pacific Railroad tracks designated for a mixture of Planned Commercial and Planned Industrial uses. The commercial buildings in this area tend to be large floor plate single-story buildings with no predominant setback pattern. Buildings are separated from one another by parking lots with little or no landscaping.

b. **Design Goals and Policies.** Development in this area should pay particular attention to the views from Highway 101. Increased landscaping in the area could significantly improve the current impressions this frontage creates. In addition, buildings should relate to neighboring development and should integrate similar design themes.

Policy DE-55. The following additional design policies apply in the 101 Frontage Area.

- **Street Trees.** Street trees should be planted within at least 30 feet of each other. Dubuque Avenue should be specifically targeted for streetscape improvements due to its visual accessibility from Highway 101.

- **Landscape Buffer.** Landscape buffers along Dubuque Avenue should be 20 feet wide, and along other streets should be 10 feet wide. On side and rear property lines, they should be six feet wide.
- **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-38. Development along Dubuque Avenue should pay particular attention to the visual integrity of their development as seen from Highway 101.
- **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
- **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

3. **Planned Industrial Category**

a. **Existing Conditions.** Buildings in this area, which includes both the Cabot, Cabot, & Forbes development and the Grandview Drive area, include a mixture of new and old flex buildings housing office and warehouse space. Buildings in this area generally include these characteristics:

- Buildings meet minimum setback requirements.
- Property facing the street is landscaped.
- Parking is provided on the side and/or rear of buildings, and generally does not face the street.
- Buildings are one to two stories tall, with flat-roofs and simple massing.

The streetscape in this area is also generally well defined, due to an extensive landscaping program implemented when the industrial parks were built.

b. **Design Goals and Policies.** This area has the potential to be developed with high-end, campus-like development that follows the pattern of Genentech and existing development on Allerton Avenue. All new development should be of a high quality, with ample landscaping and setbacks, and a clear relationship to the street.

Policy DE-56. The following additional design policies apply in Planned Industrial areas:

- **Street Trees.** Street trees should be planted within at least 30 feet of each other, and should be selected to match or complement the existing pines on Allerton Avenue and portions of East Grand Avenue.
- **Landscape Buffer.** Landscape buffers along major arterial streets should be at least 20 feet wide, and along other streets should be at least 10 feet wide. In the Cabot, Cabot and Forbes industrial park, they should match landscape buffers on adjacent properties. On side and rear property lines, they should be six feet wide. All landscaping shall provide a clear connection between the street and buildings for pedestrians.
- **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-39. Pedestrian scale is of particular importance for campus-like developments and settings.
- **Building Orientation.** Buildings should be oriented with a clear relationship to the street to create a sense of continuity along it. Inviting pedestrian linkages from individual buildings shall be provided.
- **Design Guidelines.** New development plans for larger campus-like projects should include specific design guidelines, developed as an integral part of master planning efforts.
- **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
- **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

4. Light Industrial Category

a. Existing Conditions. The light industrial category generally applies to the area south of the East of 101 Area's main railroad spur, to the south of East Grand Avenue. This area contains a mix of older commercial and light industrial buildings. Properties in this area usually provide on-site parking as well as some landscaping, but they tend to be built relatively close to the street, and often have loading docks and service bays along the street. Thus, this area has a visual quality that is not quite as pleasing as the more landscaped and buffered areas to the north, but that is more appealing than the Airport areas to the south.

b. Design Goals and Policies. The City desires to allow this area to continue to function as an industrial area without unnecessary design controls. However, some restrictions on design, as expressed in Section C and in the following policies, are appropriate to create a unified image for the area.

57. The following additional design policies apply in Light Industrial areas:

- **Street Trees.** Street trees should be planted within at least 50 feet of each other.
- **Landscape Buffer.** Landscape buffers along streets should be six feet wide. No side or rear buffers are required.
- **Blank Walls.** Blank building walls should be no more than 50 feet long. Longer lengths of wall should conform with Policy DE-39.
- **Parking Lot Landscaping.** Adequate landscaping is encouraged in parking lots.
- **Building Materials.** All types of building materials are acceptable in the Light Industrial category, provided they are designed with a relatively high level of quality.
- **Roof Materials.** All roof materials and designs are acceptable in the Light Industrial category, provided they are designed with a relatively high level of quality.

5. Coastal Commercial Category

Design policies for this category apply to all sites with Coastal Commercial designations, or with mixed designations that include Coastal Commercial.

a. Existing Conditions. This land use category applies in the Oyster Point area, and as part of mixed use designations on the Fuller-O'Brien and Haskins properties. These areas all have large amounts of undeveloped land with shoreline areas. Much of the existing development in the Oyster Point area already has a maritime character, while the Fuller-O'Brien and Haskins properties are bounded by natural resource areas such as marshes and sloughs.



A



B

b. Design Goals and Policies. Developments in Coastal Commercial areas should encourage the integration of views and access to the San Francisco Bay. New development should also emphasize a coastal orientation and a maritime design theme. Acceptable examples are shown in Figures A and B.

Policy DE-58. The following additional design policies apply in Coastal Commercial areas and in all categories that include Coastal Commercial as part of a mixed designation.

- **Street Trees. Street trees should be planted within at least 30 feet of each other.**
- **Landscape Buffer. Landscape buffers along major arterial streets should be at least 20 feet wide, and along other streets should be at least 10 feet wide. On side and rear property lines, they should be six feet wide.**

- **Blank Walls.** Blank building walls should be no more than 15 feet long. Longer lengths of wall should conform with Policy DE-39.
 - **Parking Lot Trees.** Cars should not be parked more than eight in a row without a planting island that contains at least one tree.
 - **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.
 - **View Corridors.** Site plans for coastal commercial developments should identify view corridors across a site. Such view corridors should be preserved with development.
 - **Building Massing.** Buildings should be designed to preserve views from adjacent properties, allow public access to waterways including creeks, channels and the bay shore and be comprised of small scale buildings.
 - **Building Height.** In order to preserve views, most buildings should not exceed 35 feet in height. Only landmark design elements may be taller, and should not exceed 50 feet in height.
 - **Building Entries.** Coastal commercial buildings should have frequent entries that are oriented toward the bay shore.
 - **Roof Shape.** Simple pitched roofs such as gables, hips or sheds are preferred over flat roofs. Gables or hips may also be integrated with flat roofs.
 - **Building Materials.** Building facades should be constructed of materials associated with coastal areas, including industrial metal siding and horizontal wooden siding. Highly reflective materials are discouraged.
 - **Plant Materials.** Plant materials in coastal commercial developments should be selected to fit within a coastal environment.
-

- **Preservation and Access.** BCDC regulations regarding preservation of natural features and public access shall be followed as minimum standards for development in this area.

6. Planned Commercial Category (South Airport Boulevard/Gateway Boulevard Extension)

a. **Existing Conditions.** The parcels along South Airport Boulevard and Gateway Boulevard Extension are designated for Planned Commercial development. This area includes a mix of hotel, motor-hotel, warehouse, and retail buildings. Vehicular traffic is heavy due to the proximity of the Airport, but the building density is low.

South Airport Boulevard has an auto-oriented streetscape that lacks a coherent or unified pattern, even though it is one of the most important for retail and visitor-oriented use in the study area. The street is four lanes wide, and overhead transmission lines in the northern part of the area degrade visual quality and create wide distances between buildings. A landscaped strip near the San Bruno Canal is the only place where a median divides the street. Street improvements are not consistent, and there is little or no landscaping along sidewalks. Parking generally fronts the street, with minimal landscaping within parking lots. These factors currently combine to create an uninviting visual environment.

b. **Design Goals and Policies.** The City seeks to improve this area through the following policies to make it a more attractive visitor and shopper oriented attraction.

Policy DE-59. The following additional design policies apply in Planned Commercial areas:

- **Street trees.** Street Trees should be planted within at least 20 feet of each other.
- **Landscape Buffer.** Landscape buffers along major arterial streets should be at least 20 feet wide, and along other streets should be at least 10 feet wide. On side and rear property lines, they should be six feet wide.
- **Blank Walls.** Blank building walls should be no more than 30 feet long. Longer lengths of wall should conform with Policy DE-39.

- **Parking Lot Trees.** Cars should not be parked more than twelve in a row without a planting island that contains at least one tree.
- **Parking Lot Shrubs.** Medians and bulbs inside the perimeters of a parking lot shall be planted. A minimum of five percent of the total parking lot area required to be landscaped shall be planted with shrubs.

7. Airport-Related Category

a. **Existing Conditions.** This area has land uses largely related to the adjacent San Francisco International Airport, and the visual character is also related to the Airport. Buildings in this area have a very large scale, and are dominated by the United Airlines service hangar, which is large enough to hold several jumbo jets. Other buildings in the area include cargo hangars, and fuel storage tanks.

b. **Design Goals and Policies.** Because this area must have maximum flexibility to serve the needs of the airport, very few additional design policies apply to it.

Policy DE-60. The following additional design policies apply in Airport Related areas:

- **Street trees.** Along arterials, street trees should be planted at an interval of no greater than 50 feet on center.
- **Landscape Buffer.** Landscape buffers should be at least six feet wide along public streets.
- **Blank Walls.** Blank building walls may be of any length required for the operations on a site, but should be kept to the minimum length necessary.
- **Parking Lot Landscaping.** Adequate landscaping is encouraged in parking lots.

E. Transit-Oriented Design

The following design policies are intended to encourage transit- and pedestrian-oriented office and commercial development in the vicinity of the relocated CalTrain station, when its ultimate location is established, with the

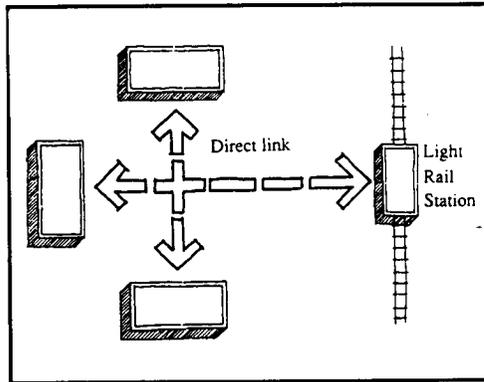
goal of increasing rail ridership and reducing dependence on automobile travel.

Policy DE-61. All new development should have direct pedestrian access to transit services and be sited in a manner that promotes transit usage.

The intent of this policy is to encourage transit and pedestrian oriented office and commercial development with the goal of decreasing the dependence on automobile travel. Site planning should respect transit elements such as bus stops, pedestrian routes and bicycle lanes. In addition, new projects and remodel projects which require a use permit should incorporate bicycle racks into the design of the site.

Policy DE-62. As specified in Policy LU-26, projects built within ¼ mile of the ultimate location of the Caltrain station that comply with the following design guidelines are eligible for a density bonus:

- **All buildings should have direct pedestrian access to transit services and be sited in a manner which promotes transit usage.**



A

- **Buildings should be sited so that pedestrians may walk directly from the rail station to primary building points of entry. A sketch showing this concept can be seen in Figure A.**
- **Safe and convenient rail crossings should be established to allow pedestrians easy access between the rail station and work places.**
- **The rail station should be considered a primary landmark in office development projects, and office buildings should generally be oriented around them. Towers or other vertical architectural elements should be constructed to mark the station as the heart of the district.**
- **Plazas should be developed along paths to rail stations as rest areas and amenities for riders and visitors.**
- **Ground floor facades of buildings located along pedestrian routes should have visually permeable frontages and pedestrian oriented details such as recessed entries and overhanging awnings.**
- **The edges of pedestrian pathways should be landscaped with corridors of shade trees and appropriate shrubs or groundcover.**

F. Fast Food Restaurants

The following policy encourages the development of fast food restaurants in the East of 101 Area which respond to the uniqueness of the area while providing maximum flexibility and convenience for East of 101 employees and visitors. The City may also adopt separate zoning provisions for fast food restaurants with more specific regulations.

Policy DE-63. Fast food restaurants shall utilize quality materials and design, intended to create a greater location-specific and up-scale impression and avoid a typical "cookie cutter" or "corporate" appearance. Some alternatives for fast food restaurant design and construction could include:

- **Architectural style in harmony with other quality architecture that surrounds it.**
- **Use of natural colors as alternatives to bright or neon colors typical of fast food restaurants.**
- **Use of quality building materials such as stucco, brick, stone and tiles as alternatives to more synthetic-looking products such as plastic and metal.**
- **Building articulation and facade design which creates visual interest, including building plane variety.**
- **Use of standard roof shapes and colors found in other parts of the East of 101 Area, rather than "iconic" roofs that are specific to a restaurant chain.**
- **Minimal use of signage and maximum use of landscaping.**
- **Avoidance of pole signs.**

G. Design Review Procedures

Applications which require Planning Commission Approval, including a Planned Unit Development Permit, Use Permit, and a Variance, shall require design review by the Design Review Board. In addition, all new commercial, office and multifamily developments require design review. The Design Review Board consists of five members appointed by the Planning Commission. Each member is appointed for a term of four years. Two

members are licensed architects, two members are either a landscape architect, designer, contractor, horticulturist, or person with equivalent landscaping expertise, and one member is a building or engineering contractor.

When design review is required by the City of South San Francisco, the application is to be submitted to the Planning Division as a part of the application for a Planned Unit Development Permit, Use Permit, or Variance. Design review applications for projects not requiring a Planned Unit Development Permit, Use Permit, or Variance are required to submit design review forms to the Planning Division.

The Design Review Board reviews Design Review applications and related drawings and makes recommendations to the Planning Commission and the Planning Director. The Planning Commission has the ultimate review authority and shall consider the Design Review Board's recommendations and shall approve, conditionally approve or disapprove the application. Further information on the design review process can be found in the City of South San Francisco's Municipal Code, Section 20.85.

Chapter 9 NOISE ELEMENT



The East of 101 Area is exposed to noise from a variety of sources, including aircraft, surface transportation, and various industrial uses of the area. Noise measurements were made at six locations in March 1993. The results of these measurements are shown in Figure 14 and Table 12. Detailed information on the East of 101 noise environment can be found in the Environmental Impact Report for the Area Plan, which is incorporated herein by reference.

A. Noise Policies

The following policies will provide acceptable acoustical environments for the land uses anticipated under the East of 101 Area Plan. Criteria are given for both the control of noise generated by individual aircraft flyovers and for the average noise level. The criteria for average noise levels are in terms of the daytime hourly average noise level (L_{eq}) for commercial and industrial activities and in terms of community noise equivalent noise level (CNEL) for hotels.

Because only the quieter Stage 3 aircraft will be allowed to take off and land at San Francisco International Airport by 2000, the noise generated by the loudest Stage 3 aircraft flying the Shoreline Departure Route, which goes over the East of 101 Area, is to be used as the design maximum noise level for designing buildings to provide acceptable interior noise environments. Development completed prior to 2000 would experience higher noise levels until Stage 2 aircraft are phased out, but this is not considered significant due to the relatively short time period involved.

For purposes of design, the maximum exterior instantaneous noise level generated by an aircraft flyover is assumed to be 88 dBA south of Colma Creek, 87 dBA between Colma Creek and Oyster Point Boulevard, and 84 dBA north of Oyster Point Boulevard. The noise attenuation required by the following policies will generally be provided by the individual building components (roof, wall, doors, windows, etc.). Generally, where less than 30

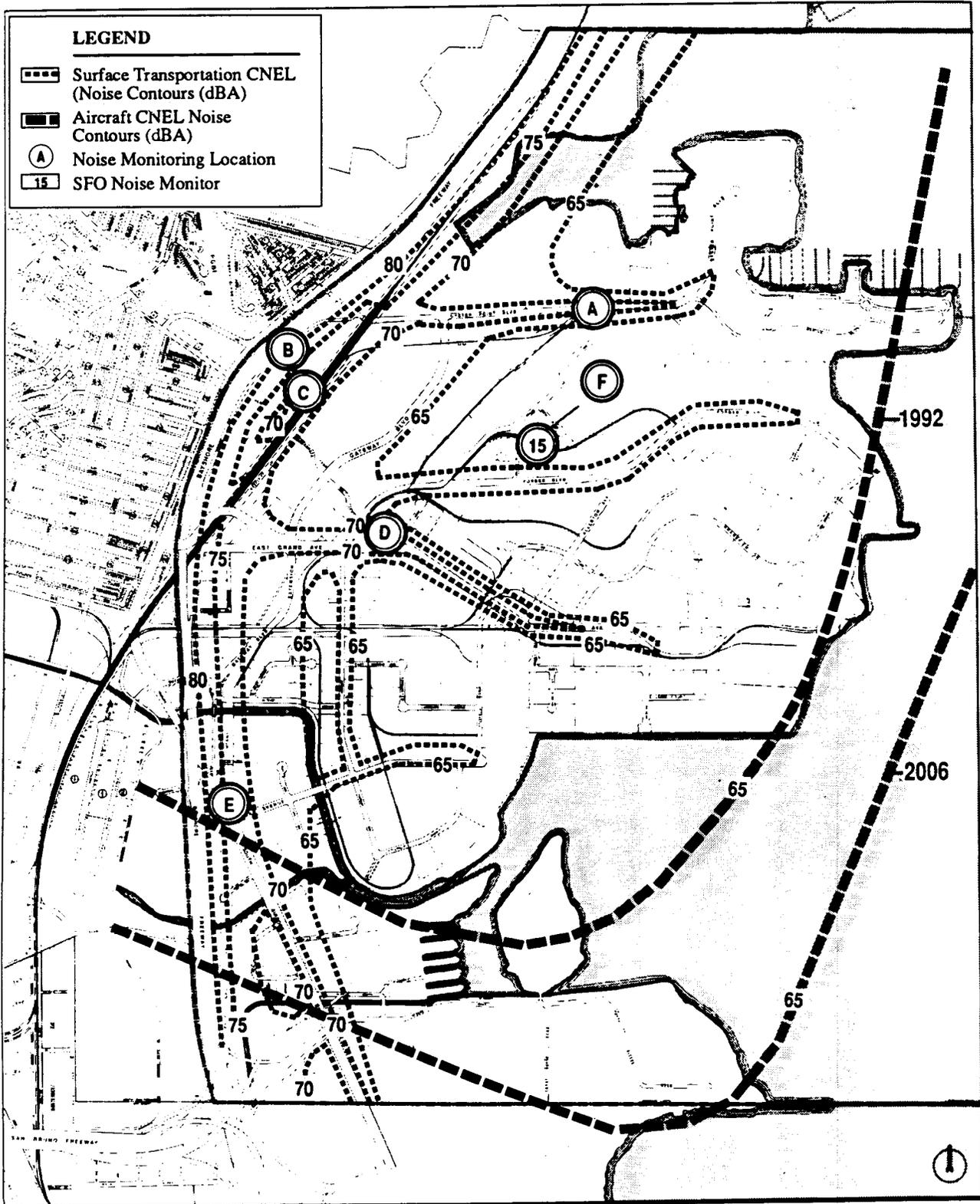


FIGURE 14

Noise Measurement Locations and Contours

Table 12
MEASURED NOISE LEVELS
March 1993

Site	Location	Dates	CNEL
A	38 ft. from the centerline of Oyster Point Boulevard	3/17-19/93	74
B	50 ft. from Hwy. 101 right-of-way fence	3/17-19/93	80
C	60 ft. from nearest set of mainline tracks	3/17-19/93	71
D	53 ft. from the centerline of E. Grand Ave. and 110 ft. east of the centerline of Forbes Ave.	3/22/93	74
E	66 ft. from the centerline of So. Airport Blvd.	3/22/93	72
F	At the end of the parking lot behind warehouses on Eccles Ave.	3/19-22/93	64

dBA of noise reduction is required, standard construction will suffice. Where 30 to 35 dBA of noise reduction is required, sound-rated windows may be necessary. The noise reduction required of the buildings in the East of 101 Area is not excessive and will be relatively easy to provide, and should not result in any excessive construction costs.

Policy NO-1. Hotels in the East of 101 Area shall be designed so that the calculated single-event noise level due to an aircraft flyover does not exceed 55 dBA in hotel rooms, and the CNEL does not exceed 45 dBA.

The Planned Commercial land use category allows hotel, office and retail uses. Generally, these uses are proposed adjacent to Highway 101, South Airport Boulevard, and the railroad. The average noise level in this area is dominated by traffic on local streets and on Highway 101. The highest average noise levels are generated adjacent to Highway 101 where the CNEL reaches 80 dBA at a distance of 50 feet from the right-of-way fence. The maximum instantaneous noise levels in this area are caused by aircraft flyovers.

The single-event noise level criterion of 55 dBA for hotel rooms is used in lieu of the State Office of Noise Control recommendation of 50 dBA because hotels are a transient use. Slightly higher noise levels are more acceptable for a transient use than for a permanent residence. Also, the 55 dBA maximum limit is consistent with the FAA recommended criteria for noise levels in sleeping areas.

In order to meet the requirements of Policy NO-1, interior noise reduction for hotel uses will need to meet or exceed the minimum levels in Table 13. As shown in the table, the amount of attenuation needed will depend on location, which determines the noise environment in the area.

Policy NO-2. Office and retail developments in the East of 101 Area shall be designed so that the calculated hourly average noise levels during the daytime does not exceed an L_{eq} of 45 dBA, and instantaneous maximum noise levels do not exceed 60 dBA.

In order to meet the requirements of Policy NO-2, interior noise reduction for office and retail uses will need to meet or exceed the minimum levels in Table 14. As shown in the table, the amount of attenuation needed will depend on location, which determines the noise environment in the area.

Policy NO-3. Noise sensitive portions of industrial buildings shall meet the noise requirements for offices in Policy NO-2.

In general, higher noise levels are acceptable for industrial uses. However, even within these uses, there can be requirements for lower noise levels, for example, in a private office portion of an industrial building. Noise level recommendations for office spaces shall be used in the office portion of industrial uses. There are no specific design requirements for warehousing and manufacturing components of industrial uses, although OSHA standards for employee safety would apply.

Policy NO-4. New development shall be designed so that the average noise level resulting from the new development does not exceed an L_{eq} of 60 dBA at the nearest open space or recreational area.

This policy seeks to ensure that noise levels of industrial uses do not affect open space and recreation areas and uses, including the Bay Trail and shoreline amenities.

Table 13
NOISE ATTENUATION REQUIREMENTS FOR HOTEL USES

Location	Noise Reduction
South of Colma Creek	33 dBA
Between Colma Creek and Oyster Point Blvd.	32 dBA
North of Oyster Point Blvd.	29 dBA

Table 14
NOISE ATTENUATION REQUIREMENTS
FOR OFFICE AND RETAIL USES

Location	Noise Reduction
Buildings South of Colma Creek, Adjacent to Highway 101	32 dBA
All Other Buildings South of Colma Creek	28 dBA
Buildings Between Colma Creek and Oyster Point Boulevard, Adjacent to Highway 101	32 dBA
All Other Buildings Between Colma Creek and Oyster Point Boulevard	27 dBA
Buildings North of Oyster Point Boulevard, Adjacent to Highway 101	32 dBA
All Other Buildings North of Oyster Point Boulevard	24 dBA

B. Projected Noise Conditions

The East of 101 Area Plan would result in increased traffic, and therefore, increased traffic noise levels along the streets serving the site. Noise level increases were calculated for each of the streets in the area under the Area Plan. The following are the projected noise conditions in the East of 101 Area:

- There would be no noise increase greater than 3 dBA on any street west of Highway 101.
- The highest noise level increases would occur on streets which are currently commercial and industrially oriented and where future development would take place. These include the North Access Road, East Grand Avenue (east of Grandview Drive), and Oyster Point Boulevard. Noise levels along these streets would increase by 4 to 6 dBA.

These changes in noise levels are not considered significant from those presented in Figure 14. Since the projections are based on estimations of development and traffic generation, and the increases in noise levels are not considered significant, a projected noise environment figure is not included in the Area Plan.

Chapter 10 GEOTECHNICAL SAFETY ELEMENT



This chapter provides policies to ensure acceptable protection of people and development from the risks associated with geotechnical hazards in the East of 101 Area. An analysis of the existing geotechnical conditions in the area is included in the Existing Conditions Report, which is incorporated herein by reference. The existing geotechnical conditions in the East of 101 Area are shown in Figures 15, 16, and 17.

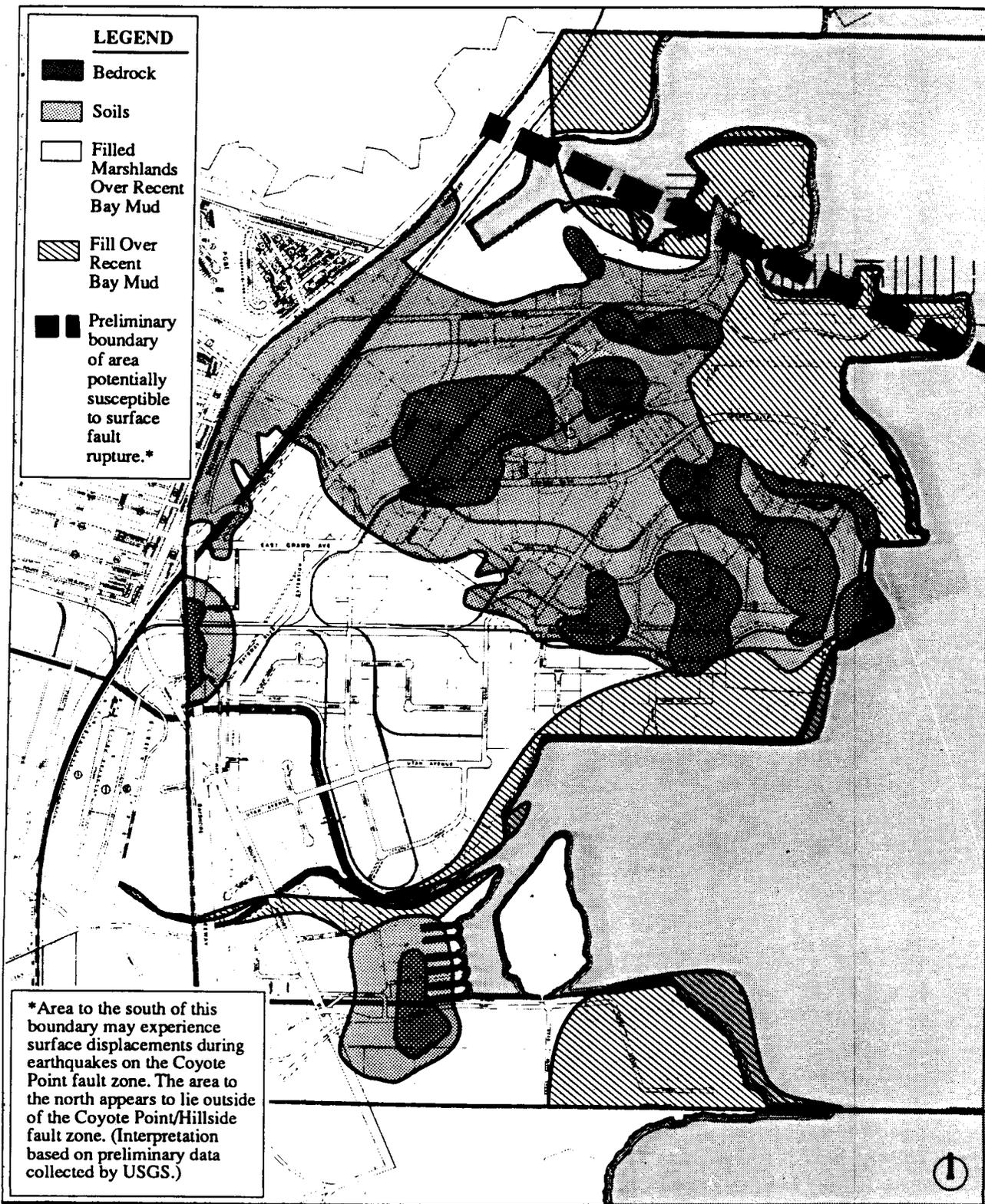
A. Fill Soils

A large portion of the East of 101 Area is composed of fill soils, which were placed over wetlands and bay mud during the last century. The quality of fill soils varies, and no data on individual sites' fill is available without site specific investigation. Fill soils can lead to problems with settling and structural displacement.

Policy GEO-1. The City shall assess the need for geotechnical investigations on a project-by-project basis on sites in areas of fill shown on Figure 17, and shall require such investigations where needed.

The geotechnical investigation should determine the extent and depth of fill soils, the length of time fill has been in place, the performance of structures currently supported on the fill, the structural capacity of the on-site soil, and appropriate slopes and surface compaction methods.

Cut slopes excavated in fill material will also require evaluation, since they generally slough or fail at shallower angles than cut slopes in native soils. Safe slopes in fill material will depend mainly on the degree of compaction of the fill. Cut slopes in fill should use flatter slopes than cut slopes in native material. Surface compaction of the slope face may also be required to reduce the likelihood of surficial sloughing.



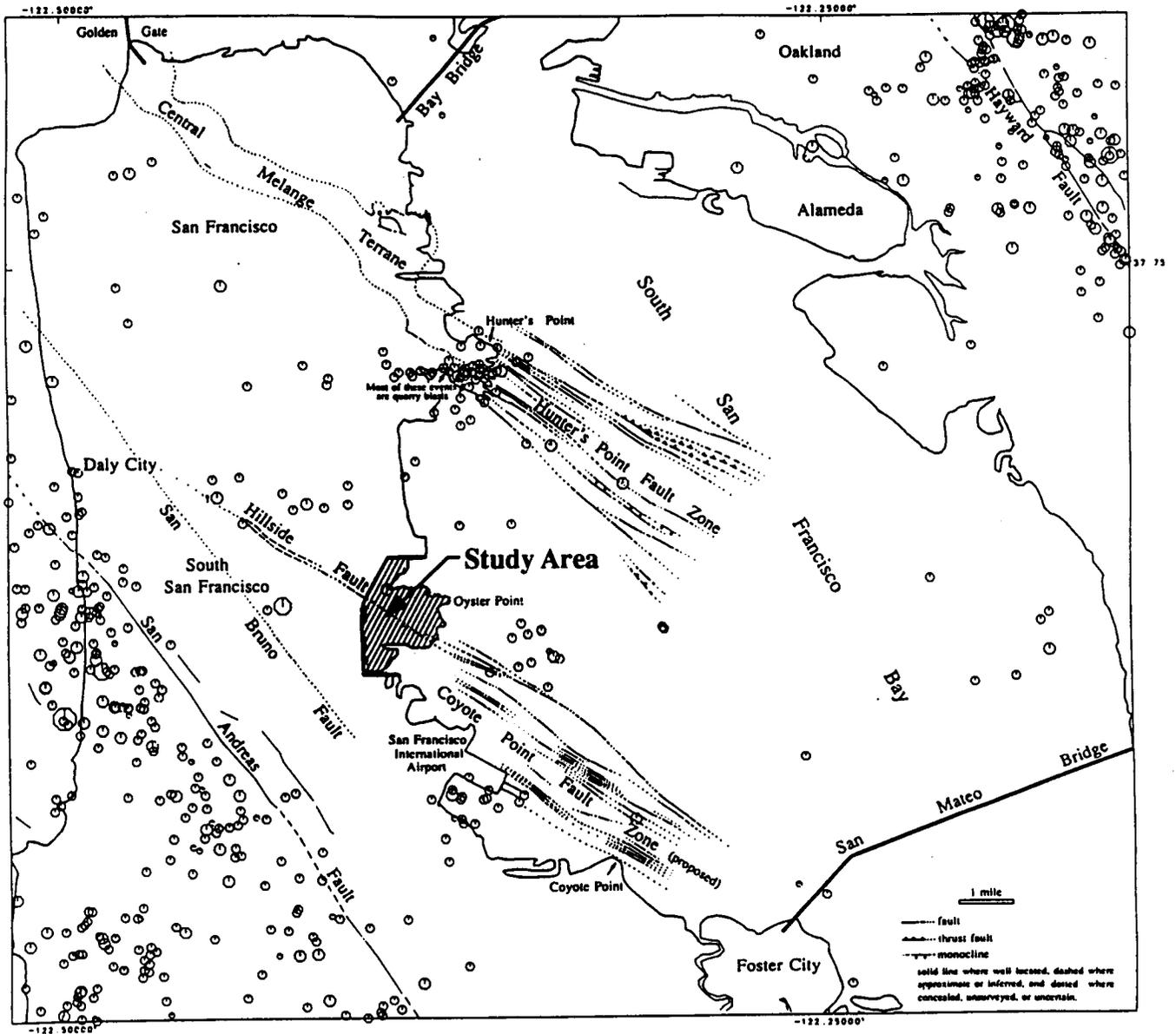
- LEGEND**
- Bedrock
 - Soils
 - Filled Marshlands Over Recent Bay Mud
 - Fill Over Recent Bay Mud
 - Preliminary boundary of area potentially susceptible to surface fault rupture.*

*Area to the south of this boundary may experience surface displacements during earthquakes on the Coyote Point fault zone. The area to the north appears to lie outside of the Coyote Point/Hillside fault zone. (Interpretation based on preliminary data collected by USGS.)

SCALE 1"=1800'
 0 500 1000 2000

**EAST OF
 101**
 AREA PLAN
 City of South San Francisco

FIGURE 15
 Study Area Geology



NOT TO SCALE

FIGURE 16

**Major Historic Seismic Events
in the Bay Area**



City of South San Francisco

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

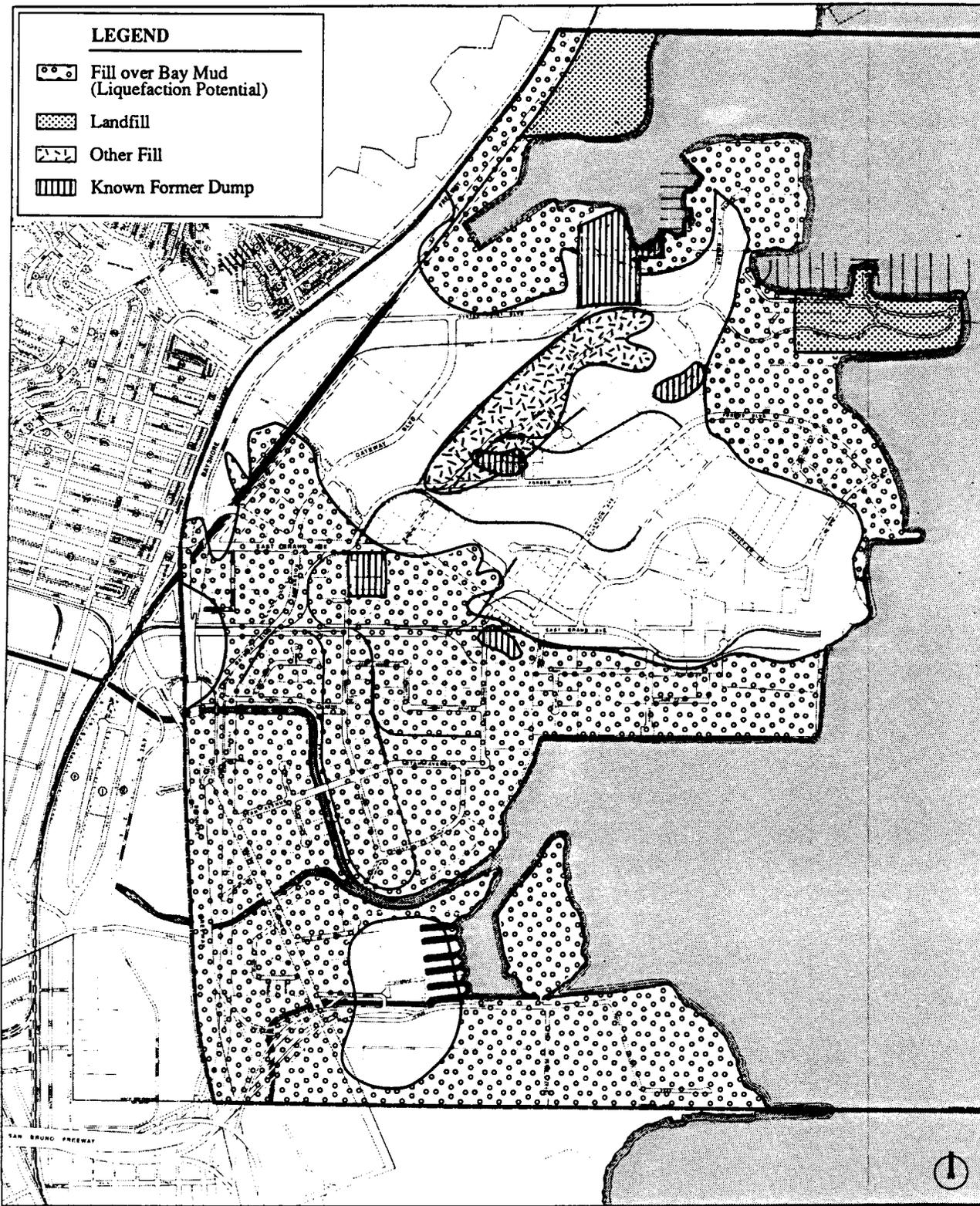


FIGURE 17

Fill Areas Requiring Geotechnical Investigation

Policy GEO-2. Where fill remains under a proposed structure, project developers shall design and construct appropriate foundations.

The amount and rate of settlement will depend on the consistency of the fill (how well it was compacted) and the constituent materials of the fill. It will also depend on the length of time since fill placement. If settlement of the fill is considered to be a problem, the structure should be specifically designed to tolerate the settlement, or the foundations should be taken down to a firm bearing layer in the native soils or rock. Piles should be designed for additional loading due to downdrag forces as the landfill settles. Auxiliary development, such as parking lots and utilities, should also be designed to withstand settlement.

B. Landfills

Prior to the 1970s, public and private landfills were operated in the East of 101 Area to dispose of refuse and to increase the area available for developments. Aerial photographs from the mid-1950s show extensive activity in this regard in the Oyster Point/Point San Bruno area. Private dumping of materials, which is generally less controlled than sanitary landfills, has also occurred in the past in the East of 101 Area. In particular, a cinder dump exists on the Shearwater property. Landfills are also known to have occurred on the Koll property. These dumps and landfills are shown on Figure 17. Former sanitary landfills and dumps in the East of 101 Area represent special geotechnical problems because their settlement is greater and more unpredictable than that of standard fill.

Policy GEO-3. Given the extensive use of the area for industrial and waste disposal purposes, investigation both by drilling and by examination of historic aerial photographs shall be conducted by project developers in all fill areas to determine if landfills exist under the site prior to construction.

Policy GEO-4. Project developers shall design developments on landfills and dump sites to deal safely with gas produced by the decomposition of the buried garbage. Inorganic soil capping over landfills shall be thick enough that excavation for repair of existing utilities or installation of additional utilities does not penetrate to buried garbage.

Policy GEO-5. If hazardous fill, such as garbage organics, is encountered, it shall be appropriately disposed by a project developer during construction. This material shall not be used for either structural fill or grading fill. However, other uses may be possible, such as landscaping around vegetation if the fill has a high organic content. If no acceptable use is found on-site, the hazardous fill should be properly disposed off-site.

Policy GEO-6. Where a landfill or dump occurs under a proposed structure, project developers shall design and construct appropriate foundations.

Unlike fill composed of inorganic soil which will settle in a reasonably predictable fashion (the amount of settlement decreasing with time), landfill with varying proportions of garbage and organic material continues to settle almost indefinitely as the components decompose.

Even in fill that was placed under relatively controlled conditions deleterious material, such as pockets of garbage or organics, may also be encountered during excavation. This is to be expected unless the fill operation was monitored by an agency or company that has accepted responsibility for the condition of the fill.

C. Slopes

Several portions of the East of 101 Area have relatively steep slopes. In addition, new slopes can be created through grading.

Policy GEO-7. New slopes greater than 5 feet in height, either cut in native soils or rock, or created by placing fill material, shall be designed by a geotechnical engineer and should have an appropriate factor of safety under seismic loading. If additional load is to be placed at the top of the slope, or if extending a level area at the toe of the slope requires removal of part of the slope, the proposed configuration shall be checked for an adequate factor of safety by a geotechnical engineer.

Policy GEO-8. The surface of fill slopes shall be compacted during construction to reduce the likelihood of surficial sloughing. The surface of cut or fill slopes shall also be

protected from erosion due to precipitation or runoff by introducing a vegetative cover on the slope or by other means. Runoff from paved and other level areas at the top of the slope shall be directed away from the slope.

Slopes may become unstable if loading, such as additional fill, is placed at the top of the slope or if material at the toe of the slope is removed. Slopes may also be damaged by erosion if the vegetative cover is removed or if runoff is directed over the slope.

Policy GEO-9. Steep hillside areas in excess of 30 percent grade shall be retained in their natural state. Development of hillside sites should follow existing contours to the greatest extent possible and grading should be kept to a minimum.

The slopes of San Bruno Point Hill may exceed 30 percent grade. The hill is a visually prominent landmark in the East of 101 Area and should be preserved. In addition, the slopes of the hill may have unstable conditions due to their steep grade. Therefore, preservation of the natural landmark should continue, and development shall not encroach upon the slopes of the hillside.

D. Liquefaction

Some soils can liquify during earthquakes and move as though they were liquids, causing the possible failure of structures built on them. Soils that are most susceptible to liquefaction during strong ground shaking are loose, clean, fine sands, and silts that are free of clay. In addition, these materials must be below the groundwater table for liquefaction to occur. Recent Bay Mud which predominantly occurs in the area has been mapped by San Mateo County as having variable liquefaction potential.

Where liquefaction prone layers underlie sloping ground or abrupt changes in elevation (such as river banks), instability can occur because of sliding along soil layers weakened by the liquefaction. Even very shallow slopes can be affected. Slope failures could damage buildings, utilities and parking areas.

Policy GEO-10. In fill areas mapped on Figure 17, a geotechnical investigation to determine the true nature of the subsurface materials and the possible effects of liquefaction shall be conducted by the project developer before development.

Policy GEO-11. Development shall be required to mitigate the risk associated with liquefaction.

Approaches to meet this policy include the following:

- A sufficient thickness of firm ground could be provided over the liquefiable layers so that ground rupture cannot occur. Foundation design should incorporate an adequate tolerance to settlement.
- The loose deposits could be densified by procedures such as vibroflotation or driving timber compaction piles to reduce the likelihood of liquefaction.
- Piles could be installed into deeper firm ground, thus transferring structural loads below the liquefiable layers. If a piled foundation is proposed for a structure in a liquefaction prone area, the piles should be designed to withstand both seismic loading and the temporary reduction in lateral support due to the liquefied soil layers.
- Where there is a potential for slope instability, another technique is to create a "seismic dike" of densified material (usually by means of vibroflotation) on three sides of the site, thus containing any liquefied soil and preventing slope failure.

In areas where such measures are not economically feasible, development should not be undertaken.

E. Groundshaking

Historic earthquakes have caused strong ground shaking and damage in the area. Major historic seismic events in the Bay Area are shown on Figure 16. The maximum expected groundshaking can create slight damage in specially designed structures and great damage in poorly built structures. This level of groundshaking can result in panel walls being thrown out of frame structures and heavy furniture being overturned. The severity of groundshaking at a location away from the epicenter depends not only on the distance from the epicenter, but also on the degree of consolidation of the earth materials beneath the site.

Policy GEO-12. Structural design of buildings and infrastructure shall be conducted according to the Uniform Building Code and appropriate local codes of practice which specify

procedures and details to reduce the effects of ground shaking on structures.

The severity of ground shaking that will occur in the East of 101 Area during a future earthquake will depend on the proximity and magnitude of the seismic event. The severity can be increased by amplification of the shock waves when passing through layers of soft material such as those that underlie part of the Plan area. However, a building designed to the provisions of the Uniform Building Code will not be subject to catastrophic collapse under most foreseeable seismic events, and will allow egress of occupants in the event of damage following a strong earthquake.

F. Faults

In addition to strong ground shaking, surface fault rupture may also present a hazard for the East of 101 Area along the Coyote Point Fault zone. The preliminary boundary of this hazard area is depicted on Figure 15.

Policy GEO-13. Development within the preliminary boundary of the Coyote Point hazard area, as depicted on Figure 15, shall be reviewed by a geotechnical engineer. Fault trenching may be required on individual development sites where feasible and determined necessary by the engineer. No structure for human occupancy shall occur within 50 feet of identified active faults, unless a geotechnical investigation and report determine that no active branches of that fault underlie the surface.

Evidence exists for potentially active faults, including the Coyote Point fault, through part of the East of 101 Area. Buildings and infrastructure constructed over a fault may be subjected to damage from fault rupture if the fault is active. Structural damage could be severe and collapse is possible. Utilities could be severed and roadways truncated.

The United States Geological Survey will continue its investigation of the Hunters Point and Coyote Point fault zones in September 1993. However, there is no estimate on when the USGS will conclude on the location and activity of the faults. The California Division of Mines and Geology (CDMG) has not yet evaluated the fault zones with respect to potential surface displacement, and does not anticipate that such studies will be conducted for

at least two years.¹ Because the State is planning to investigate the fault at an unknown time in the future and because the fault does not seem to pose an immediate threat to human life, State funding for an independent investigation is unavailable.

The City may establish the equivalent of an Alquist-Priolo Special Studies Zone in the area based on the mapping results. Within this zone, individual sites should be checked for the presence of faults. Structures should not be located within a zone extending 50 feet on either side of a fault.

¹ Bill Bryant, CDMG, personal communication.

Chapter 11
CONSERVATION ELEMENT



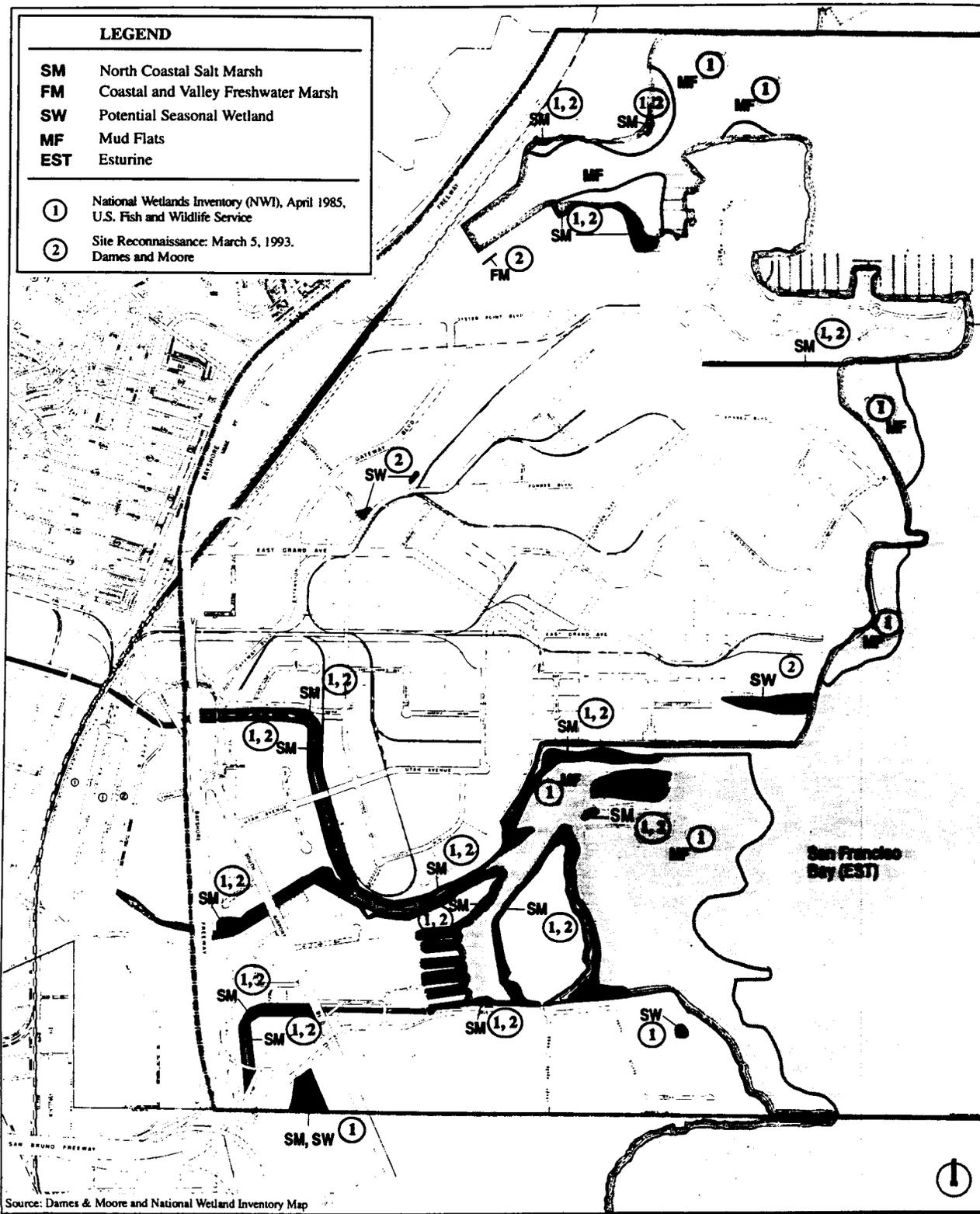
This chapter contains policies to protect and enhance natural resources in the East of 101 Area. The primary natural resources in the East of 101 Area are wetlands and their associated plant and animal species and slopes with native vegetation. Other natural resources, such as forests, soils and minerals, are generally absent in the East of 101 Area due to previous industrial use of the land and the fill soils found in the area. Policies regarding drainage and water resources are in the Public Facilities Element of this Area Plan.

A. Natural Resource Policies

Policy CON-1. Prior to construction of development projects on sensitive resource lands, the City shall require an applicant to conduct a formal wetlands delineation at the project site. The results of the wetlands delineation shall be made available to evaluate project specific impacts associated with sensitive habitats.

Policy CON-2. The City shall require that developments comply with all applicable State and federal laws and regulations regarding protection and replacement of wetlands.

Sensitive wetland resources which could be affected by Plan development include northern coastal salt marsh vegetation, saline emergent wetland wildlife habitat acreage, coastal and valley freshwater marsh vegetation, seasonal wetlands, and fresh emergent wetland wildlife habitat. This habitat is considered sensitive, and its acreage has declined substantially in the region. Areas with known or potential habitat of these types are shown in Figure 18, and each of these sites will require further study to determine if wetlands exist on them.



NOTE: The majority of the project area consists of Urban Habitat (URB) and some Annual Grassland Habitat (AGS) occurring in open fields. The presence and exact location of these resources should be verified in the field.

SCALE 1"=1800'
0 500' 1000' 2000'

**EAST OF
101
AREA PLAN**

City of South San Francisco

BRADY AND ASSOCIATES
PLANNERS AND LANDSCAPE ARCHITECTS

FIGURE 18
Sensitive
Biological Resources

Included in the identified wetlands are two possible seasonal wetlands that may occur in the central portion of the study area, in the Gateway Specific Plan area. The northern wetland site is on the Heidelberg property (Parcel 2C, APN 015-023-340), and the southern wetland site is on the property owned by HD Delaware Properties, Inc., formerly Homart (Parcel 2B, APN 015-023-330).

Some jurisdictional wetland disturbances are currently mitigated under State and federal policies. Disturbance to more than one acre of jurisdictional wetlands can require a permit from the U.S. Army Corps of Engineers (Section 404 of the Clean Water Act). In addition, disturbance to a streambed, channel or canal can require execution of a Streambed Alteration Agreement with CDFG (1603 permit). These permitting resource agencies have adopted "no net loss" policies for protection of wetlands.

While specific projects affecting one or more acres of wetlands within the Plan area would be subject to USFWS and CDFG mitigation requirements, and proposed streambed alterations would be subject to CDFG mitigation requirements, individual projects affecting less than one acre of non-streambed wetland would not be subject to site-specific federal mitigation requirements. Particular attention should be paid to these projects, and wetlands delineation and mitigation shall be required by the City.

Policy CON-3. Slopes with native vegetation in the East of 101 Area shall be preserved and enhanced.

Slopes in the East of 101 Area which have natural native vegetation should be preserved as an important natural amenity and habitat for wildlife. Slopes which should be preserved include the San Bruno Point Hill, which is an important landmark in the East of 101 Area.

Policy CON-4. The City shall take all feasible measures to preserve any sensitive plant and animal species that occur in the East of 101 Area.

Policy CON-5. Prior to receiving approval for construction activities or other disturbances on undeveloped land in the East of 101 Area, project sponsors shall conduct environmental analyses to evaluate the site-specific status of sensitive plant and animal species.

Wherever possible, impacts to identified sensitive plant and animal species should be avoided through project redesign or relocation.

Policy CON-6. If sensitive plant or animal species would be unavoidably affected by a proposed project, the City shall require the project developer to implement appropriate mitigation measures.

Four sensitive plant species, San Francisco owl's clover, Diablo helianthella, Mission Delores Campion, and wedge-leaved horkelia have the highest potential to occur in the Plan area. Although none are officially listed as rare, threatened or endangered by the State or federal government, they have been designated as Category 2 federal candidate species, and are included on California Native Plant Society (CNPS) List 1B: rare and endangered in California and elsewhere. While habitats in the Plan area are considered marginal for these species and, in the absence of site-specific evaluations, none are expected to occur in the Plan area, the potential for these sensitive species to occur in the Plan area does exist. In addition, several other sensitive plants are known to exist in the region of the Plan.

Two sensitive wildlife species are known to exist in the Plan area, while four others have a high potential of occurring within the Plan area. Another 30 wildlife species of special concern are known to exist in the San Francisco Bay region. The two sensitive species known to occur in the Plan area, the San Francisco garter snake and California clapper rail, are listed as endangered by the State and federal government. Specific data concerning current status and distribution at the project site for these two species are lacking. Of the four species with high potential for occurring within the Plan area, the salt-marsh harvest mouse is listed as endangered by the State and federal government, while the Salt marsh vagrant shrew has been designated as a Category 1 federal candidate species, and the Salt marsh common yellowthroat and the San Francisco forktail damselfly have been designated as a Category 2 federal candidate species.

The existence of these plant and animal species on a given site cannot be determined at an Area Plan level of detail, so requisite site-specific biological resource evaluations, will be conducted when projects are proposed.

The USFWS and CDFG have jurisdiction over rare and endangered species. Should results of requisite seasonal biological field surveys indicate the presence of State or federally listed species which would be subject to "take", consultation with USFWS and CDFG would be required. An "incidental take" permit from USFWS and a "2081 permit" from CDFG would be necessary for a project to proceed. Both agencies would require that impacts to listed species be avoided or reduced to the greatest extent feasible, and both would require specific mitigation to reduce impacts, based on their severity.

Protection for candidate species and species of special concern as identified by USFWS and CDFG is afforded under CEQA and NEPA, as well as other wildlife protection legislation.

Policy CON-7. New development adjacent to sensitive resource areas shall be required to incorporate the following measures into project design:

- **Shield lights to reduce off-site glare.**
- **Provide buffer areas of at least 100 feet between known sensitive resources and development area.**
- **Landscape all on-site buffer areas with native vegetation to screen habitat areas from adjacent land uses.**
- **Restrict entry to habitat areas through devices such as fencing, landscaping, or signage.**
- **Ensure that run-off from development does not adversely affect the biotic values of adjacent wetlands or other habitat areas.**

B. Implementation Costs

The cost of implementation of the natural resource policies will vary depending on the specific activities undertaken. Such measures could include restoration or creation of sensitive wetlands habitat, acquisition of threatened and endangered species habitat, outplanting and relocation of sensitive plant and wildlife species, and monitoring the effectiveness of the implemented mitigation. Total cost of these efforts will depend on the total acreage to be restored, created, or acquired and the numbers to be outplanted or relocated. Resource agencies often require habitat restoration or compensation ratios of 3:1 or greater, and typically require a three to five year (or greater) monitoring plan. Specific costs for implementation of the policies will depend upon the results of seasonal field surveys and wetlands delineation, resource agency permitting negotiations, and specific project design. As such, the estimates presented below are broad ranges that include the potential costs of measures reasonably expected to be required to mitigate potentially significant impacts to biological resources.

The following costs generally apply to natural resource preservation and mitigation programs.

- Restoration or creation of wetlands: \$50,000 to \$300,000 per acre.
- Acquisition of wetlands or threatened and endangered species habitat: \$10,000 to \$100,000 per acre.
- Outplanting and relocation of sensitive species: \$10,000 to \$50,000 per year per acre.
- Monitoring of implemented mitigation: \$10,000 to \$50,000 per year per individual project.

Chapter 12
FINANCING ELEMENT



Full development of the East of 101 Area will require extensive new infrastructure, as well as various public amenities to ensure a safe, healthy, and visually appealing environment for residents, workers, shoppers, and other visitors. The Area Plan outlines the general types of improvements that will be required. However, as the development process gets underway, there will be a need for additional engineering and design studies to establish the details of these improvements. Because of the preliminary nature of these plans, the strategy for financing the specified improvements must also be preliminary at this time.

A. Financing Policies

No matter what improvements are ultimately constructed as part of the Area Plan buildout, there are several basic policies that should guide future decisions regarding financing mechanisms to be used to pay for each improvement. These policies are intended to form an overall approach to future discussions about both who will pay for improvements, and how sources of revenues will be used. In addition, these policies provide some element of certainty to developers and property owners in terms of what types of facilities and/or fees they will be expected to provide in conjunction with plans for future development within the East of 101 Area. These policies are as follows:

Policy FIN-1. Costs of new infrastructure and public amenities shall be borne by both existing and future development.

Policy FIN-2. Costs of new infrastructure and public amenities shall be distributed fairly among property owners based on the benefits received from the improvements. If property owners pay for improvements that will benefit properties other than their own, then the City will work to ensure reimbursement to these owners from other owners who benefit.

Policy FIN-3. Any mechanism used to finance new East of 101 Area improvements shall avoid placing unreasonable cost burdens on individual property owners.

Policy FIN-4. Ongoing operating and maintenance costs for new East of 101 Area improvements shall be financed through ongoing revenues collected as fees, assessments and taxes generated by future development in the Area.

The on-going fiscal impacts of these new operating and maintenance costs has been assessed by the City in a separate study. No significant impacts from these costs are expected.

Policy FIN-5. All development fees and assessments shall be structured so that they distribute costs equitably among various land uses, and do not serve as a disincentive to uses desired by the City.

B. Financing Strategies

The following discussion describes each major category of infrastructure or public facility improvement to be made under the Area Plan. A listing of the individual improvements and facilities is shown in Table 15. A more detailed breakdown of costs for most improvements is included in the chapters in which the improvements are described. For each category, a preferred option for financing construction of the improvements. Where appropriate, alternative financing strategies are also identified.

Policy FIN-6. The City shall develop specific financing programs for the improvements listed as more detail on these improvements becomes available but before the need for these improvements arises.

1. Traffic Improvements

Various improvements would be constructed in the East of 101 Area to assist and improve the flow of traffic in the Area. This category of improvements includes street widenings, construction of turn lanes, and installation of traffic signals.

Table 15
COSTS OF AREA PLAN IMPROVEMENTS
(1993 Dollars)

Improvement	Cost
TRAFFIC IMPROVEMENTS	
Oyster Point Boulevard: Widen from two lanes to four from the existing two-lane segment west of Eccles Avenue to the proposed Gull Road	\$928,000
Littlefield Avenue: Widen from two lanes to four from East Grand Avenue to Utah Avenue. Add northbound right-turn pocket on Littlefield Avenue, and add west bound left-turn pocket on East Grand Avenue	\$200,000
Install traffic signals at East Grand Avenue and Littlefield Avenue	\$138,000
Add northbound right-turn pocket on Gateway Boulevard	\$31,200
Add second through lane from southbound off-ramp at Bayshore Boulevard and Southbound U.S. 101 off-ramp	\$122,600
Install traffic signals at Bayshore Boulevard and southbound U.S. 101 off-ramp (scissors)	\$138,000
Install traffic signals at Produce Avenue and southbound U.S. 101 off-ramp	\$138,000
Add right-turn lane from eastbound Oyster Point Boulevard to Gateway Boulevard	\$31,200
Restripe southbound left-turn lane of Forbes Boulevard at East Grand Avenue as a shared through/left-turn lane	\$10,000
Installation of bicycle detection loops at the 9 existing signalized intersections	\$18,000
Install traffic signals at Eccles Avenue and Forbes Boulevard	\$138,000
Install traffic signals at East Grand Avenue and Grandview Drive	\$138,000
Install traffic signals at Forbes Boulevard and Gull Road	\$138,000
Traffic Improvements Subtotal	\$2,169,000
SANITARY SEWER LINE IMPROVEMENTS	
Reconstruction of the 21-inch sanitary sewer line in Harbor Way between East Grand Avenue and East Harris Avenue	\$400,000
Reconstruction of the 8-inch main in Harbor Way between Utah Avenue and Mitchell Avenue	\$60,000
Reconstruction of the East Harris Avenue 8-inch main	\$60,000
Upgrade Pump Station Number 4	\$500,000
Sanitary Sewer Line Improvements Subtotal	\$1,020,000

Table 15 (continued)
COSTS OF AREA PLAN IMPROVEMENTS

Improvement	Cost
SANITARY SEWER TREATMENT PLANT IMPROVEMENTS	
Completion of the test and analysis to determine Wastewater Treatment Plant Capacity	as determined by the City through ongoing analysis
New system for Aeration Tank Number 7	as determined by the City through ongoing analysis
Rehabilitate Digester Number 3	as determined by the City through ongoing analysis
Headwork Odor Control	as determined by the City through ongoing analysis
Pavement Rehabilitation	as determined by the City through ongoing analysis
Add Ring and Wall Baffles to Existing Final Clarifiers	as determined by the City through ongoing analysis
New Final Clarifier	as determined by the City through ongoing analysis
Sanitary Sewer Treatment Plan Improvements Subtotal	initial estimates are \$4 million+
WATER SYSTEM IMPROVEMENTS	
Replacement of the 12-inch water main with a 16-inch water main from the connection point to the San Francisco water system through the Shearwater site to Oyster Point Boulevard	\$226,000

Table 15 (continued)
COSTS OF AREA PLAN IMPROVEMENTS

Improvement	Cost
FIRE PROTECTION EQUIPMENT	
(1) New Fire Department Ladder Truck	\$300,000
RECREATION IMPROVEMENTS	
Provide Bay Trail improvements south of Colma Creek, including trail improvements along the City owned property known as the "fingers", along the Wastewater Treatment Plant property, along North Access Road, along the Edgewater and Diodati properties, and through the United Parcel Service property (approx. 10,000' @ \$10 a foot)	\$100,000
Construction of a pedestrian bridge at the mouth of the Colma Creek, connecting the Bay Trail of the Wastewater Treatment Plant property and the Edgewater and Diodati properties	\$80,000
Fish cleaning stations and picnic tables at the Oyster Point Marina Pier and Point San Bruno	\$15,000
Barbecue facilities, additional picnic tables, and volleyball or similar recreation opportunity provided at the Oyster Point Park	\$30,000
Improvements to the Trailhead Park at Haskins Way	\$550,000*
Trailhead Park at the City owned "fingers"	\$550,000*
Colma Creek Linear Park improvements	\$1,000,000*
Recreation Improvements Subtotal	\$2,325,000
ENTRIES AND STREETS	
Oyster Point Boulevard entry improvements	\$10,000
Southern South Airport Boulevard and North Access Road entry improvements	\$10,000
Oyster Point Boulevard streetscape improvements	\$250,000
East Grand Avenue streetscape improvements	\$300,000
South Airport Boulevard streetscape improvements	\$450,000
Forbes Boulevard streetscape improvements	\$150,000
Entries and Streets Improvements Subtotal	\$1,170,000
Approximate Improvement Total	\$11.4 million

- * Based on cost estimated in the City of South San Francisco Park, Recreation and Open Space Master Plan, 1990.

The preferred method of financing the Oyster Point Boulevard widening is to use tax increment revenues from the Downtown/Central Redevelopment Project Area. Right-of-way for the Oyster Point Boulevard widening would be acquired primarily through developer exactions.

The preferred method for financing the remaining traffic improvements is to impose a "traffic improvement fee" which would be collected from new development in the area. In order to collect such a fee from developers, the City Council would have to adopt a separate East of 101 Area "traffic improvement fee" ordinance.

The institution of this traffic improvement fee may provide an opportunity for the City to restructure the existing Oyster Point Interchange Assessment. As stated in the Market Conditions Report, this assessment currently presents a disincentive to retail development in the northern portion of the East of 101 Area, since it requires payment of a large sum at the outset of a project and is based on trip generation.

2. Sanitary Sewer Line Improvements

The East of 101 Area Plan calls for reconstruction of several East of 101 Area sewer lines. This upgrading of existing sewer lines is necessary to support further development in the area.

The City of South San Francisco has already collected a portion of the money required to finance the needed improvements to the 21-inch Harbor Way sewer line which runs between East Grand and East Harris Avenues. The remaining costs of this improvement will be financed through either developer exactions and/or revenue collected through an existing assessment district.

Reconstruction of 8-inch sewer mains in Harbor Way and East Harris Avenue have been scheduled in the City of South San Francisco's current Capital Improvement Plan. Financing for these improvements will come from the City's Sewer Fund.

The upgrade to Pump Station Number 4 will provide benefits to a limited area, and has been included in the Downtown/Central Redevelopment plan for funding. Construction of this improvement will be financed using tax increment revenues generated in the Downtown/Central Redevelopment Area.

3. Sanitary Sewer Treatment Plant Improvements

Further development in the East of 101 Area may require that the City undertake extensive improvements to the existing sewer treatment facilities above and beyond those sewer system improvements already budgeted in the City's Capital Improvement Plan. In June 1994, the City Council decided to form a study committee to determine the associated costs of these sanitary sewer treatment plant improvements.

Although required by increased development in the East of 101 Area, most of the sewer treatment improvements will result in citywide benefits. For this reason, the City has determined that it is appropriate that most of these improvements be financed through the issuance of sewer revenue bonds. The revenues required to pay off the bonds would be collected through increased rates charged to current and future users of the sewer system.

4. Water System Improvements

Water system improvements made necessary by development according to the East of 101 Area Plan consist of upgrading an existing water main which connects to the South San Francisco water system through the Shearwater site to Oyster Point Boulevard. The existing 12-inch main would be replaced with a 16-inch main. These improvements would be performed under the direction of the California Water Company, and would be financed through developer exactions.

5. Fire Protection Equipment

A new Fire Department Ladder Truck will be required to serve development in the East of 101 Area and the rest of the City. This new truck will be funded from the City's General Fund since it will serve the entire City.

6. Recreation Improvements

The East of 101 Area Plan calls for enhancement of existing Bay shore recreational amenities and development of new amenities in the Area. Improvements to be constructed include trail improvements, picnic areas, park improvements, and construction of a pedestrian bridge.

The main source of financing for these improvements will be park in-lieu fees paid by developers of projects in the East of 101 Area, as provided by Policy RE-4. Owners of lands adjacent to the Bay shore and Colma Creek will be required to provide improvements for coastal and creekside access on their

properties under BCDC and city regulations. In addition, a Lighting and Landscaping Assessment District will be formed in the East of 101 Area. This assessment district, in addition to providing funds for ongoing maintenance of amenities in the area, can also provide capital for one-time development costs.

7. Entry and Streetscape Improvements

This category of improvements includes improvements which would help establish visual "gateways" to the East of 101 Area and also includes landscaping treatments for several key East of 101 Area roadways.

The primary source of financing for these improvements will be the proposed Lighting and Landscaping Assessment District. Some funds for these improvements could be raised through collection of "traffic improvement fees" from new East of 101 Area projects.

Chapter 13
IMPLEMENTATION ELEMENT

■ ■ ■

This chapter outlines what changes the Area Plan assumes as part of its adoption, as well as steps that will be necessary to implement the East of 101 Area Plan such as amendments to the City zoning code and map, and adoption of additional plans for infrastructure planning and financing.

A. Area Plan Status

1. City General Plan Superseded

With adoption, the East of 101 Area Plan becomes the City of South San Francisco's General Plan for the area of the City east of Highway 101. Current land use categories and policies applicable to the area will be superseded by the Area Plan.

Policy IM-1. Adoption of the East of 101 Area Plan represents a General Plan Amendment. The City of South San Francisco shall utilize the East of 101 Area Plan as the General Plan for the East of 101 Area, superseding all elements of the City General Plan except the Housing Element. The City's Housing Element, as amended by the City Council, will continue to be effective in the East of 101 Area.

Policy IM-2. Amendments to this Area Plan shall be made only by following legally acceptable City procedures for General Plan Amendments.

The City will determine any need for amending the Area Plan as development proposals and market forces dictate. Because the Area Plan is the General Plan for the area, the standard General Plan Amendment process must be used.

2. Specific Plans

As shown in the policies below, the Area Plan is to be the guiding policy document for the East of 101 Area in all portions of the area except the Gateway and Oyster Point Marina Specific Plan areas. The Shearwater Specific Plan is superseded by the Area Plan.

- Policy IM-3.** **The Shearwater Specific Plan shall be superseded by the East of 101 Area Plan and is no longer in effect as a land use plan or zoning designation. Preparation of a new Specific Plan, or a Master Plan as defined in this document, is encouraged prior to development of the Shearwater site.**
- Policy IM-4.** **This Area Plan augments the Oyster Point Marina Specific Plan. The policies of this Area Plan and the Oyster Point Marina Specific Plan will both be effective in the Oyster Point Marina area. No conflicts between these two documents are known to exist, but if any are found, the Specific Plan will govern.**
- Policy IM-5.** **The Gateway Specific Plan is not affected by the land use regulations of the East of 101 Area Plan. Developments on the Gateway site should conform to other policies of this plan, including the Design Guidelines in the Design Element, and shall be subjected to City design review. In the event of a conflict between this Area Plan and the Gateway Specific Plan, the Gateway Specific Plan will prevail.**
- Policy IM-6.** **New Specific Plans may be adopted for key sites within the Plan area as a means of implementing Plan goals, policies and land use categories. Specific Plans are required to contain all components specified in State law, except that they may incorporate elements of this Area Plan by reference, as appropriate.**
- Policy IM-7.** **New Specific Plans adopted for properties in the East of 101 Area shall conform with this Area Plan. Specific Plans are intended to function as detailed implementation packages, and not as amendments to the Area Plan.**
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B. Zoning Code

Policy IM-8. The City will adopt new zoning implementing the land use categories of this Area Plan, and apply it throughout the Area.

The Planned Commercial and Planned Industrial land use categories are similar to those that already exist in the City, so only minor changes to the zoning ordinance will be necessary. Zoning modifications to implement Master Plans developed pursuant to this Area Plan will be developed consistent with policies LU-14, LU-15, and CIR-16 of the Area Plan. New zoning categories will be needed to correspond to the Plan's Light Industrial, Coastal Commercial and Airport Related land use categories.

The new zoning will be applied in conformance with the Area Plan land use map. Particularly, new zoning categories will occur on the Shearwater site, and on the other sites with new land use categories.

C. Approval Process For New Development

All construction in the East of 101 Area is subject to the review and approval of the City and will be required to conform to the provisions of the Area Plan. The following policies will ensure conformance:

Policy IM-9. No discretionary review approval including a subdivision map, use permit, or design review permit, and no public improvement, shall be approved in the East of 101 Area until a finding has been made by the City that the proposed project is in substantial compliance with this Area Plan.

Policy IM-10. City staff shall review all construction projects requiring a building permit to ensure that they comply with the Design Guidelines and all other Area Plan provisions.

Policy IM-11. City staff shall review all construction projects requiring a building permit to ascertain whether fees need to be collected, and shall collect necessary fees prior to issuance of building permits.

Policy IM-12. New public and private projects in the East of 101 Area shall undergo site-specific environmental analysis if

required by the California Environmental Quality Act. To the extent legally permitted, such environmental analysis may rely on areawide base data and analysis contained in the environmental impact report for this Area Plan, and in other relevant environmental review documents.

D. Project and Infrastructure Phasing

Appropriate phasing of development and infrastructure improvements under the Area Plan will be important within the East of 101 Area to ensure the adequacy of services and facilities to meet the increased demand created by new development.

For this reason, development under the Area Plan should generally follow the following policy:

Policy IM-13. Public infrastructure improvements should be implemented as soon as practical, but prior to major new development, in order to offset potential impacts to roadways, sewers, and other facilities and services.

Table 16 shows when the circulation, sewer, water and fire protection improvements outlined in the Area Plan will be needed. Need for circulation improvements is based on square footage of new development in specific areas. The addition of these amounts new building areas will trigger the implementation of needed roadway improvements and signalizations. The need for sewer plant improvements will be determined in more detail when the plant capacity analysis is completed.

Other improvements are not tied to specific triggers, so they are not included in Table 16. The geotechnical investigation described in Chapter 10 will be implemented by the City as soon as possible, based on the availability of funds. The recreation and entry and street improvements outlined in the Area Plan will be implemented when the City deems appropriate.

Financing for improvements is discussed in Chapter 12, Financing Element. Policy LU-13 also helps to control implementation of infrastructure improvements, since it requires that development be approved only to the extent that it can be served by available roadway and sewage treatment capacity.

Table 16
IMPLEMENTATION OF AREA PLAN IMPROVEMENTS

Improvement	Implementation Trigger
TRAFFIC IMPROVEMENTS	
Oyster Point Boulevard: Widen from two lanes to four from the existing two-lane segment west of Eccles Avenue to the proposed Gull Road	Any single new development over 10,000 square feet in the Oyster Point Marina area or completion of Gull Road
Littlefield Avenue: Widen from two lanes to four from East Grand Avenue to Utah Avenue. Add northbound right-turn pocket on Littlefield Avenue, and add west bound left-turn pocket on East Grand Avenue	300,000 square feet of development on the Haskins and/or Fuller-O'Brien sites, or at Genetech
Install traffic signals at East Grand Avenue and Littlefield Avenue	Any single new development over 10,000 square feet on the Haskins and/or Fuller-O'Brien sites, or at Genetech
Add northbound right-turn pocket on Gateway Boulevard	Any single new development over 10,000 square feet within Pointe Grande Business Park or in areas north of East Grand Avenue, west of Allerton Avenue, and south and east of Forbes Boulevard.
Add second through lane from southbound off-ramp at Bayshore Boulevard and Southbound U.S. 101 off-ramp	200,000 square feet of development north of East Grand Avenue
Install traffic signals at Bayshore Boulevard and southbound U.S. 101 off-ramp (scissors)	100,000 square feet of development north of East Grand Avenue or when Oyster Point Boulevard is widened
Install traffic signals at Produce Avenue and southbound U.S. 101 off-ramp	Any single new development over 10,000 square feet in the East of 101 Area
Add right-turn lane from eastbound Oyster Point Boulevard to Gateway Boulevard	300,000 square feet of development in the Genetech area
Restripe southbound left-turn lane of Forbes Boulevard at East Grand Avenue as a shared through/left-turn lane	200,000 square feet of development in the Gateway area
Installation of bicycle detection loops at the 9 existing signalized intersections.	As the City deems appropriate
Install traffic signals at Eccles Avenue and Forbes Boulevard	As soon as funding is secured.
Install traffic signals at East Grand Avenue and Grandview Drive	As soon as funding is secured.
Install traffic signals at Forbes Boulevard and Gull Road	As soon as funding is secured.

Table 16 (continued)
IMPLEMENTATION OF AREA PLAN IMPROVEMENTS

Improvement	Implementation Trigger
SANITARY SEWER LINE IMPROVEMENTS	
Reconstruction of the 21-inch sanitary sewer line in Harbor Way between East Grand Avenue and East Harris Avenue	To be completed as an unscheduled Capital Improvements project or sooner if the City deems it necessary based on proposed development
Reconstruction of the 8-inch main in Harbor Way between Utah Avenue and Mitchell Avenue	To be completed as a Capital Improvements project in fiscal year 1996-1997
Reconstruction of the East Harris Avenue 8-inch main	To be completed as a Capital Improvements project in fiscal year 1994-1995
Upgrade Pump Station Number 4	To be completed as an unscheduled Capital Improvements project or sooner if the City deems it necessary based on proposed development
SANITARY SEWER TREATMENT PLANT IMPROVEMENTS	
Completion of the test and analysis to determine Wastewater Treatment Plant Capacity	To be completed as a Capital Improvement project in fiscal year 1993-1994
New system for Aeration Tank Number 7	As determined by test and analysis for plant capacity to be completed in fiscal year 1993-1994 and by continuing operations and maintenance requirements
Rehabilitate Digester Number 3	As determined by tests and analysis of plant capacity and by continuing operations and maintenance requirements
Headwork Odor Control	As determined by test and analysis for plant capacity and by continuing operations and maintenance requirements
Pavement Rehabilitation	As determined by test and analysis for plant capacity 1995-1996 and by continuing operations and maintenance requirements
Add Ring and Wall Baffles to Existing Final Clarifiers	As determined by test and analysis for the sewer treatment plant capacity. Implementation of a plan for plant expansion should occur immediately.

Table 16 (continued)
IMPLEMENTATION OF AREA PLAN IMPROVEMENTS

Improvement	Implementation Trigger
New Final Clarifier	As determined by test and analysis for the sewer treatment plant capacity to be completed in fiscal year 1993-1994. If current average daily flows exceed 90 percent of the current capacity, or if the expected flows of the Area Plan exceed the determined capacity, implementation of a plan for plant expansion should occur immediately.
WATER SYSTEM IMPROVEMENTS	
Replacement of the 12-inch water main with a 16-inch water main from the connection point to the San Francisco water system through the Shearwater site to Oyster Point Boulevard	Any single new development over 10,000 square feet in the East of 101 Area.
FIRE PROTECTION EQUIPMENT	
(1) New Fire Ladder Truck	As the Fire Department deems necessary based on department service standards. The Department currently projects this to occur in 1995.
RECREATION IMPROVEMENTS	
Provide Bay Trail improvements south of Colma Creek, including trail improvements along the City owned property known as the "fingers", along the Wastewater Treatment Plant property, along North Access Road, along the Edgewater and Diodati properties, and through the United Parcel Service property (approx. 10,000' @ \$10 a foot)	As the City deems appropriate
Construction of a pedestrian bridge at the mouth of the Colma Creek, connecting the Bay Trail of the Wastewater Treatment Plant property and the Edgewater and Diodati properties	
Fish cleaning stations and picnic tables at the Oyster Point Marina Pier and Point San Bruno	
Barbecue facilities, additional picnic tables, and volleyball or similar recreation opportunity provided at the Oyster Point Park	
Improvements to the Trailhead Park at Haskins Way	
Trailhead Park at the City owned "fingers" Colma Creek Linear Park improvements	

Table 16 (continued)
IMPLEMENTATION OF AREA PLAN IMPROVEMENTS

Improvement	Implementation Trigger
ENTRIES AND STREETS	
Southern South Airport Boulevard and North Access Road entry improvements	As the City deems appropriate
Oyster Point Boulevard streetscape improvements	
East Grand Avenue streetscape improvements	
South Airport Boulevard streetscape improvements	
Forbes Boulevard streetscape improvements	

E. Other Plans and Programs

Detailed plans and programs will be required for area improvements, in conformance with the other elements of this Area Plan. This section summarizes plans and programs required through the Area Plan.

1. Land Use

- A program which tracks development and its impacts on roadway and sewage treatment capacity.
- A program which encourages the use of the downtown by East of 101 Area employees.

2. Circulation

- A program which implements needed circulation improvements as outlined in the Circulation Element as required through future development as shown in Table 16.
- A study of the potential relocation of the CalTrain station to an alternate site, including a site on Oyster Point Boulevard on the Shearwater property.
- A program of bicycle circulation improvements. Some of these improvements will be implemented through the circulation improvements outlined in Table 16.

3. Public Facilities

- A program which implements needed sewage system improvements based on the sewage capacity of the treatment plant and needed improvements to the collection system.
- A plant expansion plan including a schedule and funding program.
- A program of early notification for public utility companies for proposed projects that could have unusual requirement for gas, electric, or telephone services.

4. Open Space and Recreation

- A program of shoreline improvements for properties which do not expect private improvements. These improvements shall be made when the City deems appropriate.
- A program which implements needed park facility improvements. These improvements shall be made when the City deems appropriate.

5. Design

- A program of streetscape and entry improvements; these improvements shall be made when the City deems appropriate.

6. Geotechnical Safety

- A program which maps the Coyote Point fault in the East of 101 Area and implements the equivalent of an Alquist-Priolo zone within 50 feet of the fault. This program shall be implemented when the City deems appropriate.

Appendix A
HOUSING ELEMENT REVISIONS

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The City's Housing Element identifies 24 housing sites which may be used to meet its remaining "fair share" housing need of 2,376 units by 1995, as projected by the Association of Bay Area Governments (ABAG). One of the sites identified is the Koll site at Sierra Point (Site 19 on Figure 26 of the Housing Element). To maintain consistency with the Area Plan, this site shall be removed from consideration for affordable housing. Noise, land use, and municipal service conflicts related to housing in the East of 101 Area are substantial enough to prohibit the development of housing in the area. These impacts are discussed in more detail in the Environmental Impact Report which accompanies this document.

With the omission of the Sierra Point site from the housing stock, the City should still be able to maintain its fair share of housing. The Sierra Point site was identified as having potential for 300 new units on the 10 acre site. When these units are removed, the potential units are reduced to 2,480 on 332 acres, still falling within the projected fair share of units by approximately 100 units. The California State Department of Housing and Community Development (HCD) has already reviewed these proposed revisions to the Housing Element. HCD has stated that, "If adopted by the City, these revisions will not affect the current compliance status of the City's housing element."¹

In addition, recent revisions to the Housing Element in association with the El Camino Corridor Redevelopment Plan Amendment provide for an approximate 2,000 unit increase in the City's potential housing opportunities. This potential will be effective when the City secures a formal agreement with SamTrans/BART for the subway construction of the BART extension through the El Camino Corridor.

¹ Thomas B. Cook, Deputy Director, Department of Housing and Community Development, letter, October 24, 1993.

Additionally, the Housing Element contains objectives for affordable housing for low and very-low income households. The objective for low and very-low income housing construction, including both private market construction and rehabilitation and assistance programs, is 1,168 units. The Directed Growth alternative would not have an impact on these Housing Element objectives. The elimination of 30 low and very-low income units on the Koll site represents a loss of only 2.5 percent of the total low and very-low units identified in the Housing Element.

As a further mitigation measure, the Area Plan EIR calls for an amendment to the Housing Element to identify a methodology to replace the affordable housing currently shown for the Koll site.

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