

GENERAL PLAN AMENDMENTS FOR
CLIMATE ACTION PLAN (CAP) AND PEDESTRIAN MASTER PLAN (PMP)

The proposed General Plan Amendments provide recommended policy updates to the City of South San Francisco's existing General Plan, including goals and policies upon which proposed CAP reduction measures and actions are based. The General Plan Amendments include edits and additions to existing text and policies in the following elements:

- Transportation;
- Air Quality section of the Open Space and Conservation Element.

Together, these amendments integrate the objectives of the CAP and the PMP into the City's long-term planning framework. The proposed General Plan Amendments are provided in the attached document in redlined format. The General Plan can be viewed using the following link: <http://ca-southsanfrancisco.civicplus.com/index.aspx?NID=360>.

1.5 PLAN ORGANIZATION

GENERAL PLAN STRUCTURE

The South San Francisco General Plan is organized into nine chapters:

- 1) Introduction and Overview. This includes General Plan themes, requirements for Plan monitoring, review, and amendments.
- 2) Land Use. This chapter provides the physical framework for development in the Planning Area. It establishes policies related to location and intensity of development, and citywide land use policies.
- 3) Planning Sub-Areas. This chapter includes detailed policies for each one of the 14 sub-areas that the Planning Area is divided into.
- 4) Transportation. This Element includes policies, programs, and standards to enhance capacity and circulation. It identifies future improvements and addresses alternative transportation systems, [bicycling and pedestrian facilities](#), and parking.
- 5) Parks, Public Facilities, and Services. The chapter outlines the policies and standards relating to parks and recreation, educational facilities, and public facilities.
- 6) Economic Development. Although not required by State law, this Element outlines the City's economic development objectives and serves to ensure that economic decision-making is integrated with other aspects of the city's development.
- 7) Open Space and Conservation. This chapter outlines policies relating to habitat and biological resources, water quality, air quality, [greenhouse gas emissions](#), and historic and cultural resources conservation.
- 8) Health and Safety. This chapter addresses the risks posed by geologic and seismic hazards, flooding, hazardous materials and waste, and fire.

- 9) **Noise.** This required Element promotes a comprehensive, long-range program of achieving acceptable noise levels throughout the city.

Arrangement of Required General Plan Elements

The General Plan includes six of the seven elements required by State law (Land Use, Circulation, Open Space, Conservation, Noise and Safety) and other elements that address local concerns and regional requirements. The Housing Element is a separately published volume. The State-required mandatory elements are included in the General Plan, as outlined in Table 1-1.

ORGANIZATION OF THE ELEMENTS; POLICY STRUCTURE

Each chapter or element of the General Plan includes brief background information to establish the context for policies in the Element. This background material is neither a comprehensive statement of existing conditions nor does it contain any adopted information. Readers interested in a comprehensive understanding of issues related to a particular topic should refer to South San Francisco General Plan: Existing Conditions and Planning Issues (September 1997). This background information is followed by two sets of policies:

- Guiding policies are the City's statements of its goals and philosophy.
- Implementing policies represent commitments to specific actions. They may refer to existing programs or call for establishment of new ones.

Together, the guiding and implementing policies articulate a vision for South San Francisco that the General Plan seeks to achieve. They also provide protection for the city's resources by establishing planning requirements, programs, standards, and criteria for project review.

Explanatory material accompanies some policies. This explanatory material provides background information or is intended to guide Plan implementation. The use of "should" or "would" indicates that a statement is advisory, not binding; details will need to be resolved in Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referred, typically in italics for easy reference.

Policy Numbering System

Policies in the General Plan are organized using a two-part numbering system. The first part refers to the section and the second the order in which the policy appears in the chapter, with a letter designation to distinguish guiding policies from implementing policies. For example, the first guiding policy in Section 3.2 is numbered 3.2-G.1 and the first implementing policy is 3.2-I.1. In Chapter 2: Land Use, Chapter 6: Economic Development, and Chapter 9: Noise, the policies are all numbered with the chapter number. Thus, each policy in the Plan has a unique number.

1.6 RELATED STUDIES

As part of the General Plan preparation, several technical studies were conducted to document environmental conditions, and analyze prospects for economic development, community character and growth, and development alternatives. Studies prepared include:

- Existing Conditions and Planning Issues; September 1997;
- Fiscal Evaluation of Land Uses; January 1998;
- Sketch Plans; February 1998;
- Draft Environmental Impact Report; June 1999; and
- Final Environmental Impact Report; September 1999.

While these background studies and environmental documents have guided Plan preparation, they do not represent adopted City policy.

4 TRANSPORTATION

Transportation has long played a key role in shaping South San Francisco. Like much of the rest of San Mateo County, South San Francisco initially developed as a “railroad suburb” to San Francisco. The Caltrain service that now uses the Union Pacific (formerly Southern Pacific Railroad) tracks continues that early commute pattern; the earlier train route is paralleled by El Camino Real (State Route 82), the first highway and automobile route through the Peninsula. Since World War II, these early commute routes have been replaced by freeways – first, U.S. 101 (the Bayshore Freeway) east of El Camino Real and Caltrain and, later, I-280, which defines much of the western edge of the City.

South San Francisco has extraordinary access to all transportation modes, including air, water, rail, bus, and automobiles, though capacity and access to the principal route—U.S. 101—is constrained. With the currently underway BART extension, the soon to be constructed Airport Rail Transit (ART) System, and plans for ferry service on the horizon, access to the City has been will be enhanced even further in the last decade.

The Transportation Element includes policies, programs, and standards to enhance capacity and provide new linkages to further an integrated multi-modal transportation system that encourages transit and meets the needs of pedestrians and bicyclists, as well as programs to help reduce transportation demand. Issues from a citywide to a neighborhood- and block-level scale are addressed. The relationship between the local and the regional system and agencies is also examined. The element contains policies to ensure that existing uses and neighborhoods are not unduly impacted as the city grows.

The Transportation Element identifies future circulation needs for a long-range planning horizon. The City is implementing these long-range objectives through numerous near-term, strategic planning documents. The South San Francisco Bicycle Master Plan and Pedestrian Master Plan (PMP) are two examples, both providing detailed recommendations and concept plans that support General Plan objectives. Building on the General Plan’s overarching vision for safe and convenient pedestrian facilities, the PMP provides tools that respond to the City’s current pedestrian challenges. Similarly, the Bicycle Master Plan supports the General Plan, identifying actionable, near-term objectives to expand and enhance the City’s network of bicycle paths. In addition, the City Council adopted a Citywide Complete Streets policy (Resolution 86-2012, October 24, 2012) in accordance with the guidelines provided by MTC (Metropolitan Transportation Commission).

Many of the improvements identified will be studied later in greater detail, and funding and implementation sources will be identified. Some of these projects, in order to be funded, must be part of local and regional programs, including the City’s Capital Improvement Program and the County Congestion Management Program (CMP). Strategic plans such as the Bicycle Master Plan and PMP assist the City with project prioritization for funding and implementation.

Policies related to the physical framework for development that the circulation system is designed to serve are included in Chapter 2: Land Use Element and Chapter 3: Planning Sub-Areas Element. Included in these elements are policies to promote transit-supportive land uses, creation of pedestrian-friendly environments, and design to promote alternate modes.



Light congestion on Miller Avenue, an alternative route to Grand Avenue in Downtown.

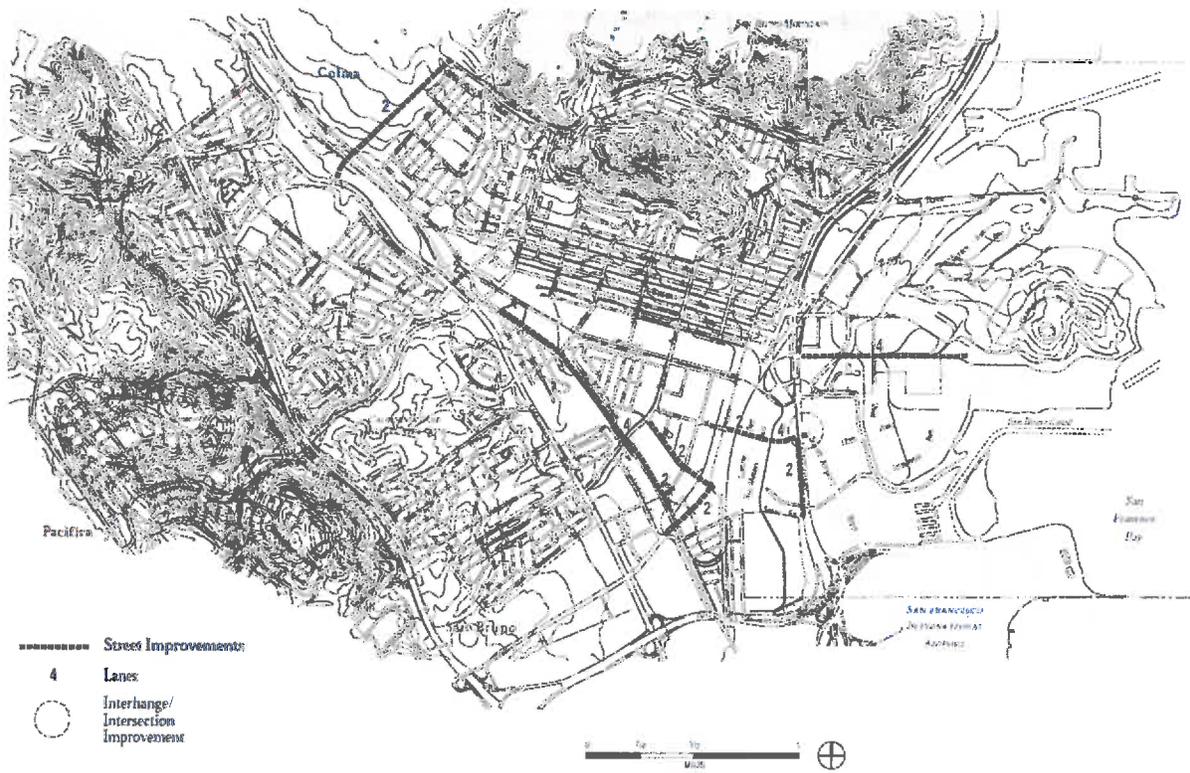
GUIDING POLICIES: STREET SYSTEM AND STANDARDS OF SERVICE

Also see Chapter 3: Planning Sub-Areas Element, for policies related to streets in specific areas. Truck movement issues in Lindenville are addressed in Section 3.2: Lindenville.

Street System

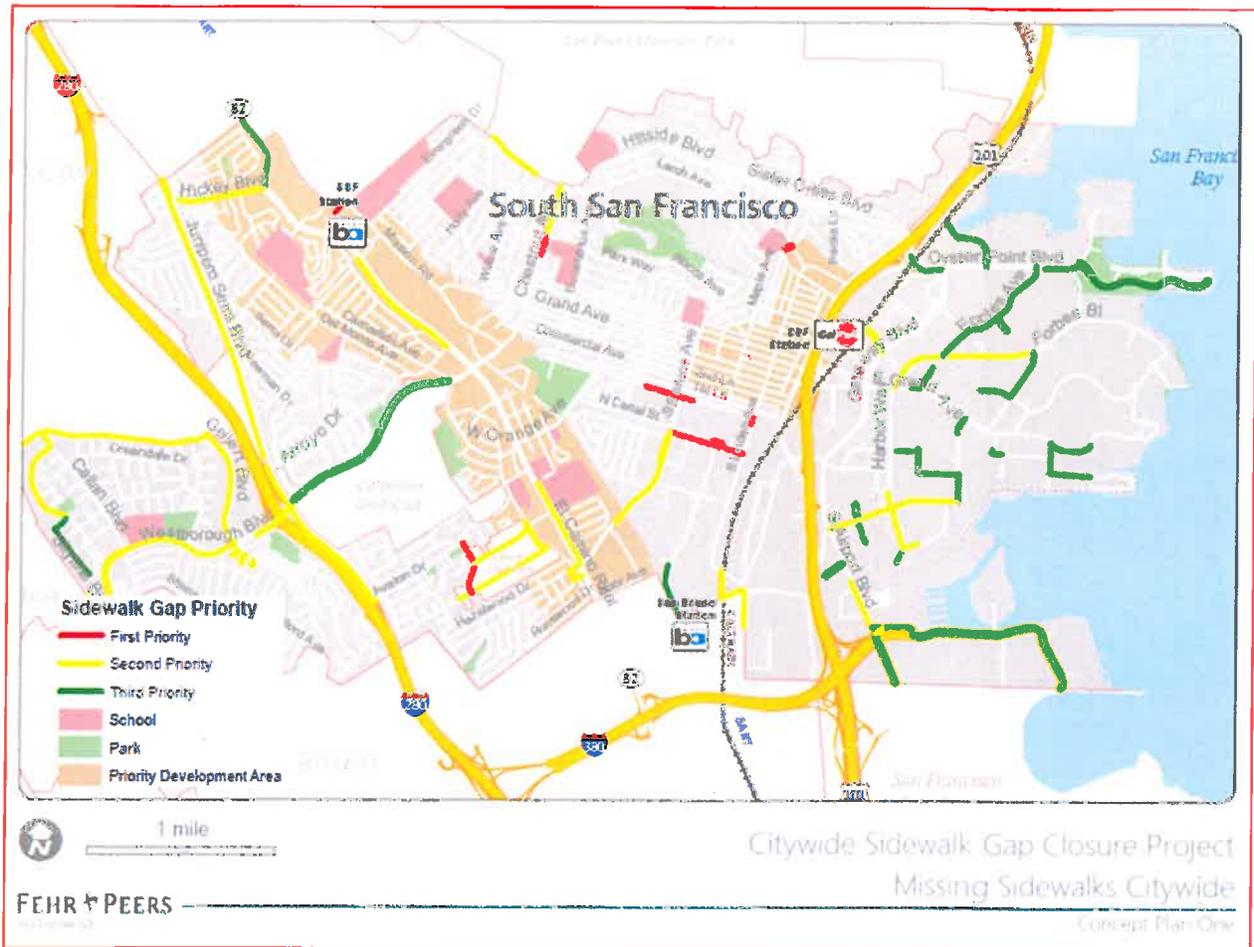
- 4.2-G-1 *Undertake efforts to enhance transportation capacity, especially in growth and emerging employment areas such as in the East of 101 area.*
- 4.2-G-2 *Improve connections between different parts of the city. These would help integrate different parts of the city. Connections between areas west and east of U.S. 101 (currently limited to streets that provide freeway access) would also free-up capacity along streets such as Grand Avenue and Oyster Point Boulevard that provide access to U.S. 101. Connections are also critical across El Camino Real and Junipero Serra Boulevard and from Westborough to Downtown. Connections should provide access for multiple modes of transportation including bicycle and pedestrian access.*
- 4.2-G-3 *Where appropriate, use abandoned railroad rights-of-way and the BART right-of-way to establish new streets.*
- 4.2-G-4 *Use the El Camino Real/Chestnut Area Plan as a guide for detailed implementation implementation of General Plan transportation policies for the El Camino Real/Chestnut Area. (Amended by City Council Resolutions 97-2011 and 99-2011, Adopted July 27, 2011)*
- 4.2-G-5 *Use Figure 4-1: Street Classifications, to identify, schedule, and implement roadway improvements. Use the El Camino Real/Chestnut Avenue Area Plan to identify, schedule, and implement roadway improvements for the El Camino Real/Chestnut Area. (Amended by City Council Resolutions 97-2011 and 99-2011, Adopted July 27, 2011)*
- 4.2-G-6 *Use the Bicycle Master Plan (refer to Figure 4-2) to identify, schedule, and implement roadway improvements that enhance bicycle access.*
- 4.2-G-7 *Use the Pedestrian Master Plan (refer to Figure 4-3) to identify, schedule, and implement roadway improvements that enhance pedestrian access.*
- 4.2-G-~~86~~ *Make efficient use of existing transportation facilities and, through the arrangement of land uses, improved alternate modes, and enhanced integration of various transportation systems serving South San Francisco, strive to reduce the total vehicle-miles traveled.*
- 4.2-G-~~97~~ *Coordinate local actions with regional agencies, and undertake active*

Figure 4-2 Bicycle Facilities



Source: Dyett & Bhatia

Figure 4-3 Prioritized Pedestrian Facilities



efforts to undertake transportation improvements.

- 4.2-G-~~8~~10 *Provide fair and equitable means for paying for future street improvements including mechanisms such as development impact fees. (Amended by City Council Resolution 98-2001, Adopted September 26, 2001)*

Traffic Operations and Service Standards

- 4.2-G-~~9~~11 *Strive to maintain LOS D or better on arterial and collector streets, at all intersections, and on principal arterials in the CMP during peak hours.*
- 4.2-G-~~10~~12 *Accept LOS E or F after finding that:*
- There is no practical and feasible way to mitigate the lower level of service; and
 - The uses resulting in the lower level of service are of clear, overall public benefit.
- 4.2-G-~~11~~13 *Exempt development within one-quarter mile of a Caltrain or BART station, or a City-designated ferry terminal, from LOS standards.*

IMPLEMENTING POLICIES: STREET SYSTEM AND STANDARDS OF SERVICE

Street System and Improvements

- 4.2-I-1 *Continue using the Capital Improvement Program to program and implement needed improvements to the street system.*
- 4.2-I-2 *Undertake street improvements identified in ~~figures~~ **Figures** 4-1 and 4-2. (Amended by City Council Resolution 31-2002, Adopted April 24, 2002)*

Improvements identified include:

- Connection between Hillside Boulevard and El Camino Real near the BART station (see Chapter 3 for policies for pedestrian-oriented nature of the segment near the BART station).
- Arroyo Drive/ Oak Avenue connection. This short connection will relieve pressure off the Chestnut Avenue/ El Camino Real intersection. Signal coordination will help to ensure that El Camino Real traffic flow is not impeded. Use the El Camino Real/Chestnut Area Plan to guide the development of the Arroyo/Oak Avenue connection. (Amended by City Council Resolution 97-2011 and 99-2011, Adopted July 27, 2011)
- Mission Road extension from Chestnut Avenue to South Linden Avenue extension. This will be on the BART right-of-way. The General Plan proposes additional uses for the right-of-way—a bikeway and a linear park as well—a coordinated design strategy and joint efforts by the Public Works and Parks and Recreation departments will be needed.
- Myrtle Avenue extension to South Linden Avenue. This will run parallel (on the north side) of the former Zellerbach Paper plant. Alignment study will be needed, and some small existing structures may need to be removed.
- South Maple Avenue extension to Noor Avenue at Huntington Avenue. While this connection is short and within the City limits, it may be viable only at the time of redevelopment of the site along Browning Way (designated for high-intensity office development, as it is adjacent to the San Bruno BART Station). This connection should be a condition of redevelopment of sites in the area.
- South Linden Avenue extension to Sneath Lane. This would dramatically increase access to Lindenville and enable trucks to get to I-380 without going through Downtown. This connection is also extremely critical to ensure connection between Downtown and the (San Bruno) BART Station.



Spruce Avenue looking towards Downtown.

- Railroad Avenue extension from South Linden Avenue to East Grand Avenue, following the general alignment of an abandoned railroad right-of-way. This would be the first non-freeway related connection between the areas east and west of U.S. 101. The street will go under U.S. 101. Either a depressed intersection at Railroad Avenue or an elevated section that goes above the Caltrain tracks would be needed. This will probably be an expensive improvement (\$15-20 million), requiring detailed studies. However, it is expected to accommodate more than 20,000 trips per day and existing structures will not need to be removed. Consideration should be given to providing a bikeway **and pedestrian access** in conjunction with the street design.
- Victory Avenue extension from South Linden Avenue to South Airport Boulevard. This will need to be undertaken in conjunction with development of the regional commercial facilities designated on the General Plan Diagram.
- New interchange at Victory Avenue and U.S. 101. This will provide direct connection between Lindenville and U.S. 101, and be the primary truck ingress/egress point in South San Francisco, obviating the need for trucks to negotiate Downtown streets. As with Victory Avenue extension, development will need to occur in conjunction with development of regional commercial facilities.
- Produce Avenue extension to Shaw Road. This will run parallel to U.S. 101 on the western side.

4.2-I-3 *Undertake studies to establish precise alignments for streets in order to identify future right-of-way needs. Locate future arterials and collectors according to the general alignments shown in Figure 4-2.*

Minor variation from the depicted alignments will not require a General Plan amendment.

4.2-I-4 *Establish priorities for transportation improvements, and prepare an action program to implement identified street improvements.*



El Camino Real, a major arterial, will undergo major development in the future, adding trips and increasing parking demand.

This would require working with other agencies, including BART for the Mission Road extension on the BART right-of-way, ~~CalTrans~~ Caltrans on the new U.S. 101 interchange, and with C/CAG on several other projects.

4.2-I-5 Establish accessibility requirements for all streets designated as arterial or collector on Figure 4-1. As part of development review of all projects along these streets, ensure that access to individual sites does not impede through traffic flow.

The General Plan anticipates development along several arterial and collector streets, including in much of Downtown, and along El Camino Real, Gellert Boulevard, Arroyo Drive, Victory Avenue extension, Hillside Boulevard, Mission Road extension, and East Grand Avenue. Accessibility requirements should ensure that ingress/egress from sites along arterial and collector streets is limited to a few locations, and residential developments do not have driveways lined up along the streets, which would represent a safety hazard and impede traffic flow.

4.2-I-6 Incorporate as part of the City's Capital ~~Improvement~~ Improvement Program (CIP) needed intersection and roadway improvements to enhance mobility in the East of 101 Area. These improvements shall include consideration of bike lanes and pedestrians routes. (Amended by City Council Resolution 98-2001, Adopted September 26, 2001)

The East of 101 traffic study, prepared by the City in April 2001, identifies improvements that would result in better traffic flow and a reduction of congestion during peak hours. The following improvements have been proposed and evaluated:

- Bayshore Boulevard and US 101 South Hook Ramp(s);
- Bayshore Boulevard and Sister Cities/Oyster Point Boulevard;
- Dubuque Avenue and Oyster Point Boulevard;

- Eccles Avenue and Oyster Point Boulevard;
- Gull Drive and Oyster Point Boulevard;
- Airport Boulevard and Miller Avenue/US 101 Southbound offramp;
- Airport Boulevard and Grand Avenue;
- Dubuque Avenue and East Grand Avenue;
- Gateway Boulevard and East Grand Avenue
- Forbes Boulevard/Harbor Way and East Grand Avenue;
- East Grand Avenue and Grandview Drive;
- Airport Boulevard and San Mateo Avenue;
- South Airport Boulevard/Mitchell Avenue and Gateway Boulevard;
- South Airport Boulevard and Utah Avenue;
- Harbor Way;
- Mitchell Avenue;

4.2-I-7 Continue to require that new development pays a fair share of the costs of street and other traffic and transportation improvements, based on traffic generated and impacts on service levels. Explore the feasibility of establishing impact fee, especially for improvements required in the Lindenville area. (Amended by City Council Resolution 98-2001, Adopted September 26, 2001)

4.2-I-7a Establish a traffic improvement fee to fund transportation improvements in the East of 101 area. The fee should be updated to also fund enhancements to pedestrian and bicycle infrastructure, consistent with the objectives of the Bicycle Master Plan and Pedestrian Master Plan (Amended by City Council Resolution

98-2001, Adopted September 26, 2001)

- 4.2-I-8 *Develop and implement a standard method to evaluate the traffic impacts of individual developments.*

Currently, the City does not have an adopted LOS calculation method or a traffic analysis procedure. Therefore, it is difficult to ensure that impacts and appropriate mitigation measures are identified and that developers pay their fair share of the transportation system improvement costs.

- 4.2-I-9 *Where appropriate, consider upfronting portions of improvement costs where the City's economic development interests may be served.*

This technique may be appropriate for improvements such as the Victory Avenue extension, the Railroad extension and U.S. 101 interchange to facilitate development of a regional commercial center, sales tax revenues from which (potentially in excess of \$1 million per year) could help retire the improvement debt.

Level of Service

- 4.2-I-10 *Design roadway improvements and evaluate development proposals based on LOS standards.*

- 4.2-I-11 *Implement, to the extent feasible, circulation system improvements illustrated in figures Figures 4-1, and 4-2, and 4-3 prior to deterioration in levels of service below the stated standard.*

4.3 ALTERNATIVE TRANSPORTATION SYSTEMS AND PARKING

See Section 4.5 for transit.

Shuttle buses, vanpools, bicycle facilities, pedestrian facilities and informal carpools, also serve the travel needs of South San Francisco. These modes provide an alternative to the single-occupant automobile. These modes, plus programs to promote their use, are discussed in this section.

BICYCLE FACILITIES

Classification System

Bicycle facilities include bike paths, bike lanes, and bike routes:

- Bike Paths (Class I facilities) are paved facilities that are physically separated from roadways used by motor vehicles by space or a physical barrier and are designated for bicycle use.

Bike Lanes (Class II facilities) are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, so designated with special signing and pavement markings.

- Bike Routes (Class III facilities) are roadways recommended for use by bicycles and often connect roadways with bike lanes and bike paths. Bike routes are designated with signs.

Existing and Proposed Bikeways

South San Francisco has ~~The are~~ few existing bicycle facilities ~~within South San Francisco~~. Figure 4-34-4 depicts the locations of the existing and proposed bike lanes and bike paths. General Plan proposals include: Bike Path on linear park on the BART right-of-way, extending between the South San Francisco and San Bruno BART stations; paths or lanes along proposed Bay Trail; and Bike Lanes along the proposed Railroad Avenue extension. Additional facilities, including those connecting portions of the city on

TABLE 4.3-1 Bikeway Classifications

	Function	Access Control	Right-of-Way
Bike Paths (Class I facilities)	Provide exclusive right-of-way for Where crossing or access from Minimum of 8 feet for a two-way facility.	Where crossing or access from the bicycle path is required, the crossing should be grade-separated or occur at pedestrian crossing. Mid-block crossing should assign right of way through signing or signalization.	Minimum of 8 feet for a two-way facility. The minimum paved width for a one-way bike path is 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement, but a 3-foot graded area is recommended. Where pedestrian activity is expected, a minimum of 12 feet for a two-way facility should be provided.
Bike Lanes (Class II facilities)	To provide preferential use of the paved area of roadway for bicyclists by establishing specific lines of demarcation between areas reserved for bicycles and motorists.	Access is similar to that recommended for roadways. At intersections where there is a bike lane and an actuated signal, it is desirable to install bicycle-sensitive detectors. Push button detectors force the bicyclists to stop and actuate the push button. Because most accidents for bicyclists occur at intersections, clear bikeway design at intersections should be implemented through the use of signing and striping.	Class II bike lanes are one-way facilities. On roadways with parking, the bike lane is located between the parking area and the traffic lane with 5-foot minimums for the bike lane. Where parking is permitted and not marked, minimum width is 12 feet. On roadways where parking is prohibited, a minimum of 5 feet is required, including a 2-foot gutter.
Bike Routes (Class III facilities)	Facilities shared with automobiles and other vehicles. Roadways demarcated by signage.	Access is similar to that recommended for roadways.	No exclusive right-of-way.

Figure 4-3 4-4 Bicycle Facilities

either side of El Camino Real, will be delineated as part of the City's Bikeway Master Plan. Future bicycle facilities will focus on abandoned railroad tracks, located in the East of 101 area and throughout the city, which can be converted to bicycle paths as part of a rails-to-trails program.

PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, paths, pedestrian bridges, crosswalks, pedestrian signals and resting areas. South San Francisco offers many great walking environments. The Downtown area provides a well-connected street network complete with sidewalks, commercial activity, destinations, and public amenities. Shared multi-use paths run along the waterfront and connect San Bruno and South San Francisco BART stations. Many streets throughout ~~Streets in much of~~ the city and the Downtown have sidewalks ~~on both sides~~, and pedestrian signals, and crosswalks ~~at the signalized intersections~~ to accommodate pedestrian circulation.

Pedestrian facilities include the following elements:

- Pedestrian right-of-way (sidewalk, bulbout, curb ramp, median islands, etc.);
- Traffic control measures (striping, signs, etc.); and
- Amenities (benches, trash receptacles, water fountains, etc.).

Many streets in the East of 101 area and in Lindenville do not have sidewalks. Busy, car-oriented streets such as El Camino Real, Junipero Serra, South Spruce, South Linden Avenue, Westborough Boulevard, and streets east of U.S. 101 have gaps in the sidewalk network. Pedestrian facility improvements will improve safety for pedestrians and also encourage the use of alternative modes throughout the community.

SHUTTLE BUS SERVICE

Another alternative mode is the shuttle bus system. The PCRA coordinates with SamTrans to ensure adequate funding for the shuttle buses. There are three shuttle bus routes that serve employees of the East of 101 area: the Gateway/Genentech Shuttle, the Oyster Point Shuttle, and the Utah/Littlefield Shuttle. The service is fixed-route, fixed schedule and is provided on weekdays during the commute periods. Currently, the shuttles carry 700 riders per workday. They are free to the riders. The operating costs are borne by the JPB, SamTrans, the Bay Area Air Quality Management District, and the City/County Association of Governments (75 percent) and sponsoring employers (25 percent).

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) programs are provided by employers to reduce the amount of peak period traffic by encouraging their employees to use modes other than the single-occupant automobile for transportation to the workplace and to travel during non-peak times. According to PCMA,

South San Francisco hosts the region's largest employers and the best-developed TDM programs. The largest increases in work-related trip diversion to alternative modes are

likely to be through carpooling and employer shuttle programs, on which TDM efforts should be focused. While mandated requirements for TDM programs have been overturned in the State legislature,¹ the General Plan establishes an incentives-based land use intensity program with bonuses for projects meeting identified TDM objectives (see Table 2.2-3) that does not discriminate between small and large employers.

PARKING

The City's Zoning Ordinance has parking requirements to ensure that adequate numbers of parking spaces are provided on-site for most uses. Downtown has a parking district as well. Instead of individual property owners providing their own parking, parking is consolidated into 13 City lots. These lots contain approximately 420 spaces, of which 270 are available for long-term employee parking. In general, the amount of parking in Downtown is sufficient; however, there are a few locations with capacity shortages.

The industrial areas of the city experience on-street truck parking. The parked trucks and loading/unloading activities associated with many industrial uses interfere with vehicular circulation.

GUIDING POLICIES: ALTERNATIVE TRANSPORTATION SYSTEMS

- 4.3-G-1 Develop a comprehensive and integrated system of bikeways that promote bicycle riding for transportation and recreation.
- 4.3-G-2 Provide safe and direct pedestrian routes and bikeways between and through residential neighborhoods, and to transit centers.
- 4.4-G-3 Use the El Camino Real/Chestnut Avenue Area Plan as a guide for detailed implementation of General Plan alternative transportation system policies for the El Camino Real / Chestnut Area. (Amended by City Council Resolution 97-2011 and 99-2011, Adopted July 27, 2011)

¹ Bay Area Air Quality Management District's Regulation 13, Rule 1, requiring employers with over 100 employees to decrease the average vehicle ridership was overturned. However, the City can encourage TDM programs and require TDM measures as mitigation measures to transportation and air quality impacts.

- 4.3-G-4 In partnership with employers, continue efforts to expand shuttle operations.
- 4.3-G-5 In partnership with the local business community, develop a transportation systems management plan with identified trip-reduction goals, while continuing to maintain a positive and supportive business environment.

IMPLEMENTING POLICIES: ALTERNATIVE TRANSPORTATION SYSTEMS

Bikeways

- 4.3-I-1 Prepare and adopt a Bikeways Master Plan that includes goals and objectives, a list or map of improvements, a signage program, detailed standards, and an implementation program. Once adopted, the Bicycle Master Plan shall be the guiding policy document regarding bicycling matters that are within the scope of the adopted Bicycle Master Plan. (Amended by [City Council](#) Resolution 23-2011, Adopted February 9, 2011)

A Bikeways Committee that includes citizens, officials, and staff may be appointed for the purpose. The Bikeways Master Plan should be consistent with the General Plan; if necessary, the General Plan can be amended at the time of adoption of the Bikeway Master Plan to ensure this consistency. An approved Bikeway Master Plan is needed to be eligible for State and federal funding programs.
- 4.3-I-2 As part of the Bikeways Master Plan, include improvements identified in [Figure 4-34-4](#) in the General Plan and in the El Camino Real/Chestnut Avenue Area Plan, and identify additional improvements that include abandoned railroad rights-of-way and other potential connections. (Amended by City Council Resolution 97-2011 and 99-2011, Adopted July 27, 2011)

Improvements identified on Figure ~~4-3-4-4~~ include:

- Bike Path on linear park on the BART right-of-way, extending from the South San Francisco BART Station to the San Bruno BART station;
- Paths or lanes along proposed Bay Trail, with continuous shoreline access; and
- Bike Lane along the proposed Railroad Avenue extension, which would provide the first bikeway connection linking the eastern and western parts of the city and provide shoreline bikeway access from residential neighborhoods west of U.S. 101.

Improvements identified in the El Camino Real/Chestnut Avenue Area Plan include: *(Amended by City Council Resolution 97-2011 and 99-2011, Adopted July 27, 2011)*

- Bike *connections* between Mission Road and El Camino Real; and
- Bike *connection* between Camaritas Avenue and El Camino Real

4.3-I-3 Make bikeway improvements a funding priority by:

- Continuing to consider financing bikeway design and construction as part of the City's annual construction and improvement fund;
- Incorporating bikeway improvements as part of Capital Improvement Program; and
- Pursuing regional funding and other sources for new bikeways to the extent possible under federal and State law.

4.3-I-4 Require provision of secure covered bicycle parking at all existing and future multifamily residential, commercial, industrial, and office/ institutional uses.

Secure parking means areas where bicycles can be secured to a non- movable rack to prevent theft.

Pedestrian Circulation

- 4.3-I-5 Prepare, adopt, and maintain a PMP as a long-term vision for supporting and improving pedestrian access in South San Francisco, including goals, policies, and strategic near-term implementation measures that encourage pedestrian activity and prioritizes pedestrian improvements for funding.
- 4.3-I-6 Expand pedestrian facilities in new development, using the PMP for pedestrian design guidelines and to identify other improvements that should be considered for projects proposed in areas that are identified in PMP concept plans.
- 4.3-I-7 Continue to work with the Bicycle and Pedestrian Advisory Committee (or other advisory committee) to monitor progress toward the City’s pedestrian objectives identified in the PMP, with annual reviews to evaluate progress, effectiveness of implementation, and the efficient use of local resources.
- 4.3-I-8 Track and implement pedestrian improvements through municipal projects and operations on an ongoing basis, including monitoring and updating of the PMP for project prioritization, funding opportunities, and project readiness.
- 4.3-I-9 Promote pedestrian safety and access through education, collaboration with C/CAG, and regular public awareness efforts that advocate walking.
- 4.3-I-~~510~~ As part of redesign of South Linden Avenue (see Section 3.2), provide continuous sidewalks on both sides of the street, extending through the entire stretch of the street from San Bruno BART Station to Downtown.
- 4.3-I-~~611~~ As part of any development in Lindenville or East of 101, require project proponents to provide sidewalks and street trees as part of frontage improvements for new development and redevelopment projects.
- 4.3-I-~~712~~ Use the El Camino Real/Chestnut Avenue Area Plan to identify, schedule, and implement pedestrian improvements for the El Camino Real/ Chestnut Area. (Amended by City Council Resolution 97-2011 and 99-2011, Adopted July 27, 2011)
- 4.3-I-~~813~~ Undertake a program to improve pedestrian connections between the rail stations—South San Francisco and San Bruno BART stations and the Caltrain Station—and the surroundings. Components of the program should include:
- Installing handicapped ramps at all intersections as street improvements are being installed;
 - Constructing wide sidewalks where feasible to accommodate increased pedestrian use;

- Providing intersection “bulbing” to reduce walking distances across streets in Downtown, across El Camino Real and Mission Road, and other high use areas;
- Continuing with the City’s current policy of providing pedestrian facilities at all signalized intersections; and
- Providing landscaping that encourages pedestrian use.

Transportation Demand Management

4.3-I-~~9~~14 Adopt a TDM program or ordinance which includes, but is not limited to, the following components:

- Methodology to determine eligibility for land use intensity bonuses for TDM programs identified in the Land Use Element.
- Procedures to ensure continued maintenance of measures that result in intensity bonuses.
- Requirements for off site improvements (such as bus shelters and pedestrian connections) that are directly necessary as a result of development.
- Establishment of baseline TDM requirements for all new projects generating more than 100 peak period trips.
- Establishment of additional requirements for all new projects seeking a FAR bonus.
- An ongoing monitoring and enforcement program to ensure TDM measures are actually implemented.
- Reduce parking requirements for new projects implementing a TDM Program in proximity to fixed guide way transit or those with demonstrated measures that would reduce trip generation.

(Amended by City Council Resolution 98-2001, Adopted September 26, 2001)

4.3-I-~~10~~15 ~~Favor Transportation Systems Management TSM~~ programs that limit vehicle use over those that extend the commute hour.

This would have added air quality benefits.

4.3-I-~~11~~16 Undertake efforts to promote the City as a model employer and further alternative transportation use by City employees by providing:

- A designated commute coordinator/manager;
- A carpool/vanpool match program;
- Preferential parking for carpools and vanpools at City Hall;
- Secure bicycle storage facilities;
- On-site shower facilities at City Hall for employees;
- A commitment to future shuttle service to BART stations;
- Guaranteed ride home program;
- Transit subsidies;
- On-site transit pass sales; and
- Incentives/educational program.

Parking

4.3-I-~~1217~~ Establish parking standards to support trip reduction goals by:

- Allowing parking reductions for projects that have agreed to implement trip reduction methods, such as paid parking, and for mixed use development.
- ~~Requiring~~ **Requiring** projects larger than 25 employees to provide preferential parking for ~~carpools~~ **carpools** and vanpools.

(Amended by City Council Resolution 98-2001, Adopted September 26, 2001)

4.3-I-~~1318~~ Amend the Zoning Ordinance to reduce minimum parking requirements for projects proximate to transit stations and for projects implementing a TDM program.



Parking is limited in many areas of the city - especially in industrial areas with auto repair facilities or freight forwarding.

Periodically examine these standards as transit service changes. Parking above a minimum amount should be allowed only if additional amenities for bicyclists, pedestrians, transit and/or landscaping are provided. (Amended by City Council Resolution 98-2001, Adopted September 26, 2001)

- 4.3-I-~~1419~~ Investigate opportunities for shared parking facilities whenever possible to reduce the number of new parking stalls required.

Potential for this exists for the area near the South San Francisco BART Station and in the El Camino Real/Chestnut Area.

- 4.3-I-~~1520~~ Establish off-street truck parking standards for industrial developments.

While the City maintains loading requirements for industrial and warehousing uses, truck parking on streets continues to be a problem in many areas. Some neighboring cities, such as Burlingame, maintain off-street truck parking standards. Stricter enforcement of on-street parking measures, especially during the peak hours, would also further mobility.

7 OPEN SPACE AND CONSERVATION

This element outlines policies relating to habitat and biological resources, water quality, air quality, greenhouse gas emissions and historic and cultural resources conservation. Background information is included to establish the context for the policies. Regulatory authority over environmental resources within the city is shared among various agencies; the City itself offers protection of natural resources through its land use and development policies, particularly in areas not protected under State or federal legislation. In addition, the City can also participate actively in restoring degraded habitat areas. The risks and opportunities presented by various environmental factors—such as seismicity and biotic habitats would necessitate different kinds of assessments and reviews. These requirements are consolidated and presented in Figure 7-2.

7.3 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Air and climate are important resources affecting the local quality of life. While changes in the climate and air quality are affected by local activities, they are regional and even global issues. Greenhouse gas (GHG) emissions have contributed to the creation of a barrier that prevents heat from escaping the earth's atmosphere in a process known as the greenhouse gas effect. Scientific consensus maintains that human activities are rapidly increasing the concentrations of GHG emissions in the atmosphere, resulting in a warming of the planet and altering the earth's climate systems. Climate change is projected to cause hotter and drier conditions in California, resulting in more extreme heat events, an increased risk of drought, more intense weather events, flooding of low-level coastal areas as a result of sea level rise, and less available water due to a decrease in snowfall. The combined impacts of these risks pose a significant threat to economic and natural systems both globally and locally. Yet South San Francisco is making strides in reducing the local contribution to climate change and preparing to adapt to new climate change conditions.

Although both climate change and air quality are broader issues, they affect the local quality of life. Protecting these resources While air quality is largely a regional issue, the protection of air quality is vital to the overall health of the environment. While the local impact of climate change can be indirect and more long-term, air quality has directly observable impacts affecting and the attractiveness of any locality. South San Francisco enjoys generally good air quality, due largely to the presence of the San Bruno Gap, a break in the Santa Cruz Mountains that allows onshore winds to flow easily into San Francisco Bay and quickly disperse air pollutants.

Within South San Francisco, certain areas of the city are more likely to result in pollutant exposure for residents and workers. These areas include the U.S. 101, I-280, and El Camino Real corridors, which experience relatively high pollutant concentrations due to heavy traffic volumes, particularly during peak

periods. In addition, wind blowing out of the south and southeast exposes the city to emissions from the San Francisco International Airport (SFO).

San Francisco Bay Area Air Basin

South San Francisco is located within the nine-county San Francisco Bay Area Air Basin. Air quality in the basin is monitored by the Bay Area Air Quality Management District (BAAQMD), which operates a regional network of air pollution monitoring stations to determine if the national and State standards for criteria air pollutants and emission limits of toxic air contaminants are being achieved.

Under the federal Clean Air Act, the U.S. Environmental Protection Agency (EPA) can classify an air basin or a portion thereof, as either in “attainment” or “nonattainment.” This classification is based on whether or not the basin meets national ambient air quality standards. Likewise, a basin is classified under the California Clean Air Act with respect to the achievement of State ambient air quality standards. The Bay Area is considered “attainment” for all of the national standards, with the exception of ozone. It is considered “nonattainment” for State standards for ozone and suspended particulate matter (PM-10).

In 1991, the Bay Area 1991 Clean Air Plan was developed to address the State requirements of the California Clean Air Act. The Plan has been updated twice, in 1994 and 1997, with the continued goal of improving air quality through tighter industry controls, cleaner fuels, and combustion in cars and trucks, and increased commute alternatives.

Criteria Air Pollutants

The federal Clean Air Act requires the EPA to identify National Ambient Air Quality Standards. The EPA has established national standards for six criteria air pollutants, including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, PM-10, and lead. In addition, under State law, the Air Resources Board has established State standards for ambient air quality that are more stringent than the corresponding national standards. The Air Resources Board also sets standards for sulfates, hydrogen sulfide, and vinyl chloride, pollutants for which no national standards have been set.

While no monitoring station is located in South San Francisco, BAAQMD samples local air quality from the nearby Arkansas Street station in San Francisco. Monitoring station measurements indicate that air quality in the vicinity of South San Francisco performs well against State standards for criteria air pollutants. No violations of the State standard for ozone occurred between 1993 and 1997, although locally generated emissions of ozone precursors, reactive gases (ROG), and nitrogen oxides (NOx), affect downwind areas where violations do occur.

With respect to carbon monoxide, again the State standard was not exceeded. However, since 71 percent of the carbon monoxide emitted in the Bay Area comes from on-road motor vehicles, concentrations in the vicinity of congested intersections and highway segments would be expectedly higher than the monitoring data indicates.

Ambient PM-10 concentrations do violate the State standard on occasion in the vicinity of South San Francisco. PM-10 in the atmosphere is the result many of dust- and fume-producing industrial and

agricultural operations, construction, fugitive sources (such as roadway dust), and atmospheric photochemical reactions involving ROG and NO_x.

Toxic Air Contaminants

Unlike criteria air pollutants, ambient air quality standards have not been established for toxic air contaminants. These pollutants are typically carcinogens, mutagens, or reproductive toxins. Regulation of toxic air contaminants is achieved through federal and State controls on individual sources.² The preferred technique for reducing toxic air emissions is source reduction, and as part of a local control strategy in the Bay Area, all applications for new stationary sources are reviewed to ensure compliance with required emission controls and limits.

BAAQMD maintains an inventory of stationary sources of toxic air contaminants in the Bay Area. There are 17 such sources listed within South San Francisco, 14 of which are dry cleaners. The remaining sources include the South San Francisco San Bruno Wastewater Treatment Plant, the Shell Oil Company Distribution Plant, and the Superior Aluminum Body Corporation.

Many other commercial/industrial facilities in South San Francisco are sources of toxic air contaminants, but none result in a substantial risk to the public. As noted, BAAQMD regulates toxic air contaminants from stationary sources through a permit process. Mobile sources of toxic air contaminants are regulated indirectly through vehicle emissions standards and fuel specifications.

Sensitive Receptors

Some people are more sensitive than others to air pollutants. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and duration of exposure to air pollutants. Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollution. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. Residential areas are considered sensitive to poor air quality as people in residential areas are often at home for extended periods.

² Federal environmental laws refer to “hazardous air pollutants” and California environmental laws refer to “toxic air contaminants”. Each of these two terms encompasses the same constituent toxic compounds.

Climate Change and Greenhouse Gas Emissions

GHG emissions result from day-to-day activities within the community. Key sectors that locally contribute GHG emissions include energy, transportation, and solid waste. These sectors cause emissions through activities such as the combustion of natural gas or fuel, and the decomposition of solid waste.

Standards for GHG emissions and guidance for addressing climate change primarily come from regional and state agencies. In 2006, California established itself as a national leader on climate change with the adoption of the California Global Warming Solutions Act of 2006, also known as Assembly Bill 32 (AB 32), which sets statewide targets for GHG emissions reductions and initiated numerous programs and standards for GHG emissions. AB 32 provides a statewide directive to achieve 1990 GHG emissions levels by 2020, equivalent to a 15% reduction below baseline 2005–2008 emissions levels. Statewide, new projects subject to the California Environmental Quality Act (CEQA) must analyze GHG emissions and contribution to climate change. Section 15183.5(b) of the CEQA guidelines also allows jurisdictions to use a GHG emissions reduction plan consistent with CEQA guidelines for assessing cumulative project impacts on climate change.

In 2010, the BAAQMD updated its air quality guidelines to include guidance on assessing GHG- and climate change-related impacts consistent with CEQA Section 15183.5(b). BAAQMD also adopted thresholds of significance for GHG emissions. These thresholds can be used to determine that a proposed project's impact on GHG emissions is less than significant if the project is in compliance with a Qualified Greenhouse Gas Reduction Strategy, as outlined by BAAQMD and the CEQA Guidelines.

South San Francisco Climate Action Plan

On (ADOPTION TO BE INSERTED), the City of South San Francisco adopted a Climate Action Plan (CAP) that follows both the State and BAAQMD CEQA guidelines. The purpose of the CAP is to demonstrate the City of South San Francisco's commitment to reduce GHG emissions while protecting the unique resources of the community. As an implementation tool of the General Plan, the CAP provides specific programs and measures that the City will implement to reduce GHG emissions and achieve General Plan goals and policies. The CAP and General Plan function together, with the General Plan providing an overarching framework to reduce GHG emissions and the CAP identifying near-term actions to implement the General Plan. Technical analysis in the CAP also demonstrates the impact of South San Francisco policies and programs on GHG emissions. The CAP is a tool that allows the City to understand its impact on GHG emissions, establish goals for GHG emissions reductions, and create steps to achieve these reduction targets. Maintaining the CAP as a separate plan provides flexibility to the City as regulations change, guidance evolves, and new opportunities emerge.

GUIDING POLICIES: AIR QUALITY AND GREENHOUSE GAS EMISSIONS

7.3-G-1 *Continue to work toward improving air quality and meeting all national and State ambient air quality standards and by reducing the generation of air pollutants both from stationary and mobile sources, where feasible.*

While South San Francisco's air quality is generally good due to climatic conditions, local concentrations of toxic air contaminants, odors and dust are relatively high around certain uses and transportation corridors. In addition, the City has a responsibility to contribute to regional air quality improvement efforts.

7.3-G-2

Mitigate the community of South San Francisco's impact on climate change by reducing greenhouse gas emissions consistent with state guidance.

AB 32 calls for the reduction of GHG emissions to 15% below 1990 levels by the year 2020. This state target is also consistent with BAAQMD's CEQA compliance guidelines. The City commits to ongoing GHG emissions reductions consistent with state directives for the year 2020 and beyond.

7.3-G-3

Reduce energy use in the built environment.

The energy sector is the single largest GHG emissions sector within South San Francisco, contributing approximately 47% of emissions in 2005. This sector consists of energy used in local homes and businesses that are generated from a mix of nonrenewable, fossil-fuel based sources, such as coal and natural gas, and renewable sources, such as biomass, geothermal, hydroelectric, and wind. The amount of energy used in South San Francisco homes and businesses determines how much power utility companies must generate and the quantity of GHGs emitted. Energy efficiency, conservation, and renewable energy systems can reduce GHG emissions by reducing the amount of electricity or natural gas that must be generated and supplied to the city. Optimizing energy use throughout the community also provides the benefit of improved building quality and indoor comfort. The City can support energy reductions through programs such as education, outreach, and incentives. Such efforts will draw on the City's long tradition of collaboration and outreach like the Green X-Ray House, a City project with exposed green remodel improvements that showcase energy improvements. Standards and regulations are also important opportunities to facilitate energy reductions in development. The Economic Development Element and the Housing Element also support business operations and improve the quality of the housing stock.

7.3-G-24

Encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.

Motor vehicles, regulations of whose emissions is preempted by State laws, are the major source of criteria air pollutants in the Bay Area Air Basin, accounting for the vast majority of carbon monoxide and particulate matter and over a quarter of the reactive organic gases and nitrogen oxides in the region. The transportation sector also was the second largest community-wide source of GHG emissions in South San Francisco in 2005, contributing approximately 45% of emissions. A majority of automobile emissions in the city result from regional through-trips. Thus, while reduced traffic congestion or vehicle miles traveled in South San Francisco will only minimally impact the Bay Area's air quality, the City's planning decisions can help to moderately reduce motor vehicle use, contributing to cumulative reductions in emissions across the entire Bay Area. Increased use of transit and carpooling, coupled with land use and circulation patterns that promote walking and bicycling, can lead to a decrease in daily trips, less emissions, and improved air quality.

The Transportation Element (Section 4.3) includes policies for bicycle and pedestrian circulation, and Transportation Demand Management designed to reduce emissions and alleviate traffic congestion. The Land Use Element includes policies that encourage pedestrian and transit travel between home and work, reducing negative air quality impacts.

7.3-G-5 Promote clean and alternative fuel combustion in mobile equipment and vehicles.

Combustion of fuels in mobile equipment and vehicles is a contributor to GHG emissions throughout the community and affects local air quality. BAAQMD provides guidance for the mitigation of construction-related impacts that may result from fuel combustion of heavy-duty equipment such as tractors and generators. The City of South San Francisco can also reduce fuel combustion by promoting idling time reductions, expanding the use of alternative fuels, and facilitating use of clean or plug-in electric vehicles and equipment.

7.3-G-36 Minimize conflicts between sensitive receptors and emissions generators by distancing them from one another.

Development of sensitive receptors in close proximity to the South San Francisco San Bruno Wastewater Treatment Plant and other potential emissions sources is restricted by land use policies in Chapter 2: Land Use. Residential uses, as well as most other types of sensitive receptors except hotels, are not permitted east of 101.

IMPLEMENTING POLICIES: AIR QUALITY AND GREENHOUSE GAS EMISSIONS

7.3-I-1 Cooperate with the Bay Area Air Quality Management District to achieve emissions reductions for nonattainment pollutants and their precursors, including carbon monoxide, ozone, and PM-10, by implementation of air pollution control measures as required by State and federal statutes.

7.3-I-2 Use the City's development review process and the California Environmental Quality Act (CEQA) regulations to evaluate and mitigate the local and cumulative effects of new development on air quality and GHG emissions.

The BAAQMD's CEQA Guidelines could be used as the foundation for the City's review of air quality and GHG emissions impacts under CEQA, with the City's CAP serving as the tool for addressing cumulative GHG emissions. The City should continue to include responsible agencies in the review of proposed land uses that would handle, store, or transport any potential air pollutant sources such as, but not limited to, lead, mercury, vinyl chloride, benzene, asbestos, beryllium, and all fuels.

7.3-I-3 *Adopt the standard construction dust abatement measures included in BAAQMD's CEQA Guidelines.*

These measures would reduce particulate emissions from construction and grading activities.

7.3-I-4 *Require new residential development and remodeled existing homes to install clean-burning fireplaces and wood stoves.*

Residential woodburning is a growing source of localized air pollution. Woodsmoke released from fireplaces and wood stoves contains carbon monoxide, nitrogen dioxide, and PM-10. Pollution can be reduced by installing gas fireplaces or EPA certified wood heaters and operating existing fireplaces and wood stoves more efficiently.

7.3-I-5 *In cooperation with local conservation groups, institute an active urban forest management program that consists of planting new trees and maintaining existing ones.*

South San Francisco has few street trees compared to other Bay Area cities. Trees growing in urban settings provide environmental benefits including energy carbon-dioxide absorption, reduced air and noise pollution, and erosion control. Trees also beautify, shade, and mitigate the 'urban heat island effect' by shading pavement and other dark surfaces and through the cooling effects of their evapotranspiration. Funding should be sought from a variety of sources. Businesses or new development should also be encouraged to plant more trees in parking lots and building landscaping.

7.3-I-6 *Periodically update the inventory of community-wide GHG emissions and evaluate appropriate GHG emissions reduction targets, consistent with current State objectives, statewide guidance, and regulations.*

The CAP can provide streamlining to new development only if it provides a process for evaluating and updating the CAP. Accordingly, the City will monitor progress toward CAP targets and provide a mechanism to revise the CAP, should programs and measures not be achieving anticipated reductions. Conducting regular inventories allows the City to monitor progress toward the reduction target. Inventory updates also provide an opportunity to evaluate the City's reduction target based on current State guidance and best practices.

7.3-I-7 *Adopt and implement the City of South San Francisco's CAP, which will identify a GHG emissions reduction target and measures and actions to achieve the reduction target.*

To meet CEQA guidelines and provide streamlining benefits, the CAP must identify and quantify actions that will reduce emissions to a less than significant level. The City will ensure that the CAP meets these necessary criteria of the CEQA Guidelines to provide streamlining benefits to new development.

7.3-I-8 Evaluate and regularly report to City Council, or its designee, on the implementation status of the CAP and update the CAP as necessary should the City find that adopted strategies are not achieving anticipated reductions, or to otherwise incorporate new opportunities.

Regular monitoring and reporting on CAP progress allows the City to capitalize on new opportunities and evaluate the results of programs intended to reduce GHG emissions. Revisiting the CAP helps identify new opportunities to leverage CAP programs with other efforts, address challenges, and ensure success as the City works toward CAP reduction targets.

7.3-I-9 Promote land uses that facilitate alternative transit use, including high-density housing, mixed uses, and affordable housing served by alternative transit infrastructure.

The City's location and the predominance of large-scale industrial and commercial activities with a large commuting workforce are factors that have resulted in a high number of vehicle miles traveled throughout the community. In concert with the Transportation Element and Specific Plans, the City is facilitating the development of transit-oriented and mixed-use development in distinct and vital neighborhoods. This implementing policy supports the development of interconnected neighborhoods that reduce car travel and improve the local quality of life.

7.3-I-10 Facilitate energy efficiency in building regulations and streamlined review processes, providing flexibility to achieve specified energy performance levels and requiring energy efficiency measures as appropriate.

The regulatory permit process can be a disincentive to easy and feasible energy efficiency improvements. South San Francisco will support energy efficiency through effective and flexible processes. To the extent feasible, simple permits and checklists for energy-related improvements will be convenient and user-friendly. Through the CAP, the City will evaluate the lowest-burden programs or standards to achieve energy efficiency while supporting the growth objectives of the city.

7.3-I-11 Coordinate with the business community to encourage energy efficiency in the City's largest energy users while supporting economic growth objectives.

The biotechnology and industrial sectors are pillars of South San Francisco's identity and local economy. Policies promoting the success of these and other economic sectors are provided in the Economic Development Element. Understanding and addressing the distinct energy needs of the City's economic sectors is critical to ensure ongoing economic success while supporting efficient energy use. Top nonresidential energy sectors include biotechnology, high technology industries, food processing, offices, and hospitality. The City will implement a collaborative approach to achieve nonresidential

energy reductions, strengthening partnerships with companies and businesses to understand efficiency opportunities, identify funding opportunities, and implement efficiency standards and programs tailored to local practices and facilities.

7.3-I-12 *Adopt guidelines, standards, and flexible regulations that promote on-site renewable energy systems while strengthening South San Francisco's economic competitiveness.*

South San Francisco's large nonresidential energy users can benefit from the installation of on-site renewable energy systems with short payback that reduce expenditures on electricity and natural gas. City standards and development programs will encourage and/or require the use of on-site renewable energy systems to meet local energy needs, focusing on options that maximize benefit to the community.

7.3-I-13 *Encourage efficient, clean energy and fuel use through collaborative programs, award programs, and incentives, while removing barriers to the expansion of alternative fuel facilities and infrastructure.*

By acting as a leader and educator, the City can promote voluntary reductions in GHG emissions. The City can share information through the City website, public events, and other materials. City staff can also work with project applicants during the CEQA review process to encourage use of alternative, grid-connected, and low-emissions equipment for construction activities.

7.3-I-14 *Ensure that design guidelines and standards support operation of alternative fuel facilities, vehicles, and equipment.*

Simple requirements such as requiring electrical outlets on building exteriors can remove barriers to the use of electric or clean fuel equipment options. South San Francisco is also implementing new CALGreen state requirements that support electric vehicle-charging in new homes. The City will continue to provide code incentives that address barriers to lower-emissions equipment and vehicles.

7.3-I-15 *Demonstrate effective operations in municipal facilities that reduce GHG emissions.*

The City has taken a number of steps to reduce energy use and improve sustainability at municipal facilities and in the community. By demonstrating leadership in addressing sustainability issues and providing an example to the community of South San Francisco and other municipal governments in the Bay Area, the City will foster an environment where GHG emissions considerations become a part of the City, business, and citizen decision-making process.