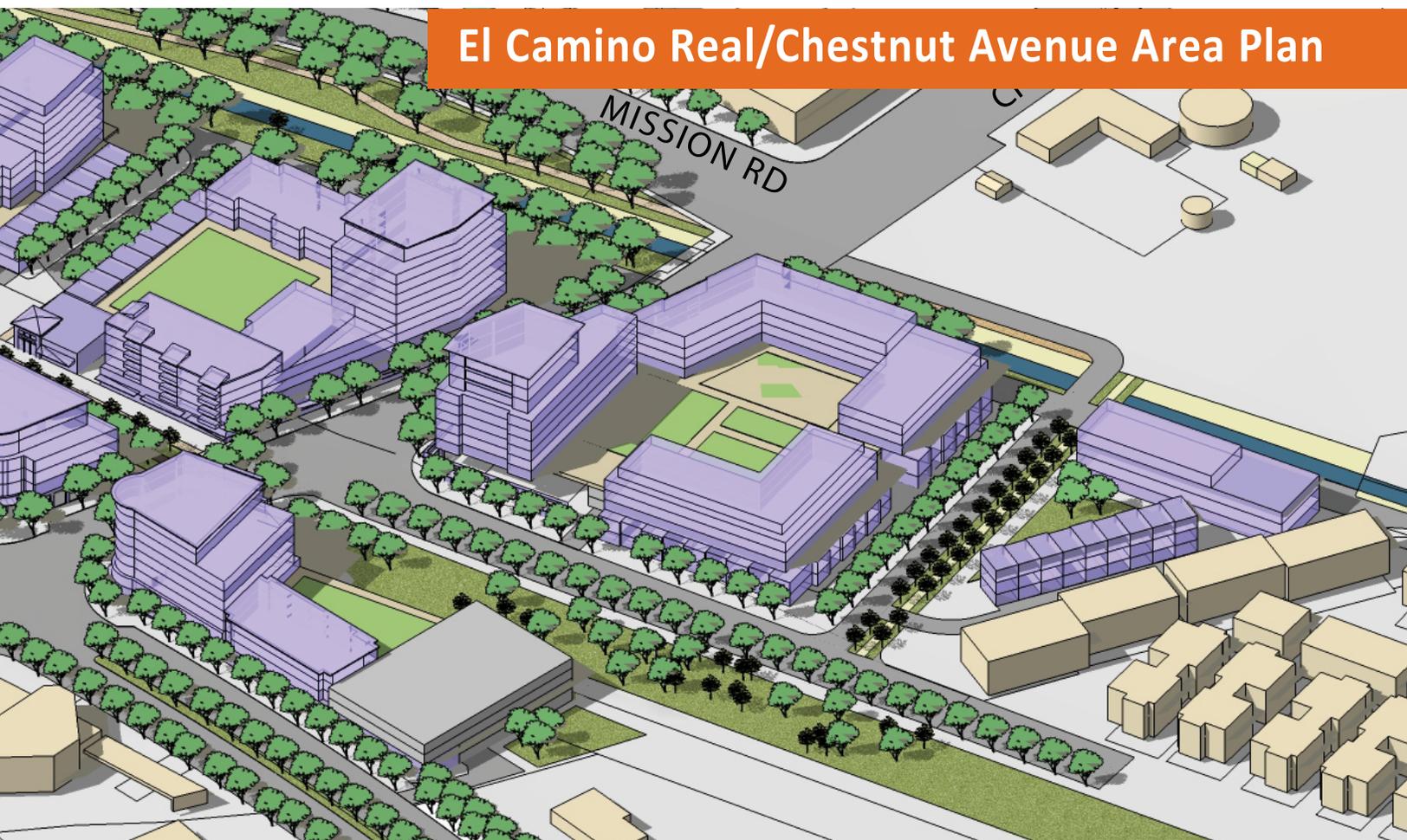




El Camino Real/Chestnut Avenue Area Plan



El Camino Real/ Chestnut Avenue Area Plan

City of South San Francisco
Adopted July 2011

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1 Vision and Context

Located in the heart of South San Francisco, the El Camino Real/Chestnut Avenue Planning Area has the potential to become a distinct, vibrant district within the South San Francisco community, and a region-wide destination. The area is advantageously located at the city's busiest crossroads, with visibility from both Chestnut Avenue and El Camino Real, the South San Francisco Bay Area Rapid Transit (BART) Station just to the north, and I-280 less than a mile to the west. The Planning Area is anchored by key public amenities including Orange Memorial Park, the Centennial Way pedestrian and bike trail and the Municipal Services Building (the location of City Council meetings and other community functions). The potential addition of a new library in or near the Planning Area would further establish the area as a civic district and key destination in the city. With much of the land currently vacant and significant ownership by the Redevelopment Agency, the potential of the area is enormous.

This plan establishes a transformative vision for the area, which emerged through a collaborative process that engaged City officials and staff, developers, property owners, regional agencies, and residents. The vision builds on the regional Grand Boulevard Initiative that calls for El Camino Real—the original Mission Trail that was first paved into a highway in South San Francisco nearly 100 years ago—to be transformed into a boulevard, highlighted by nodes of higher intensity mixed-use development. The plan includes a complete set of goals, policies, and critical implementation strategies, as well as design and development standards and guidelines, that will help achieve the desired vision. General Plan amendments have been adopted concurrently with this plan and an Environmental Impact Report (EIR) has been prepared and certified to enable development to proceed.

1.1 PLANNING AREA

As shown in Figure 1-1, the El Camino Real/Chestnut Avenue area is located west of Downtown South San Francisco. The Planning Area encompasses approximately 98 acres along El Camino Real, from Southwood Drive to just north of Sequoia Avenue. The majority of the area is situated between El Camino Real and Mission Road. The right-of-way for the underground Bay Area Rapid Transit (BART) line runs through the length of the site. The area includes approximately 58 acres of developable land, excluding streets, BART, creeks, and other rights-of-way.

Within this Planning Area, there are several opportunities for redevelopment, including an 11-acre site owned by the City of South San Francisco. Together, these opportunity sites comprise a Focus Area of 19.2-developable acres, as shown in Figure 1-2. The Focus Area is located between Mission Road and El





Camino Real, from Grand Avenue to the north and the planning boundary to the south. This area includes several large parcels near Chestnut Avenue and El Camino Real, as well as two large parcels north of the proposed Oak Avenue extension along Mission Road. As these properties present the greatest development opportunities within the Planning Area, they are the focus of this plan. Opportunities in and outside of the Planning Area are discussed in detail in Section 1.3.

Figure 1-1: Regional Context

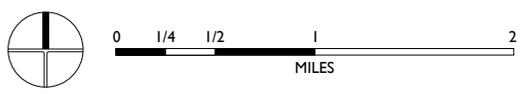
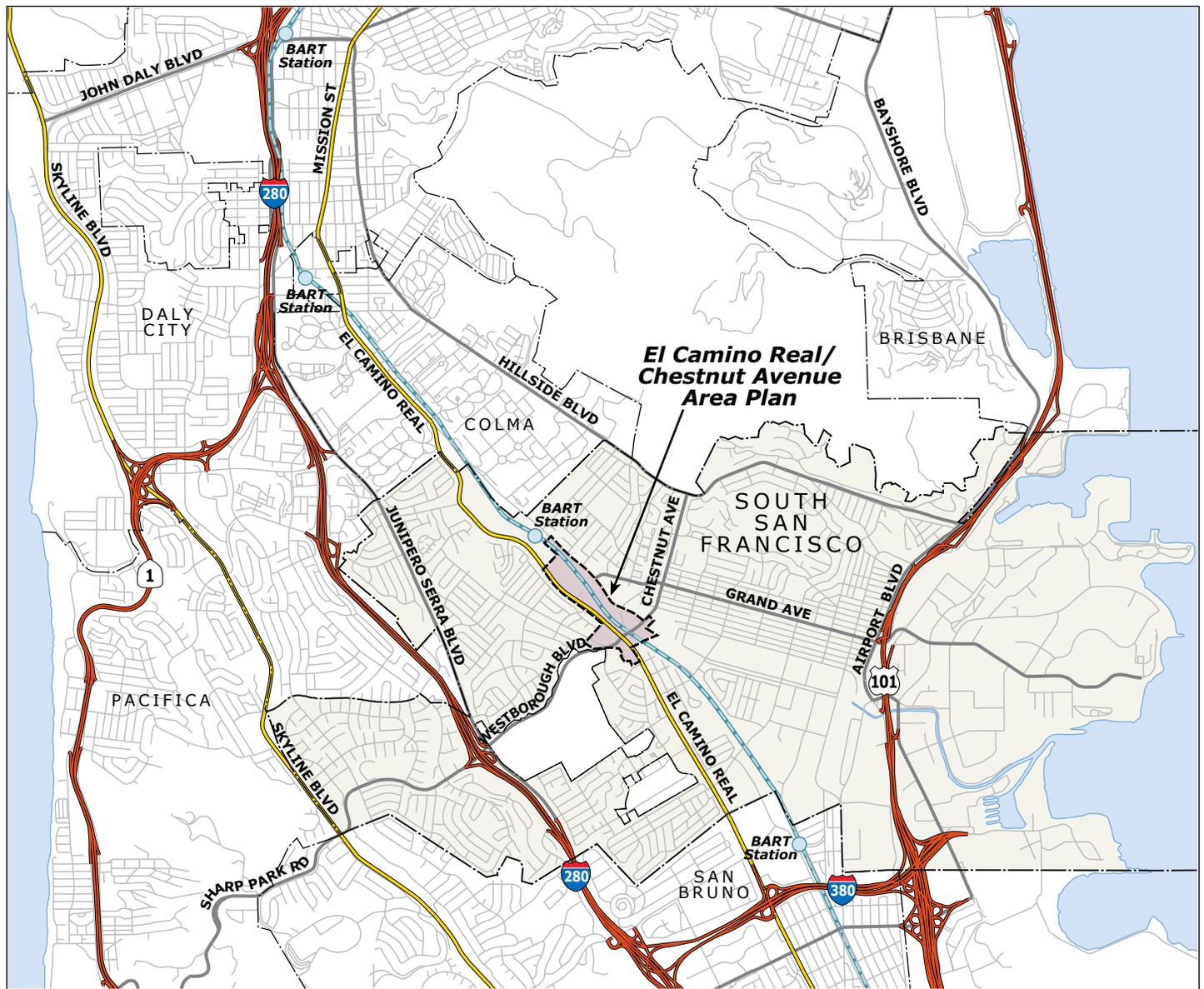
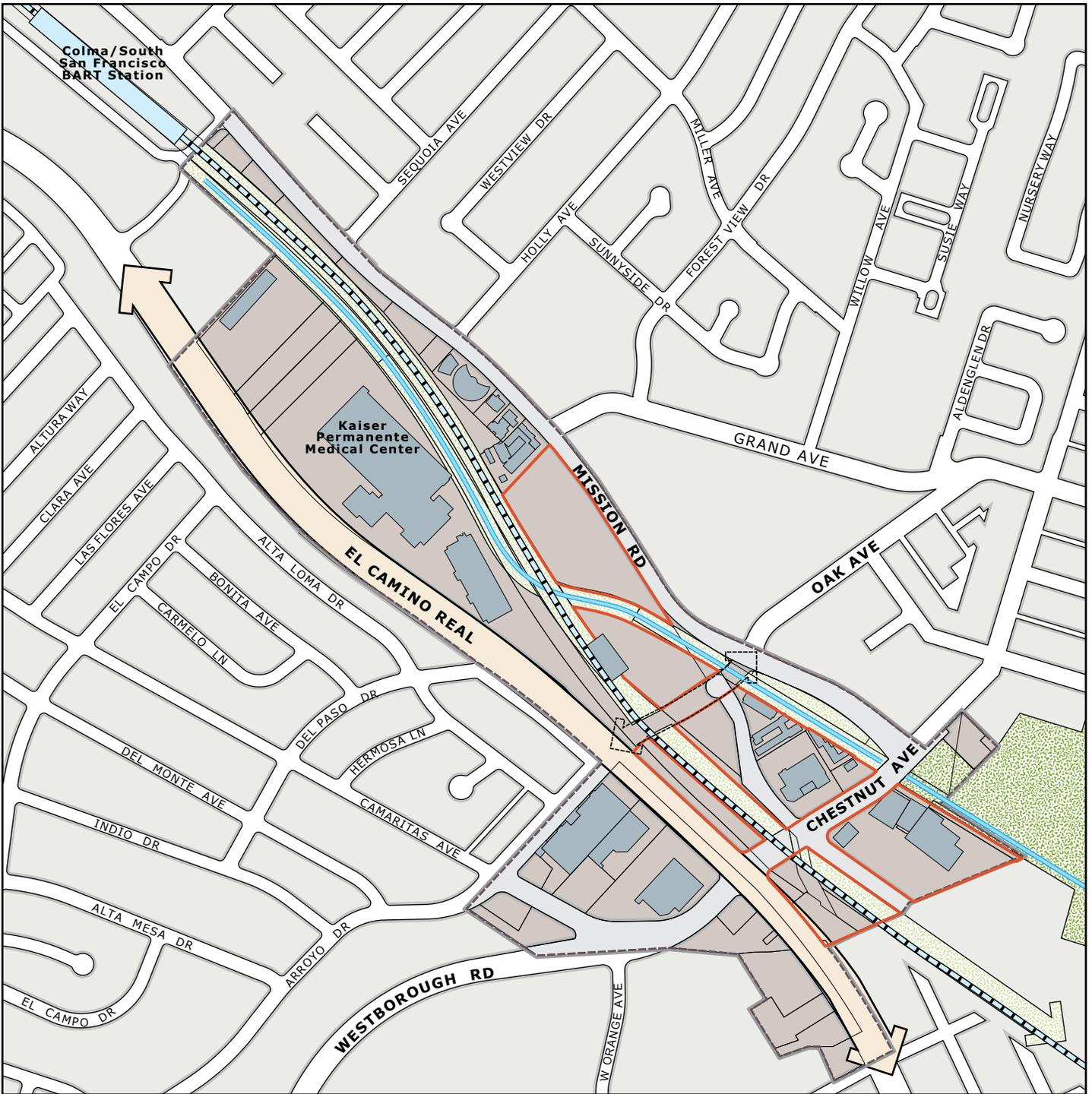
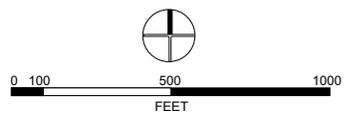


Figure 1-2: Planning Area



-  Focus Area
-  Park/Open Space
-  Planning Area Boundary
-  BART
-  Canal





1.2 VISION

The El Camino Real/Chestnut area will be a new walkable, distinctive, mixed-use district at the geographic center of South San Francisco. A network of open spaces will form the armature of new development. New streets and pedestrian connections will extend through the area, enabling easy movement on foot. The BART right-of-way that extends through the length of the Planning Area will be transformed into a linear park and a pedestrian-oriented “Main Street”, lined with restaurants, cafés, and outdoor seating in a portion of the right-of-way. Development will be at high densities, reflecting adjacent transit access.

The plan envisions a new neighborhood of up to 4,800 residents housed in low- to high-rise buildings. It will provide a range of commercial uses; walking access to everyday amenities; new civic uses, potentially including a new City Library; and parks, plazas, and gathering spaces for the entire South San Francisco community. Taller residential buildings will have townhouses at the lower level with individual entrances oriented to streets, particularly on key pedestrian routes. Parking will be below grade or in structures, enabling efficient use of land.

This efficient use of land to create a pedestrian oriented, walkable area close to transit is part of the City’s ongoing effort to promote integrated planning and development based on sustainability principles and practices. The vision for the Planning Area is one of “smart growth,” enhanced by policies and design guidelines that ensure sustainable measures such as green building and green site design measures are incorporated into future development. As “smart growth” and sustainability are inherent in the vision for the Planning Area, supporting principles and design guidelines are embedded throughout the Plan.

The core of the Planning Area is currently vacant, offering opportunity to structure development, connections, and open space in an integrated manner. Centennial Way—a bicycle and pedestrian trail within the Colma Creek and BART rights-of-way—will be extended along the portion of the BART right-of-way between Chestnut Avenue and Colma Creek north of the proposed Oak Avenue extension. This trail network will provide an important direct connection between the South San Francisco BART Station to the north and Orange Memorial Park to the south. Pedestrian and bicycle paths will connect new development and surrounding neighborhoods to the Centennial Way spine. Buildings, parks, and plazas will be oriented to the open space network to maximize access to and visibility of these amenities.

The area slopes upward east to west (from Mission Road to El Camino Real). The plan uses topography to enable two levels of parking to be accessed from the ground level, and stores/restaurants at two levels to open at the ground level to both El Camino Real and the new Main Street segment. The slope is also used to create a public plaza/amphitheater along and adjacent to the BART right-of-way, which will be used for community events and performances, with the face of a parking structure serving as movie screen. Art will be integrated along with landscape elements.

The illustrative vision overview (Figure 1-4) shows proposed development in the Focus Area. The illustration demonstrates the desired relationship between the built form and public and private open spaces. The accompanying sections in Figure 1-5 show a vertical mix of uses with primarily retail uses at the ground floor and office, public, and residential uses above. All retail spaces will have visibility from either El Camino Real or Chestnut Avenue, while restaurants and cafés will spill over to the extended Centennial Way. The series of plans in Figures 1-6 through 1-8 show building footprints and proposed land uses at three different levels: Plan 2 shows upper levels; Plan 1 shows level 1; and Plan 0 shows below-grade parking. Finally, Figures 1-9 through 1-18 show three-dimensional views and photo simulations of the proposed development scenarios.

Figure 1-3: Illustrative Vision

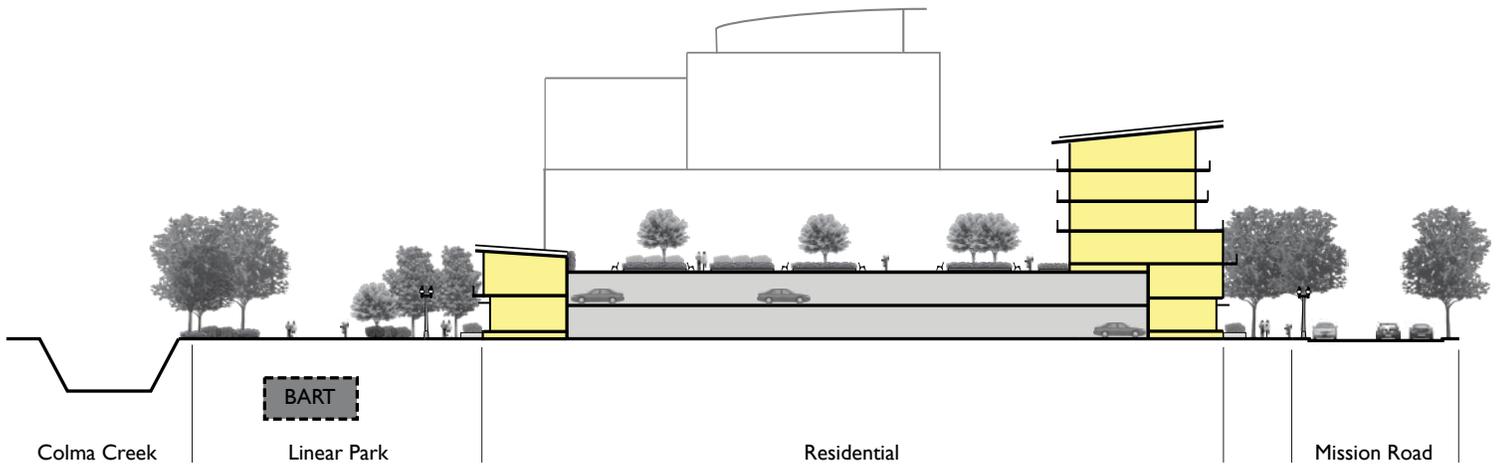


Figure 1-4: Illustrative Vision – Overview

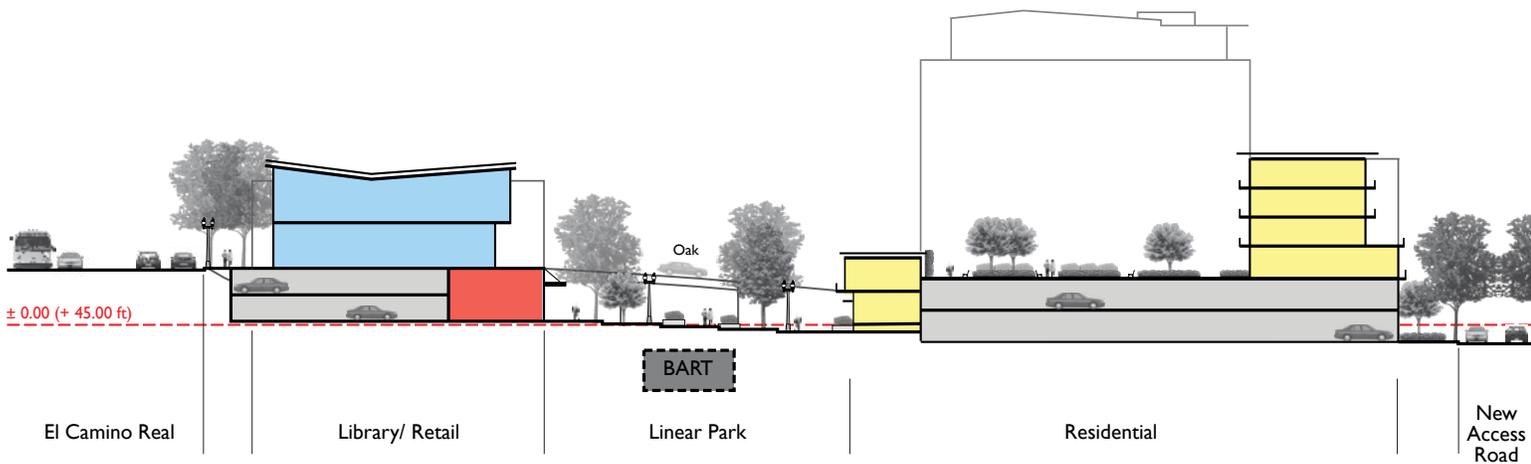
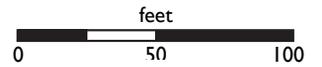




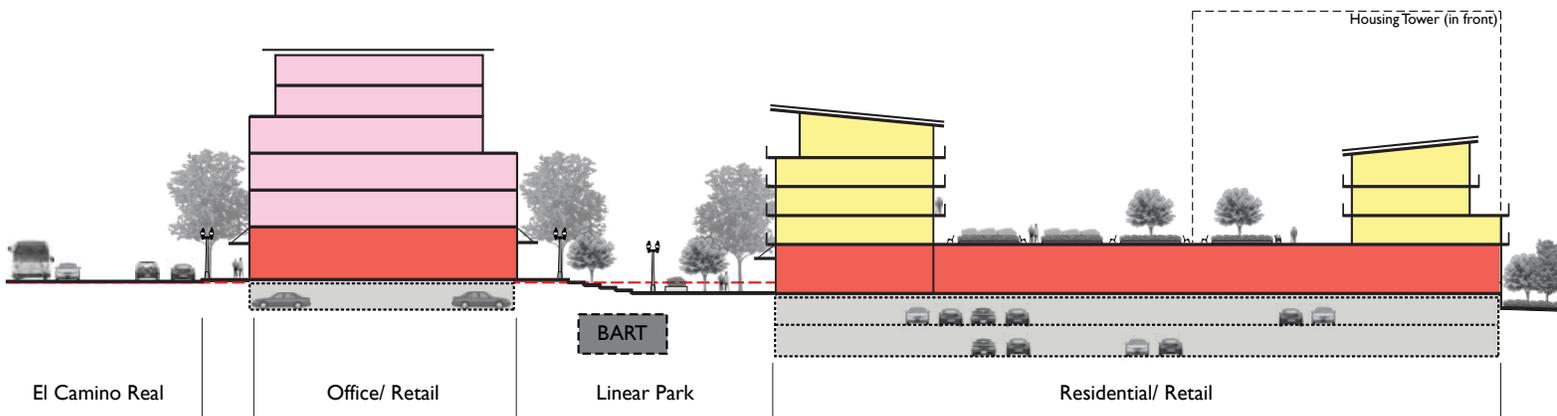
Figure 1-5: Illustrative Vision – Sections



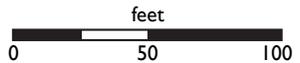
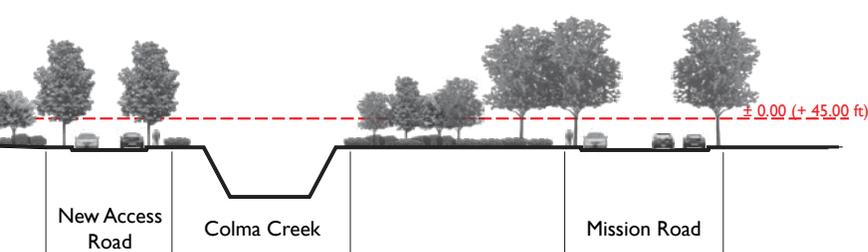
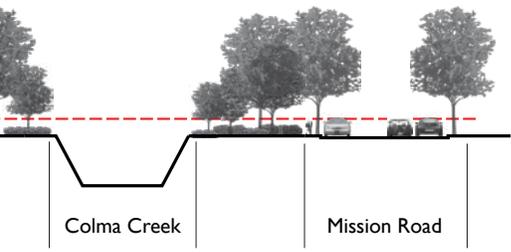
Section A: Northern Block, looking Northwest

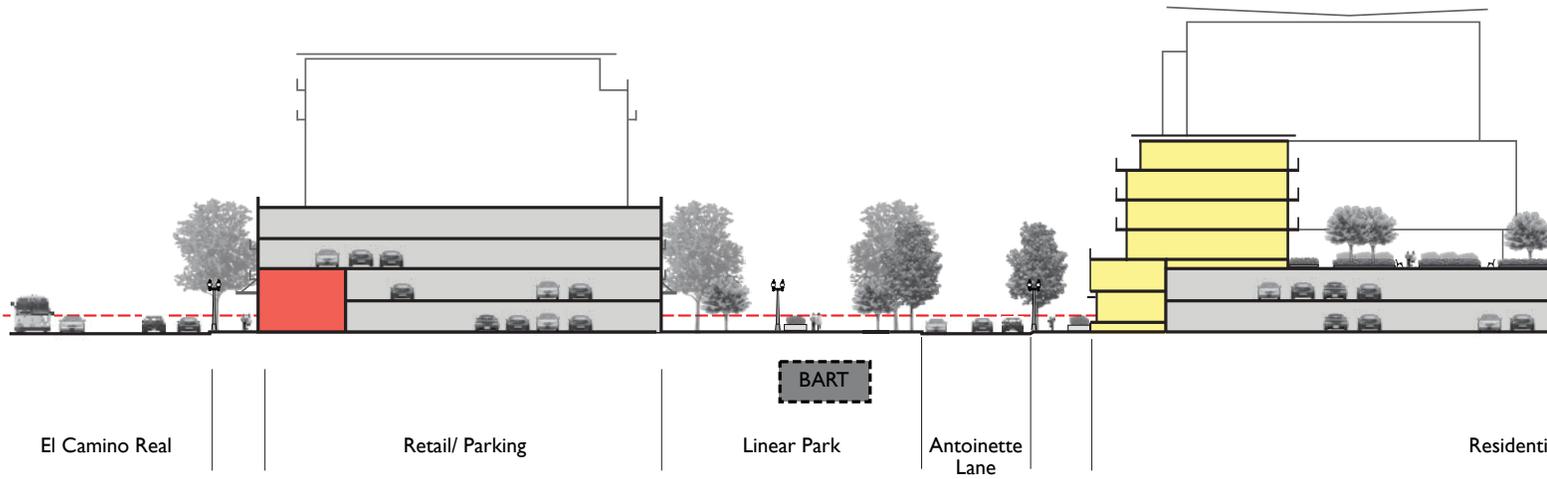


Section B: South of Oak Avenue, looking Northwest

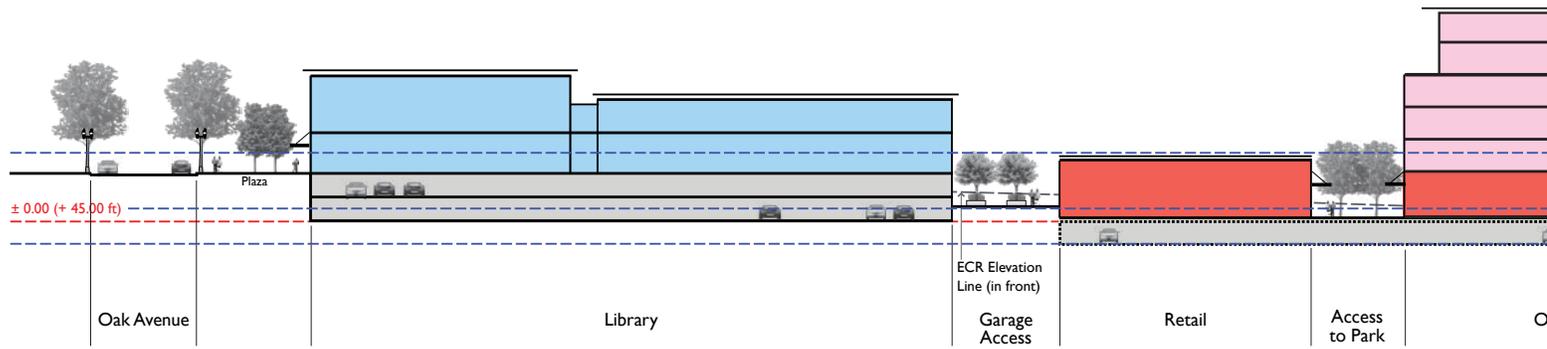


Section C: North of Chestnut Avenue, looking Northwest





Section D: Southern Block, looking Northwest



Section E: East of El Camino Real, looking Northeast

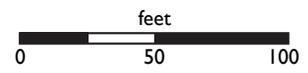
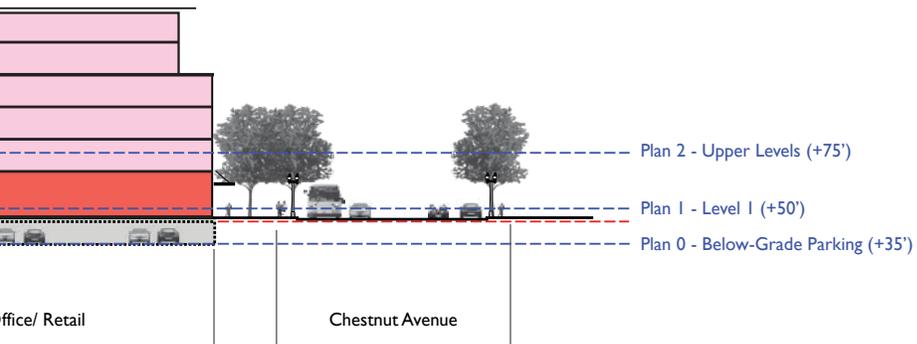
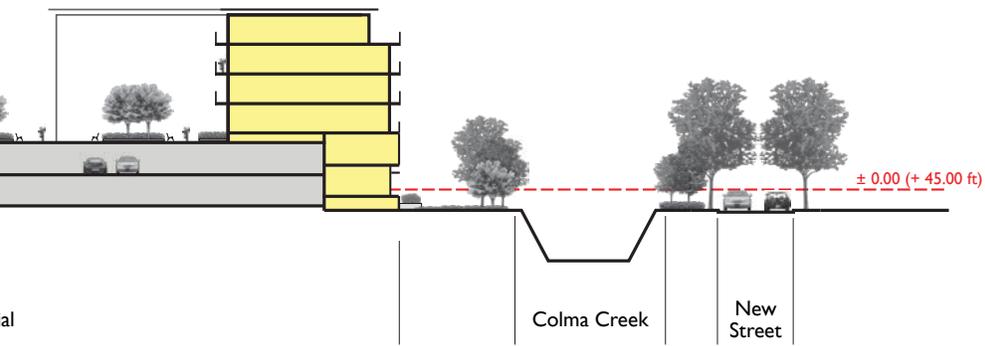


Figure 1-6: Plan 2 – Upper Levels

- Overview
- Retail
- Office
- Residential
- Civic
- Open Space - Elevated
- Open Space - Ground Level
- Parking

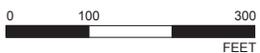




Figure 1-7: Plan 1 – Level 1

-  Overview
-  Retail
-  Office
-  Residential
-  Civic
-  Open Space - Elevated
-  Open Space - Ground Level
-  Parking





Figure 1-8: Plan 0 – Below-Grade Parking

-  Overview
-  Retail
-  Office
-  Residential
-  Civic
-  Open Space - Elevated
-  Open Space - Ground Level
-  Parking

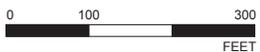
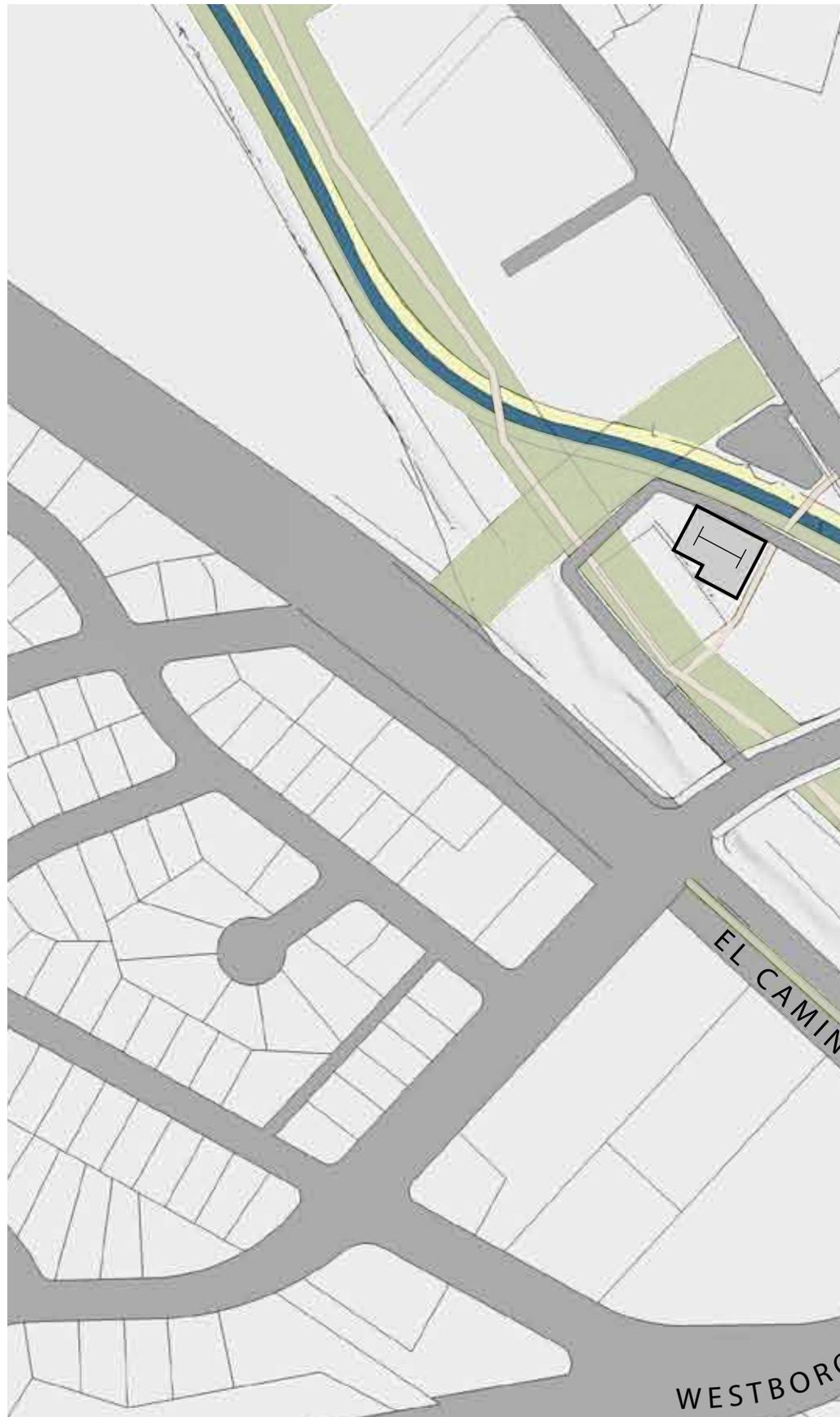




Figure 1-9: Illustrative Vision – Perspective from the West





Figure 1-10: Illustrative Vision – Perspective from the Southeast

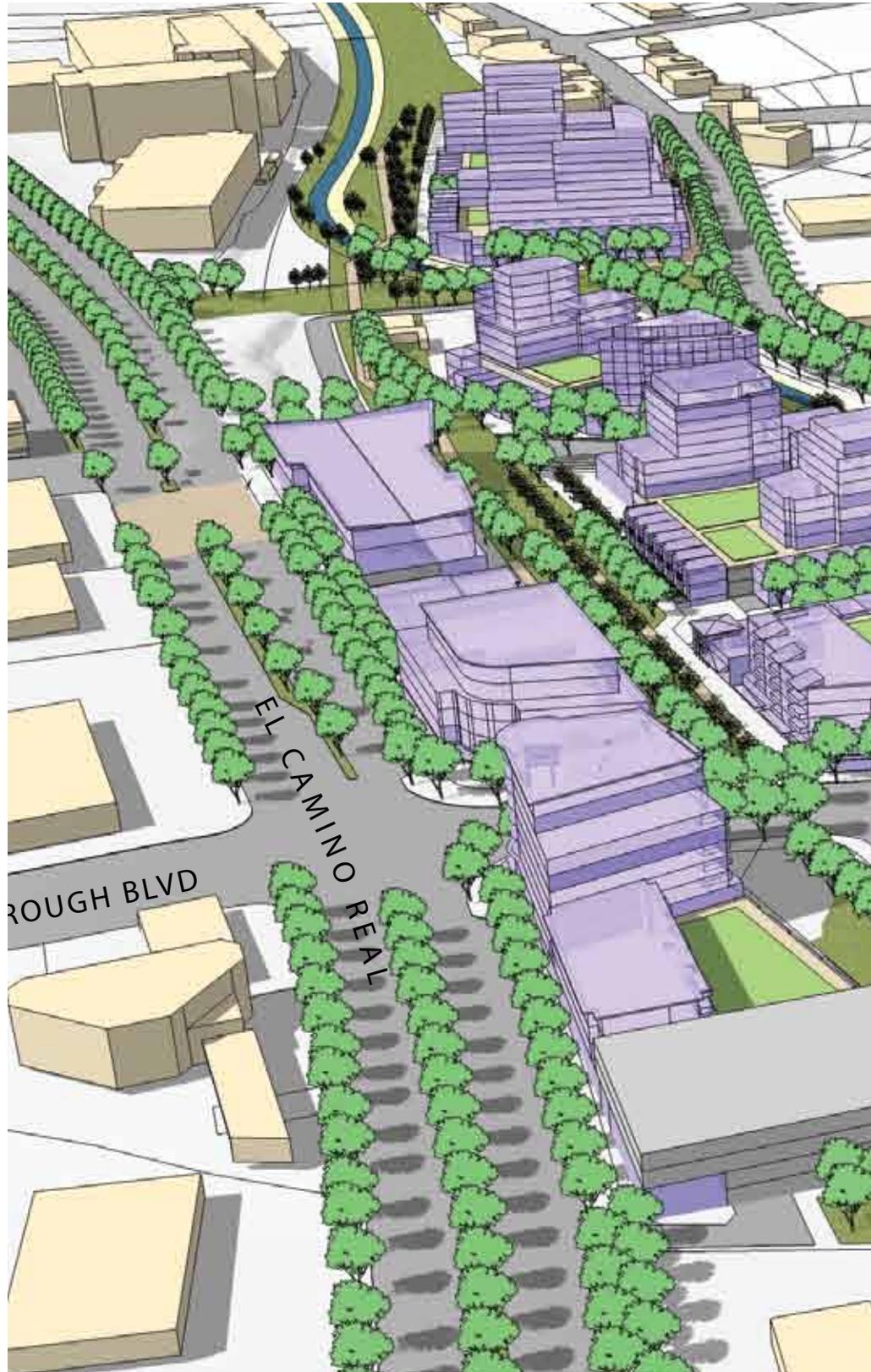




Figure 1-11: Illustrative Vision – Perspective from the East





Figure 1-12: View A – Colma Creek looking South along Centennial Way



Conceptual illustration of potential naturalization of Colma Creek to provide greater visual and physical access to the creek while maintaining drainage and flood utility of the channel.



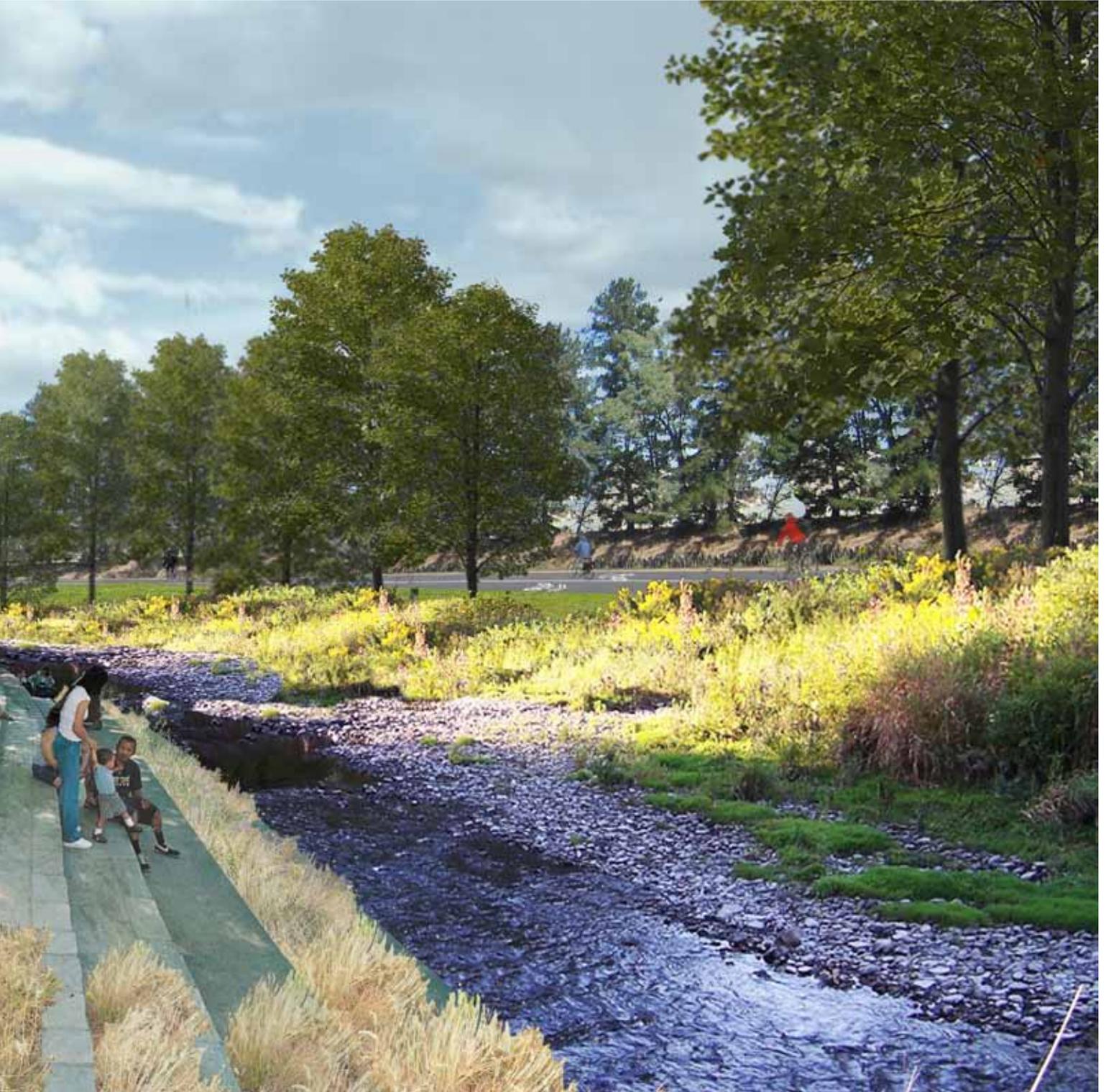


Figure 1-13: View B – Public Plaza looking South from Oak Avenue





Figure 1-14: View C – Centennial Way looking North from Chestnut Avenue





Figure 1-15: View D – Chestnut Avenue from El Camino Real





Figure 1-16: View E – Mission Road at Grand Avenue looking South



Conceptual illustration of new residential townhomes and street improvements that facilitate bike and pedestrian movement along Mission Road.





Figure 1-17: View F – Oak Avenue at Mission Road looking West



Conceptual view of residential towers and streetscape improvements along Colma Creek.





Figure 1-18: View G – Del Paso Drive at Camaritas Avenue looking East



Conceptual illustration of residential towers as seen from surrounding residential communities.







1.3 PLANNING AREA CONTEXT

The El Camino Real/Chestnut Avenue Planning Area is a highly accessible and visible area with several advantageous adjacencies and topographical features. The nearby existing residential communities and public facilities—including transit, parks, and planned improvements—further make the area an ideal place for a new residential community and regional destination. This section outlines the existing planning context of the Planning Area, including land uses and improvement plans underway or approved by the City; property ownership within the Planning Area; and key opportunities for redevelopment.

EXISTING LAND USES AND IMPROVEMENT PLANS

Currently, 11.1 acres, or 19 percent of the developable land within the Planning Area, is vacant. The remainder includes a range of institutional, commercial, and residential uses, with an estimated 251,000 square feet of commercial uses, 304,800 square feet of office, and 132 residential units. The various uses are shown in Figure 1-19.

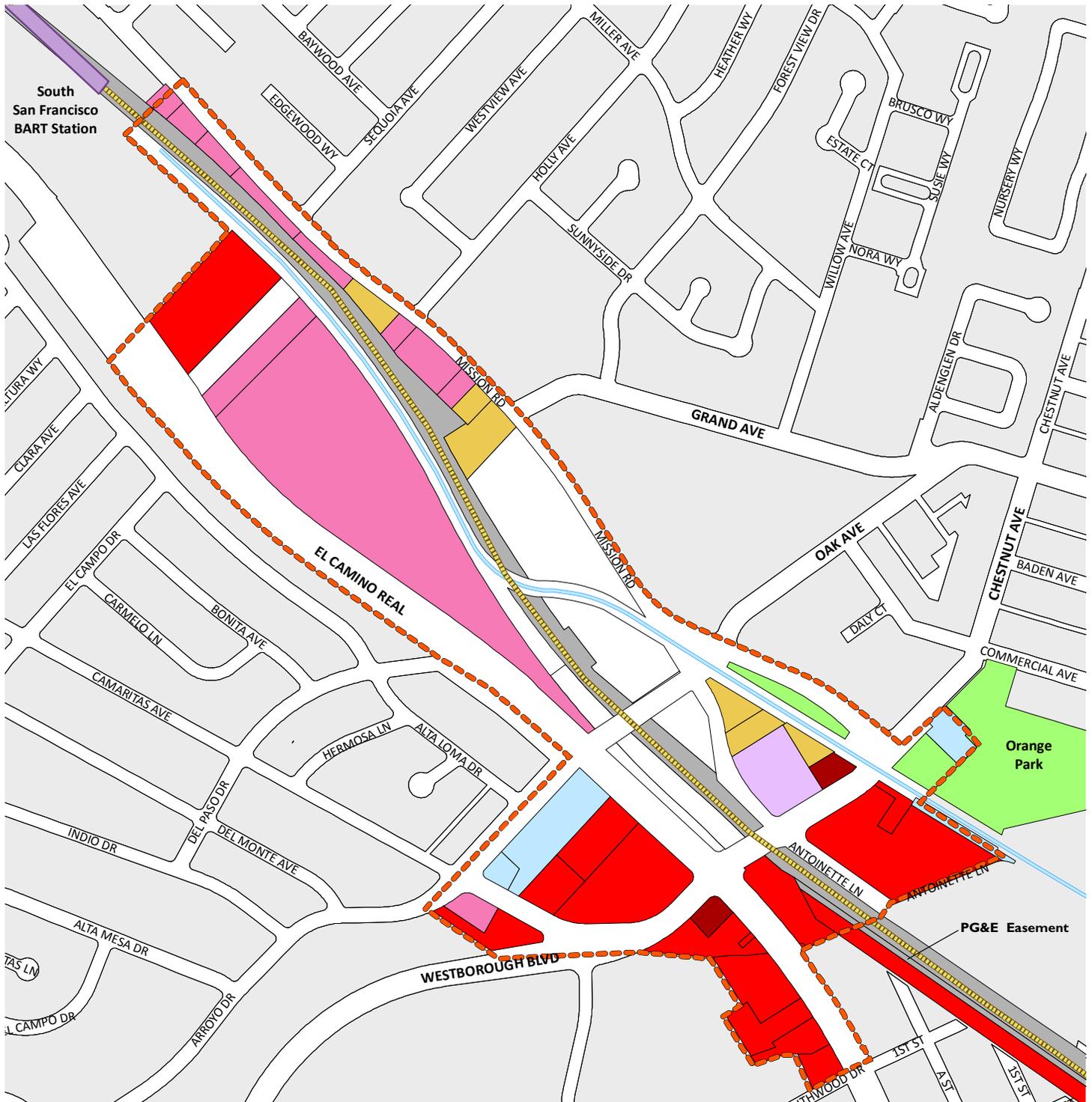
PROPERTY OWNERSHIP

Figure 1-20 highlights the major public and private property ownership in the Planning Area and development opportunity sites. The two largest property owners are the City of South San Francisco and Kaiser Permanente; the City owns a total of 20.3 acres in the Planning Area, and Kaiser Permanente owns 19.3 contiguous acres. Included in the City's holdings are 11 developable acres in the Focus Area as well as the Municipal Services Building on Arroyo Drive and El Camino Real. In addition, BART owns a total of 20.4 acres in a linear swath about 100 feet wide that runs the length of the Planning Area. Other significant property owners include Safeway, which owns a 4.4-acre shopping center at the south end of the Planning Area, and El Camino Enterprises LLC, which owns the site of the Pacific Supermarket on the corner of El Camino Real and Westborough Boulevard. Aside from these large holdings, most of the parcels in the Planning Area are owned by private, individual property owners.

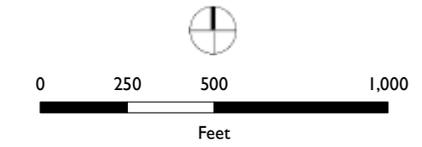
OPPORTUNITY SITES

Figure 1-20 also highlights opportunity sites within the Planning Area. Of these, the sites that present the greatest opportunity are those within the Focus Area, as illustrated in the vision. These include the 11 acres of primarily vacant property owned by the City of South San Francisco, advantageously located adjacent to El Camino Real, Chestnut Avenue, and Colma Creek. Furthermore, the proposed extension of Oak Avenue runs through the area.

Figure 1-19: Existing Land Uses (2010)



- Medium Density Residential
- Service Commercial
- Community Commercial
- Office
- Business Commercial
- Transportation Center or ROW
- Open Space
- Public
- Vacant
- Planning Boundary
- BART
- Colma Creek Channel



Source: San Mateo County, 2008; Dyett and Bhatia, 2010.



Opportunities in the Focus Area

In addition to City-owned property, Figure 1-20 indicates several other opportunities for redevelopment and intensification within the Focus Area. Specifically, a number of low-intensity commercial uses with surface parking along Chestnut Avenue and El Camino Real could benefit from redevelopment. This includes the existing 4.4-acre Safeway shopping center south of Chestnut Avenue and underutilized commercial uses along the Creek between Antoinette Lane and Mission Road.

Most critically, the 100-foot-wide BART right-of-way, which runs through the center of the Planning Area, provides a unique opportunity for linear open space. Due to structural constraints that limit the level of soil cover and development above the transit line, improvements must have a minimal impact to the soil load and not require foundation work. Thus, there exists an opportunity for a grand linear open space that runs through new development. Additionally, there are ample opportunities to create better connections throughout the Planning Area, including new streets or street segments; new pedestrian linkages; new bike-ways; and an expansion of Centennial Way.

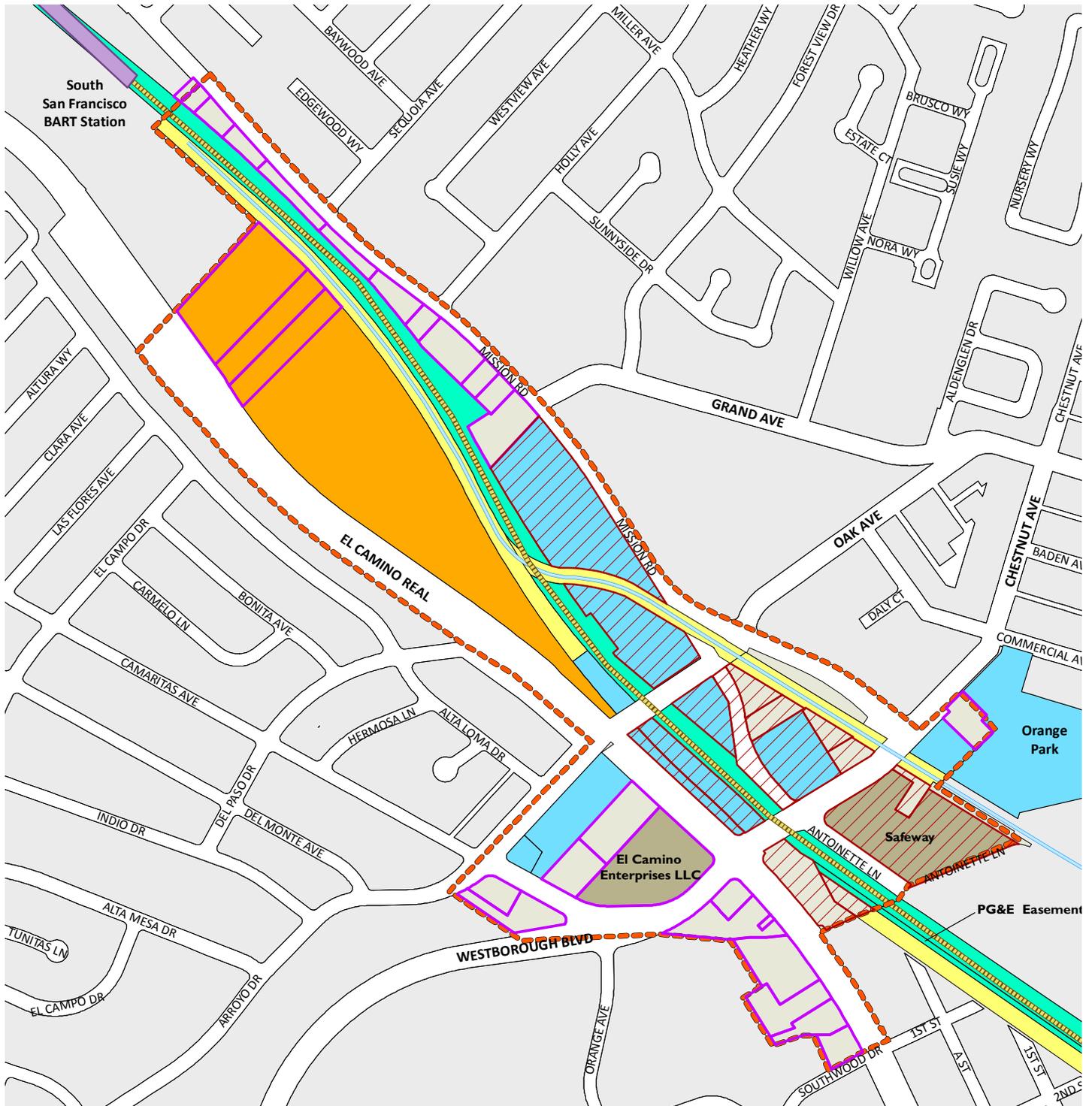
Opportunities Outside of the Focus Area

Apart from the opportunity sites within the Focus Area, there are several additional opportunity areas within the Planning Area along El Camino Real. To the north, these include three properties owned by Kaiser Permanente—the former Broadmoor Lumber, the vacant storage facility, and the former Days Inn sites—which present an opportunity to enliven the street with active uses and enhanced streetscape design. Additional opportunity sites include the Buri-Buri Center, parcels along El Camino Real at the southern end of the Planning Area, and the parcels north of the vacant PUC site along Mission Road. Potential development in all opportunity areas is accounted for in the buildout calculations presented in Chapter 2.

1.4 RELATED PLANS AND PROGRAMS

The El Camino Real/Chestnut Avenue Area Plan functions in concert with a number of other regulatory documents. Chief among these are the South San Francisco General Plan and Zoning Ordinance. The General Plan envisions El Camino Real as a boulevard with an enhanced streetscape, and encourages “a mix of uses, with pockets of concentrated activity that provide foci and identity” to the area. It also envisions specific development standards that “further El Camino Real’s development as a mixed-use boulevard”. Recent efforts by the City to achieve this include:

Figure 1-20: Ownership and Opportunity Sites

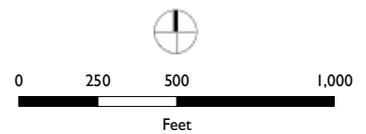


Ownership

- City of South San Francisco/RDA
- BART
- Kaiser Permanente Medical Center
- Public Utilities Commission
- Large Privately-Owned
- Other Parcels

Opportunity Sites

- Focus Area
- Other Opportunity Sites
- Planning Boundary
- BART
- Colma Creek Channel



Source: San Mateo County, 2008; Dyett and Bhatia, 2010.



- **The South El Camino Real General Plan Amendment, Zoning, and Design Guidelines.** Adopted in March of 2010, this amendment targets higher intensities and mixed-use development in the area just south of the El Camino Real/Chestnut Planning Area, along El Camino Real between Chestnut and Noor avenues. The goal of the South El Camino Real Amendment is to stimulate revitalization and encourage pedestrian- and transit-orientation in the area. The El Camino Real/Chestnut Avenue Area Plan policies, standards, and design guidelines are informed by and expand upon the South El Camino Real policies.
- **The South San Francisco BART Transit Village Plan Zoning District Standards & Design Guidelines.** The plan and regulations, adopted in August 2001, call for traffic engineering and streetscape design changes in the area within a one-half mile radius of the South San Francisco BART Station. The plan also calls for mixed-use housing with higher residential densities and lower parking requirements than in other areas of South San Francisco. Much of this housing has been built since the plan's adoption.

The El Camino Real/Chestnut Avenue Area Plan builds on these and other goals and policies of the General Plan and creates a more specific vision for the future of the area. Upon adoption of this Plan, the South San Francisco General Plan and Zoning Ordinance will be amended to incorporate its goals and policies and reflect recommended development standards and design guidelines. The General Plan and Zoning Ordinance will then help implement the Area Plan.

In addition to the General Plan and Zoning Ordinance, several improvement plans and programs affect the Planning Area:

- **The Oak Avenue extension.** As shown in Figure 1-2, the City currently has plans to extend Oak Avenue through to Arroyo Drive, in accordance with the General Plan. Spanning a distance of 550 feet and rising a vertical distance of about 45 feet from Mission Road to El Camino Real, this proposed roadway and bridge will be a key feature of the El Camino Real/Chestnut Planning Area and will significantly improve east-west connectivity within the area.
- **South San Francisco BART Linear Park Master Plan/Centennial Way.** Published in January 2003, the BART Linear Park Master Plan aims to establish an enhanced multi-use bikeway and linear park along the BART right-of-way corridor, where the BART train system runs underground. The goal is to create an open space connection between the South San Francisco and San Bruno BART Stations for residents, commuters, and recreationalists, broadening the range of non-motorized transportation within the area. The Plan was later expanded to include an open space amenity alongside the Colma Creek canal right-of-way, and became known as Centennial

Way. It is currently a 2.87-mile linear park with a continuous bicycle and pedestrian path, signage and landscaping, that provides an alternative route to the sidewalks along El Camino Real and Mission Road. It also includes an enhanced landscaped buffer along Mission Road on the block between Oak and Chestnut avenues. As shown in this plan's illustrative vision, the plan complements Centennial Way and embraces and further develops the goals of the BART Linear Park Master Plan.

- **Grand Boulevard Initiative.** This is a regional vision for the entire length of El Camino Real, from Daly City to San José. Underway since 2006, the Grand Boulevard Initiative encourages compact mixed-use development and high-quality urban design and construction along El Camino Real. It aims to create a pedestrian-oriented environment and streetscapes with vibrant public spaces along the entire thoroughfare. The El Camino Real/Chestnut Avenue Area Plan establishes policies for the area that further the goals of the Grand Boulevard Initiative.
- **South San Francisco El Camino Real Master Plan.** The El Camino Real Master Plan, completed in July 2006 by the City, aims to “develop El Camino Real as a boulevard that accommodates its role as a regional corridor but with streetscape and development that provide identity to the street”. The Plan establishes specific recommendations by segment. The El Camino Real/Chestnut Avenue Area Plan specifically acknowledges and addresses the plan's recommendations for the Kaiser Hospital Area and the Buri-Buri Center Area.
- **Housing Element/City of South San Francisco General Plan.** The Housing Element, updated June 2009, contains an analysis of the community's housing needs, resources, constraints, and opportunities. It also contains goals, policies, and programs and an action plan which details the actions to be taken by the City to respond to the community's evolving housing needs. The Housing Element has been drafted to ensure consistency with the Area Plan. The Housing Element identifies several housing opportunity sites within the Planning Area and estimates that these sites can accommodate approximately 549 housing units.
- **Redevelopment Plan for the El Camino Corridor Area.** The Redevelopment Plan was adopted in 1993 to address blight and to promote the safety, health, and welfare of the residents and users of the Redevelopment Area. The goals and objectives of the Redevelopment Plan included the elimination and prevention of blight and substandard conditions; achieving an environment with high quality architecture and design; and the creation of new housing and job opportunities. The Redevelopment Plan was amended in 2000 to expand the Redevelopment Area.



1.5 PLAN ORGANIZATION

The following chapters of this document present guiding principles and accompanying policies; design standards and guidelines; and recommendations for implementation:

- *Chapter 2: Land Use Classification, Density/Intensity Standards, and Development Program* provides the land use framework, including locations for uses, land use classifications, density/intensity standards, and development potential estimates. This chapter also illustrates potential buildouts with graphics and three-dimensional models.
- *Chapter 3: Guiding Principles and Policies* provides guiding principles and policies, comprehensively addressing the major considerations for new development within the Planning Area. Organized thematically, the guiding principles encapsulate the quality and intensity of improvements that the City hopes to achieve for the Planning Area. They address land uses, heights, urban design and the public realm (including open space), circulation, and parking, with diagrams to illustrate each. Following each guiding principle is a series of policies that will guide the City and developers in implementing the principles.
- *Chapter 4: Design Standards and Guidelines* provides design standards and guidelines for future development within the Planning Area. Standards provide clear direction on key design elements, while guidelines illustrate how these regulations may be implemented. Design elements include building massing, design, and articulation; private and public open space; and parking and access. They provide guidance to developers as well as to City staff and decision-makers for achieving high-quality design throughout the Planning Area.
- *Chapter 5: Implementation* outlines implementation measures, including amendments to the General Plan and the Zoning Ordinance, phasing of development, necessary infrastructure improvements, and financing and public investment measures needed to achieve cohesive plan implementation.

2 Land Use Classification, Density/Intensity Standards, and Development Program

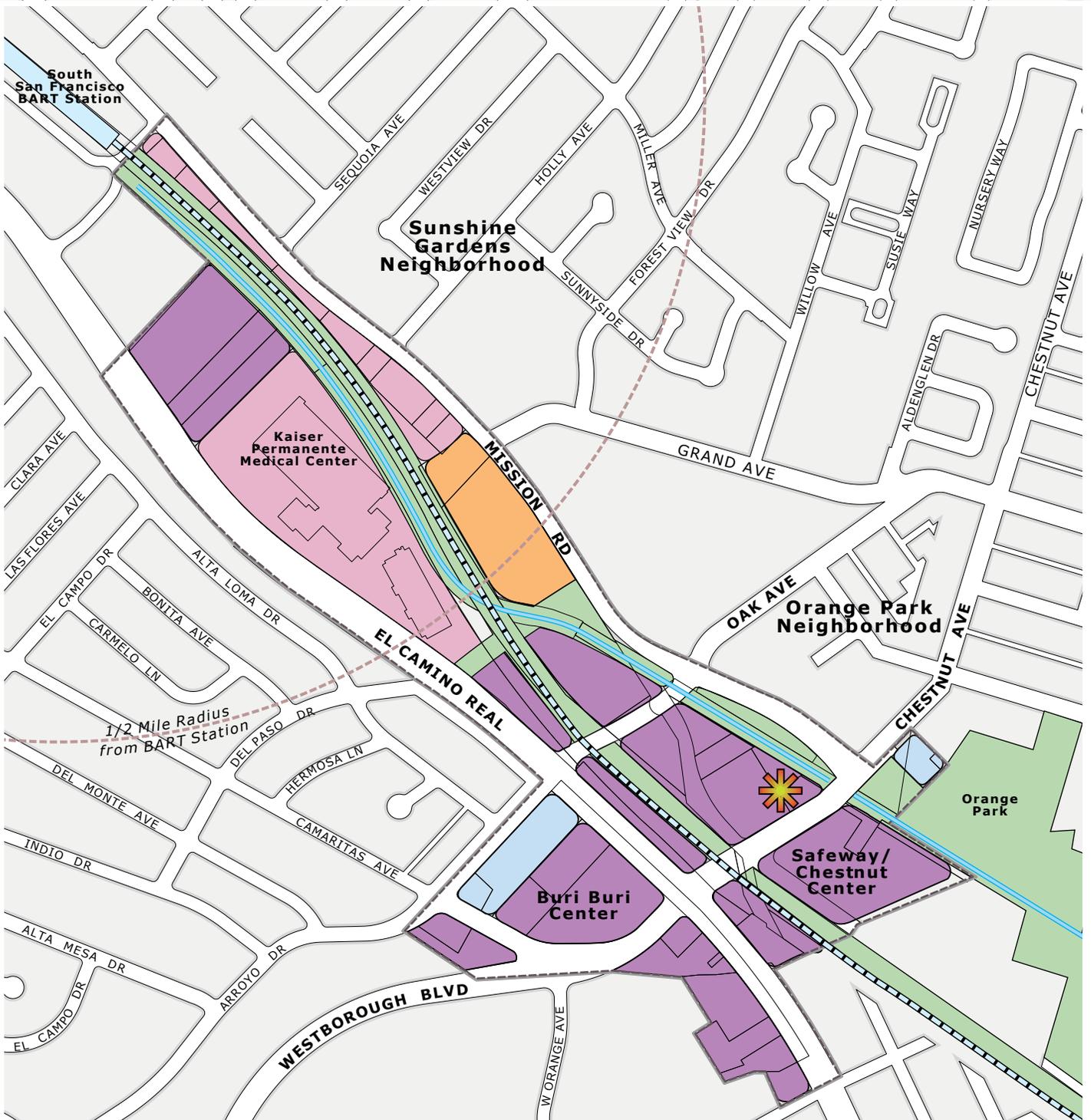
This chapter provides the land use framework that will enable the development of the El Camino Real/Chestnut Area into a vibrant mixed-use district that supports community needs and services. It provides locations for land uses, a classification system, and density/intensity standards. It also estimates total development potential for each land use type. Potential development within the Focus Area is illustrated with three-dimensional models and graphics.

2.1 LAND USE AND DENSITY/INTENSITY

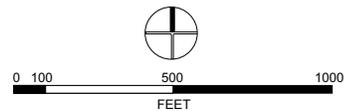
LAND USE DIAGRAM

The Land Use Diagram (Figure 2-1) designates the proposed location, distribution, and extent of activities that may take place in the Planning Area. Land use classifications—shown as color/graphic patterns on the diagram—allow for a range of activities within each classification. The diagram is a graphic representation of policies contained in Chapter 3; it is to be used and interpreted in conjunction with the text and other figures contained in the Area Plan.

Figure 2-1: Land Use Diagram



- High Density Residential (120 du/ac; up to 180 with approval)
- El Camino Real Mixed Use North, High Intensity
- El Camino Real Mixed Use North, Medium Intensity
- Public
- Park and Recreation
- BART
- Canal
- Planning Boundary
- Potential Location for Supermarket



LAND USE CLASSIFICATION AND DENSITY/INTENSITY STANDARDS

Land use classifications are presented below. The Zoning Ordinance provides greater detail on specific uses permitted within each classification. In addition to the uses described here, public uses—including government offices, police and fire stations, parks, and public schools—are permitted in all land use classifications.

Table 2-1 shows standards for density and development intensity. The maximum residential density may be increased, in accordance with state law, for projects with affordable housing or housing for elderly residents. A 25 percent bonus is available for housing that meets community design standards as specified in the Zoning Ordinance (see Zoning Ordinance, Chapter 20.390, Bonus Residential Density). For non-residential and mixed uses, the base maximum FAR may also be increased with bonuses, as shown in Table 2-1. A bonus FAR of 0.5 is available with a Transportation Demand Management (TDM) Program. In addition, a discretionary bonus FAR of 0.5 is available for other design standards based on criteria established in the Zoning Ordinance and upon conditional use permit approval.

High Density Residential

This designation, as it applies to the 4.5-acre former San Francisco Public Utilities Commission (PUC) parcel between Mission Road and the Colma Creek canal, allows higher densities than elsewhere in the city, reflecting the area's close proximity to the South San Francisco BART Station. Up to 120 units per acre are permitted and a minimum density of 80 units per acre is required. A maximum of 180 units per acre may be achieved for development meeting specified criteria.

El Camino Real Mixed Use North

This designation is intended to accommodate high-intensity active uses and mixed-use development. Retail and department stores; eating and drinking establishments; hotels; commercial recreation; financial, business, and personal services; residential; educational and social services; and office uses are permitted.

There are two El Camino Real Mixed Use North designations within the Planning Area: High Intensity and Medium Intensity. These areas are shown in Figure 2-1. In both areas, the minimum FAR for all uses, exclusive of structured parking, shall be 0.6, of which a minimum 0.3 FAR shall be active uses. Active uses are those that are accessible to the general public, generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity. Such uses include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, hotels, banks, travel agencies, childcare services, libraries, museums, and galleries. Maximum FAR and residential densities are different in the two areas, as described below.



El Camino Real Mixed Use North, High Intensity

Within this designation, the ground floor frontage of a site along El Camino Real, Chestnut Avenue and Oak Avenue is required to be devoted to active uses. The maximum FAR for all uses, inclusive of housing but exclusive of structured parking, shall be 2.0, with increases to a maximum total FAR of 3.0 for development meeting specified criteria. Residential density is limited to a maximum of 80 units per acre, with increases to a maximum of 110 units per acre for development meeting specified criteria.

El Camino Real Mixed Use North, Medium Intensity

For the Medium Intensity designation, the maximum FAR for all uses, inclusive of housing but exclusive of structured parking, shall be 1.5, with increases to a maximum total FAR of 2.5 for development meeting specified criteria. Residential density is limited to 40 units per acre, with increases to a maximum of 60 units per acre for development meeting specified criteria.

Public

This designation provides for schools, libraries, government offices, transit sites, and other facilities that have a unique public character.

Table 2-1: Standards for Density and Development Intensity

Land Use Designation	Residential Density (units/net acre)			Floor Area Ratio (residential and non-residential uses combined)				
	Min.	Max.	Max. with Discretionary Approval and State-Mandated Bonus	Min.	Base Maximum	Bonuses		Total Maximum with Discretionary Approval and Incentive-Based Bonuses
						Bonus Attainable with TDM Program	Bonus Attainable with Other Specified Design Standards	
High Density Residential	80	120	180	–	–	–	–	–
El Camino Real Mixed Use North								
<i>El Camino Real Mixed Use North, High Intensity</i>	–	80	110	0.6 ¹	2.0	0.5	0.5	3.0
<i>El Camino Real Mixed Use North, Medium Intensity</i>	–	40	60	0.6 ¹	1.5	0.5	0.5	2.5

¹ A minimum 0.3 FAR of the required 0.6 FAR shall be active uses. The requirement for a minimum 0.3 FAR of active uses does not apply to projects where 30% of the units are restricted and affordable to low- or low-moderate-income households.

Dyett & Bhatia, 2010



2.2 PROJECTED DEVELOPMENT PROGRAM

This section describes development projected for the Planning Area. A more detailed block-by-block picture of the development envisioned for the Focus Area is also provided. These projections are used to determine probable environmental impacts and infrastructure needs, and are not adopted as part of the plan. This Area Plan does not include any specific projects or development applications; however, to the extent any project is consistent with the plan’s land use designations, and development intensities and standards, any necessary environmental review will be limited to site-specific impacts, rather than cumulative and area-wide impacts, which have been fully evaluated in the program EIR prepared on the plan. **A development project does not have to be consistent with illustrative vision and massing and detailed block-by-block projections to be consistent with the plan.**

OVERALL DEVELOPMENT

Development potential is calculated based on the application of land use, density, and intensity assumptions to the opportunity sites described in Chapter 1. Table 2-2 below describes the amount of new development projected for build-out of the entire Planning Area, including all sites within and outside of the Focus Area. The Plan is expected to result in 369,400 square feet of new retail/services development, 73,000 square feet of office space, a new 50,000 square foot library, and over 1,500 new high-density units accommodating 4,600 new residents. The figures presented in the following table account for existing development, existing development to be replaced or redeveloped, and new development.

Land Use Type	Existing	Existing Lost	Projected within Focus Area	Projected Outside of Focus Area	Net Total
Retail and Services (SF)	250,900	194,000	186,800	182,600	426,300
Office (SF)	304,800	0	73,000	0	377,800
Public/Institutional (SF)	60,500	0	50,000	0	110,500
Residential (Units)	132	65	1,215	305	1,587
Residents	400	200	3,600	1,000	4,800

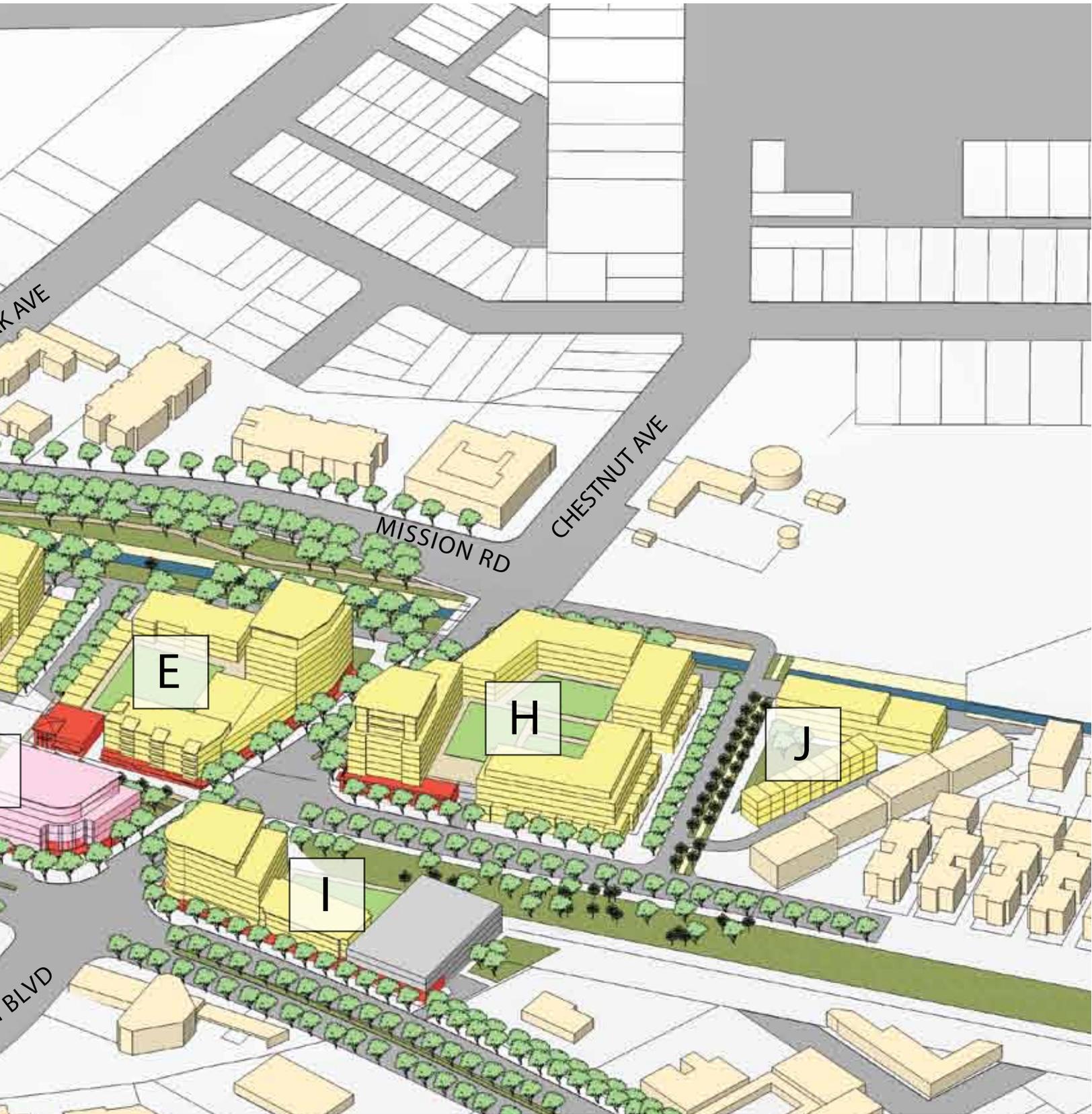
Dyett and Bhatia, 2010

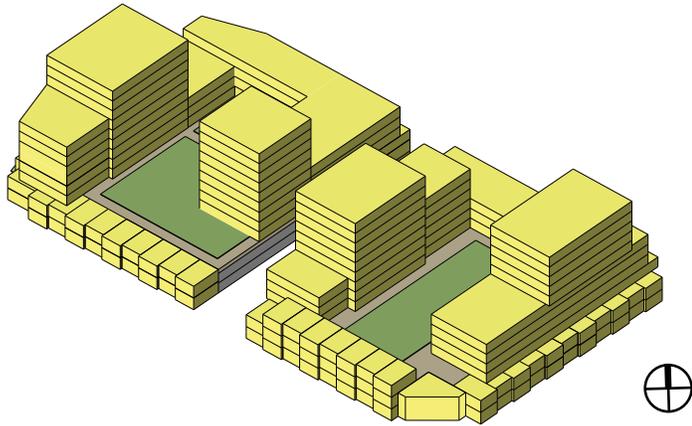
FOCUS AREA DEVELOPMENT BY BLOCK

Development within the Focus Area, as shown in the illustrative vision drawings of Chapter 1, comprises the majority of the overall development potential of the Planning Area. Each block within the Focus Area—its adjacencies, site constraints and opportunities—was considered carefully in understanding the development potential, and portraying the massing outlined in the illustrative vision. This section describes in detail the development program envisioned for each block within the Focus Area. Figure 2-2 provides a key map of the Focus Area, with each block identified by a letter, and the following text provides a detailed picture of potential development on each individual block. Table 2-3 provides a summary of the Focus Area development program by block.

Figure 2-2: Block Key





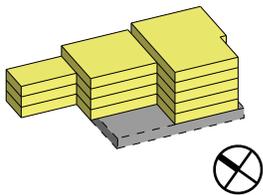


BLOCK A:

- 419 units
- 108 DU/acre

BLOCK A

Located along Mission Road between Grand Avenue and the proposed community park, Block A is the only block in the Focus Area designated as High Density Residential. In the illustrative vision, the block is broken into two buildings, each with two above-ground levels of podium parking topped with common open space for residents. A driveway leading into both parking garages is accessed from Mission Road. The garages are each wrapped on three sides with residential units, providing a total of 39 townhouses, 136 low-rise units (three to four stories above the podium), and 244 units in towers. The two tallest towers each reach 15 stories, or about 155 feet.



BLOCK B:

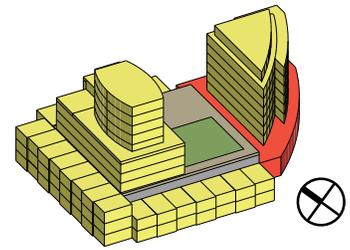
- 43 units
- 76 DU/acre
- 3.1 FAR

BLOCK B

Block B contains the smallest amount of development of all the blocks within the Focus Area—43 low-rise units above 30 underground parking spaces. This block, as well as the rest of the Focus Area, is designated as El Camino Real Mixed Use North, High Intensity. Block B is accessed by a new driveway off of Oak Avenue, circling blocks B and C. The building is divided into three masses, with the tallest reaching five stories.

BLOCK C

Block C borders on two segments of Centennial Way (to the east and west) and Oak Avenue (to the south). This is a mixed-use development with three levels of podium parking and residential development on all sides. An 11,500 square foot ground floor commercial space fronts onto Oak Avenue, and an eight-story residential tower is built over the commercial space. Parking is accessed from the same driveway that serves Block C. Residential units include 19 townhouses, 24 units in low-rise buildings, and 51 units in the south tower.

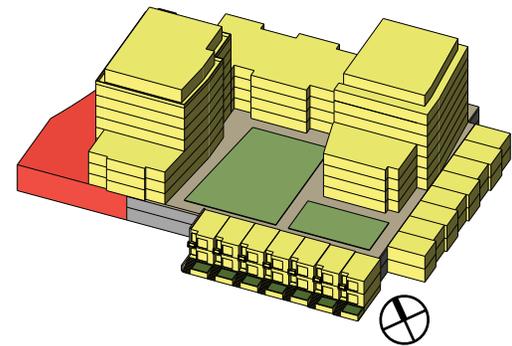


BLOCK C:

- 94 units
- 72 DU/acre
- 2.3 FAR

BLOCK D

Block D faces Oak Avenue to the north and Centennial Way to the east and west. Vehicular access to this development is from a new circulation road internal to the block, extending from Oak Avenue to Chestnut Avenue alongside the eastern segment of Centennial Way, as well as from a shared driveway down the center of the block, perpendicular to Centennial Way. The north end of the block includes a 13,400-square foot retail space that occupies the block's entire Oak Avenue frontage. The development is built around two levels of podium parking. Two sides of the podium are lined with 15 townhouses; rising above the podium are 23 low-rise units and 101 tower units. The development includes two towers, the tallest of which reaches 10 stories. The exposed portion of the parking garage adjacent to the public plaza may be used to support a large movie screen and/or other public art displays.

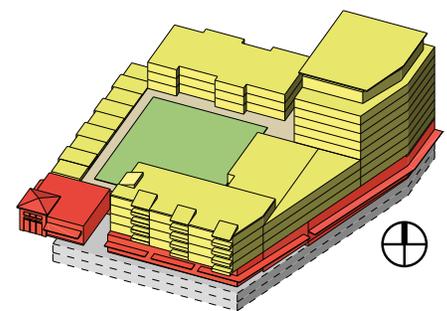


BLOCK D:

- 139 units
- 64 DU/acre
- 1.8 FAR

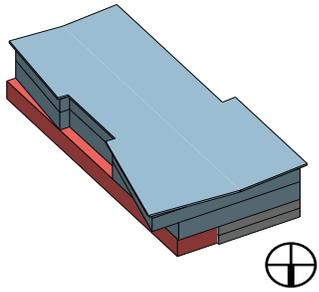
BLOCK E

Block E faces Chestnut Avenue to the south and Centennial Way to the east and west. Like Block D, vehicular access is from the new circulation road internal to the block alongside the eastern segment of Centennial Way. This block plays a critical role in establishing the Planning Area as a major destination, as it is located at the entrance to the Centennial Way pedestrian district; helps form the Chestnut Avenue street wall; and includes the area's largest retail space—a single 50,900-square foot space suitable for a grocery store. Parking is located underground in two levels. Nine townhouses line the driveway to the north, and 141 units rise above the retail space. One tower at the southeast corner of the block reaches 10 stories, or 115 feet.



BLOCK E:

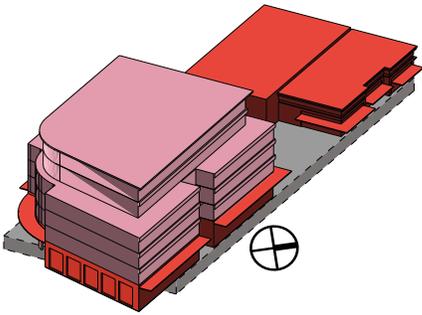
- 150 units
- 54 DU/acre
- 2.0 FAR



BLOCK F:
• 1.7 FAR

BLOCK F

For the corner of El Camino Real and Oak Avenue (Block F), the illustrative vision shows a relocated South San Francisco Main Library. The building includes a 50,000-square foot library as well as 9,200 square feet of retail space along Oak Avenue and along Centennial Way. This block is also the location of the most dramatic grade difference within the Planning Area—the west side of the block is 45 feet higher in elevation than the east side. For this reason, there can be two levels of at-grade structured parking under the library. A distinctive architectural feature, such as the sloped roof form shown here, will be critical to establishing the identity of the area a civic destination and heightening the facility’s visibility from El Camino Real.



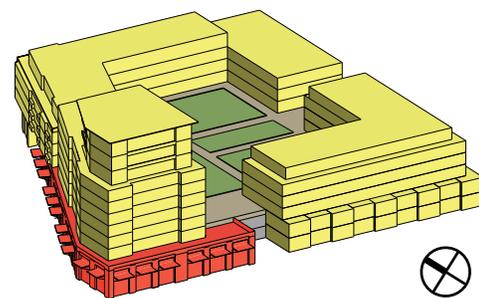
BLOCK G:
• 2.3 FAR

BLOCK G

Block G is composed of two buildings—one on the corner of El Camino Real and Chestnut Avenue, and one just to the north along El Camino Real. This is the only block in the illustrative vision that includes Class A office space. The illustrative vision shows a six-story office building at the corner with 25,300 square feet of retail at the ground floor and 73,000 square feet commercial office space above. The smaller building to the north is a 9,800-square foot single-story retail space. One level of parking is located underground.

BLOCK H

Located just south of Chestnut Avenue and east of Antoinette Lane, Block H is a major mixed-use development that anchors the southern end of the Focus Area. Like Block E, this block is important in establishing the active street wall along Chestnut Avenue and an active edge along Centennial Way. Vehicular access is from Antoinette Lane and a new circulation road that circles the block. Parking is located in two podium levels; a 26,200-square foot retail space occupies the block's Chestnut street frontage; and 29 townhouses line the three remaining sides of the development. Atop the podium are 127 low-rise housing units and a 10-story tower housing 67 more units.

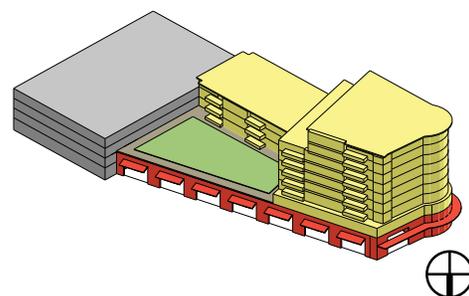


BLOCK H:

- 223 units
- 70 DU/acre
- 2.1 FAR

BLOCK I

Like Block G, Block I lies at the gateway to the Planning Area at the corner of El Camino Real and Chestnut Avenue. This development provides a strong tower at the corner, active retail uses along the block's entire El Camino Real frontage, and 38,400 square feet of active retail uses along the majority of its Centennial Way frontage. Parking is located in four above-ground levels at the southern end of the block. Rising above the ground floor retail are 25 low-rise residential units and 77 tower units.

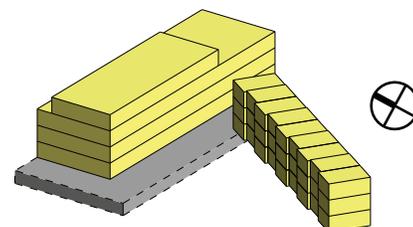


BLOCK I:

- 102 units
- 71 DU/acre
- 2.5 FAR

BLOCK J

Block J is a residential-only block composed of two buildings: one building of 36 low-rise units, and nine freestanding townhouse units. Parking for the low-rise units is located in one level of underground parking, and the townhouses are self-parked. Block J is accessed by the new circulation road that extends through the southern end of the Planning Area. A triangular common open space lies adjacent to all units in the block.



BLOCK J:

- 45 units
- 39 DU/acre
- 1.2 FAR



Table 2-3: Focus Area Development Summary by Block

Block	Non-Residential (SF)			Residential (units)				Parking (spaces)		
	Retail	Office	Public/ Inst.	Low-Rise	Tower	Town- houses	Total	Podium	Under- ground	Total
A	0	0	0	136	244	39	419	486	0	486
B	0	0	0	43	0	0	43	0	30	30
C	11,600	0	0	24	51	19	94	150	0	150
D	13,400	0	0	23	101	15	139	258	0	258
E	62,700	0	0	68	73	9	150	0	397	397
F	9,200	0	50,000	0	0	0	0	108	0	108
G	25,300	73,000	0	0	0	0	0	0	103	103
H	26,200	0	0	127	67	29	223	312	0	312
I	38,400	0	0	25	77	0	102	159	0	159
J	0	0	0	36	0	9	45	0	63	63
Total	186,800	73,000	50,000	482	613	120	1,215	1,473	593	2,066

Dyett and Bhatia, 2010

3 Guiding Principles and Policies

The following guiding principles lay the framework for development within the Planning Area. They provide an overall vision for the area in terms of land use, urban design and circulation, and emphasize the creation of a vibrant and viable activity center in South San Francisco. Each principle includes a statement followed by text that expands upon the principle. These are followed by policies to guide implementation. Accompanying photographs and illustrations help visualize principles and policies.

3.1 LAND USE

Guiding Principle 1: Create a vital center for South San Francisco, with a variety of commercial, office, residential, and civic uses.

Building on the its central location in the city and the presence of multiple existing and proposed civic facilities, the Planning Area will become an active civic and community-wide destination. A mix of uses is emphasized throughout the Planning Area to foster an active public realm along key streets and open spaces. The gateway for this new center will be the intersection of El Camino Real and Chestnut Avenue. A range of commercial uses will activate El Camino Real and Chestnut Avenue, as well as an enhanced pedestrian district along the Centennial Way connection on the BART right-of-way between Chestnut Avenue and the proposed Oak Avenue extension.

The plan will foster a new community alongside a major public space amenity and within easy walking distance of both BART and new commercial and civic uses. High-density residential development will be integrated throughout. While most residential development will be in mixed-use buildings, a higher-density residential-only area north of Oak Avenue establishes recognizes proximity to BART and lower visibility from arterials.

- LU-1** Ensure an appropriate mix of uses, activities, and amenities, to help the area develop as a citywide and regional destination.
- LU-2** Provide uses that reflect the area’s proximity to BART and visibility along El Camino Real and Chestnut Avenue.
- LU-3** Provide new residential development to support and activate commercial and public uses in the area, with a minimum of 800 housing units, and up to 1,500 new housing units, for approximately 2,500 to 4,400 new residents.



- LU-4** Enable the City Library to relocate to the Planning Area, in a location that builds on synergies with other public uses and maximizes visibility and access for the community. Possible locations for the library should consider accessibility from Chestnut Avenue and El Camino Real, as well as proximity to public open space like Centennial Way and Orange Memorial Park.
- LU-5** Establish an identity for a “Civic District” containing the Municipal Services Building, a potential new City library, and other civic uses, through signage along El Camino Real and other places, landscape design, and connections (including better pedestrian access across El Camino Real). Cluster civic uses around the new plaza/amphitheater and other community gathering places. Further synergies with shared resources such as joint parking facilities.

Guiding Principle 2: Create a commercial district that acts as a citywide and regional destination, yet provides adequate neighborhood-serving establishments for residents.

A new hub at Chestnut Avenue and El Camino Real will be a destination for the local and regional community. A balance of neighborhood and regional commercial uses, demand for both of which has been established, will ensure economic benefit to the City and provide neighborhood services within walking distance of homes. Commercial uses will include at least one major space for a community-serving supermarket. The Planning Area already contains a Safeway just south of Chestnut Avenue; this could be relocated north of Chestnut Avenue or another supermarket/large grocery store could be established in the area (see Chapter 5: Implementation). Retail uses along Chestnut Avenue and El Camino Real will serve local as well as broader community needs. Additionally, retail and commercial uses will be located along key pedestrian connections and adjacent to community destinations so as to prioritize accessibility and maximize synergy of uses. While no size limitations are established in this plan, all commercial development, including larger establishments, will be designed in keeping with the desired pedestrian-oriented character of the area, while providing easy vehicle access and visible parking. Spaces will be appropriately sized and flexible to accommodate a variety of tenants, with utilities and infrastructure (such as gas lines and loading areas) needed to support the range of desired commercial uses (e.g. restaurants, cafes, and groceries).

- LU-6** Provide a minimum of 100,000 to 200,000 square feet of additional regional and neighborhood-serving commercial uses in the Planning Area.
- LU-7** Ensure that the mix of commercial uses provides adequate neighborhood services for new residential development to reduce the need for driving for everyday needs.
- LU-8** Provide at least one major space of 40,000 to 60,000 square feet that can accommodate a community-serving supermarket—either a new one or a relocated Safeway, currently located in the southeastern portion of the Planning Area.
- LU-9** Ensure that commercial spaces are sized and designed at an adequate depth and height to accommodate and attract a variety of uses. Require that spaces are equipped with the necessary building infrastructure (gas lines, etc.) to serve a range of commercial and retail uses, including food preparation and groceries.
- LU-10** Orient neighborhood-serving commercial establishments to the public realm and ensure easy access to pedestrian and bicycle connections.





3.2 BUILDING HEIGHTS

Guiding Principle 3: *Provide high-intensity development, capitalizing on the area's proximity to BART and location at the geographic center of the city.*

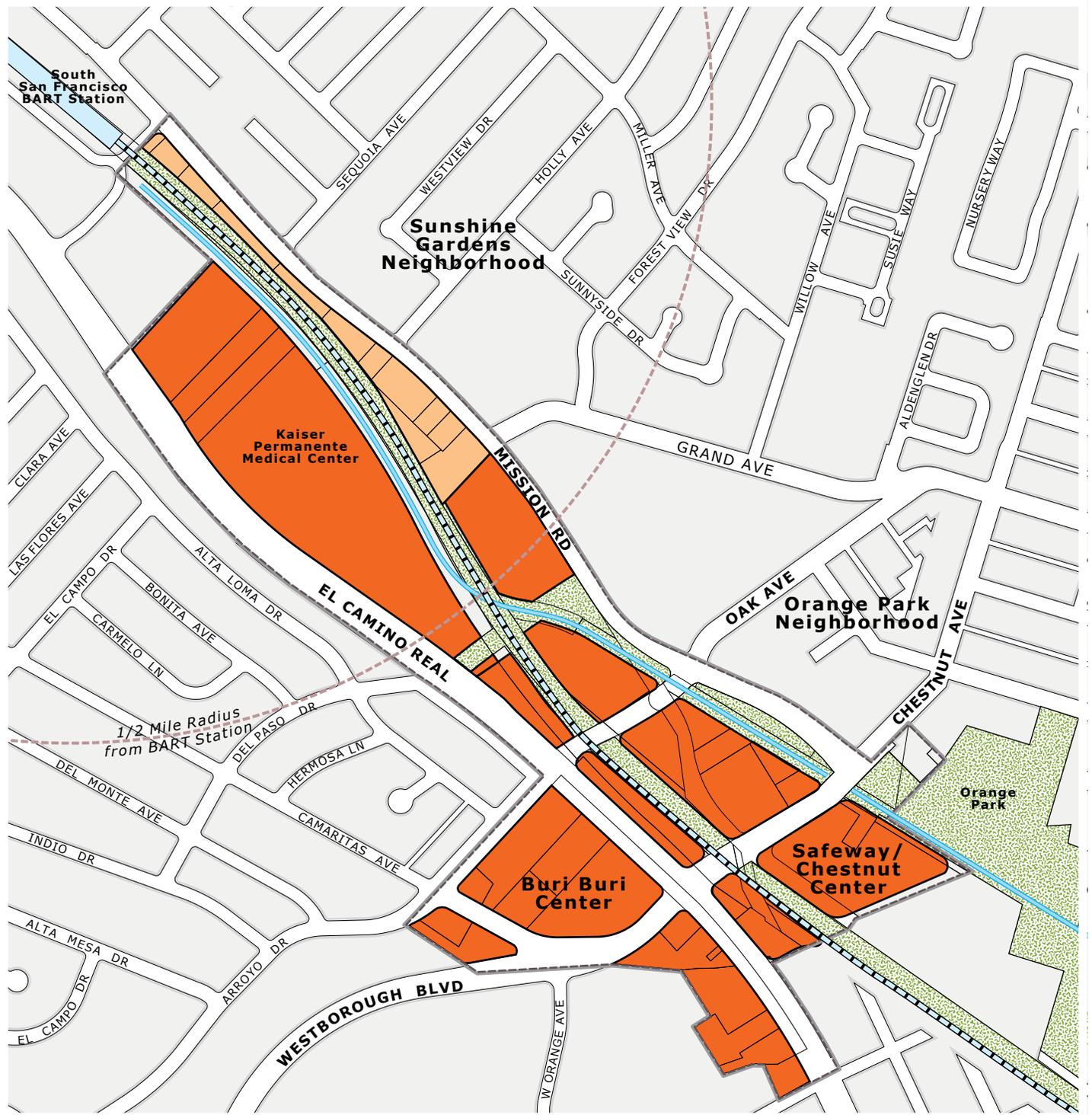
The scale and intensity of development will help define the area as a hub, and help establish a strong presence along El Camino Real and Chestnut Avenue. Building heights along El Camino Real will be similar to those established for South El Camino Real (80 feet maximum, rising to 120 feet with discretionary approval). Buildings and development intensities will be higher in the area north of Oak Avenue, which is closest to the BART station and located across from office and public uses along Mission Road. They will step down in the northern-most portion of El Camino Real to transition to existing development. Building height limits within the Planning Area are shown in Figure 3-1.

Building heights and bulk will vary within individual developments to create visual interest. The lower portions of buildings will be designed to promote a pedestrian scale and character, while taller portions of buildings will be stepped back along the street edge, open spaces, and the parkway. (See Chapter 4: Design Standards and Guidelines for more on building design.) Height limits within the Planning Area are well within the airport height limits, which are shown in Figure 3-2 for reference purpose.

- H-1** Maintain building heights along El Camino Real in concert with those established for the southern portion of the corridor. Allow taller buildings north of Chestnut Avenue, reflecting the area's proximity to BART and open space amenities.
- H-2** Establish an overall typical height range between four and six stories, with residential towers reaching up to 12 stories in select locations.
- H-3** Require building heights to vary within individual blocks, and do not permit monolithic, bulky developments. Taller towers may be appropriate on all blocks and should be distributed to provide both a dense urban fabric and sufficient open spaces.
- H-4** Require the design of towers to minimize shadow impacts on existing residential development. Require portion of any development taller than 80 feet to be located as far away from Mission Road and El Camino Real as possible, but in no case less than 60 feet from the edge of the right of way.



Figure 3-1: Building Heights



xx/xx Base Height Limit/
Height Limit with
Discretionary Approval

 Canal
 Planning Boundary

-  80/120 Feet
-  40 Feet
-  Park/Open Space
-  BART

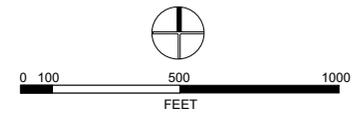
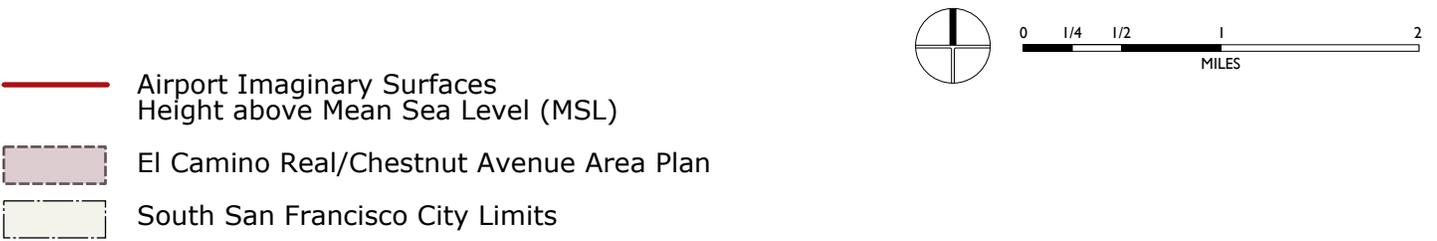
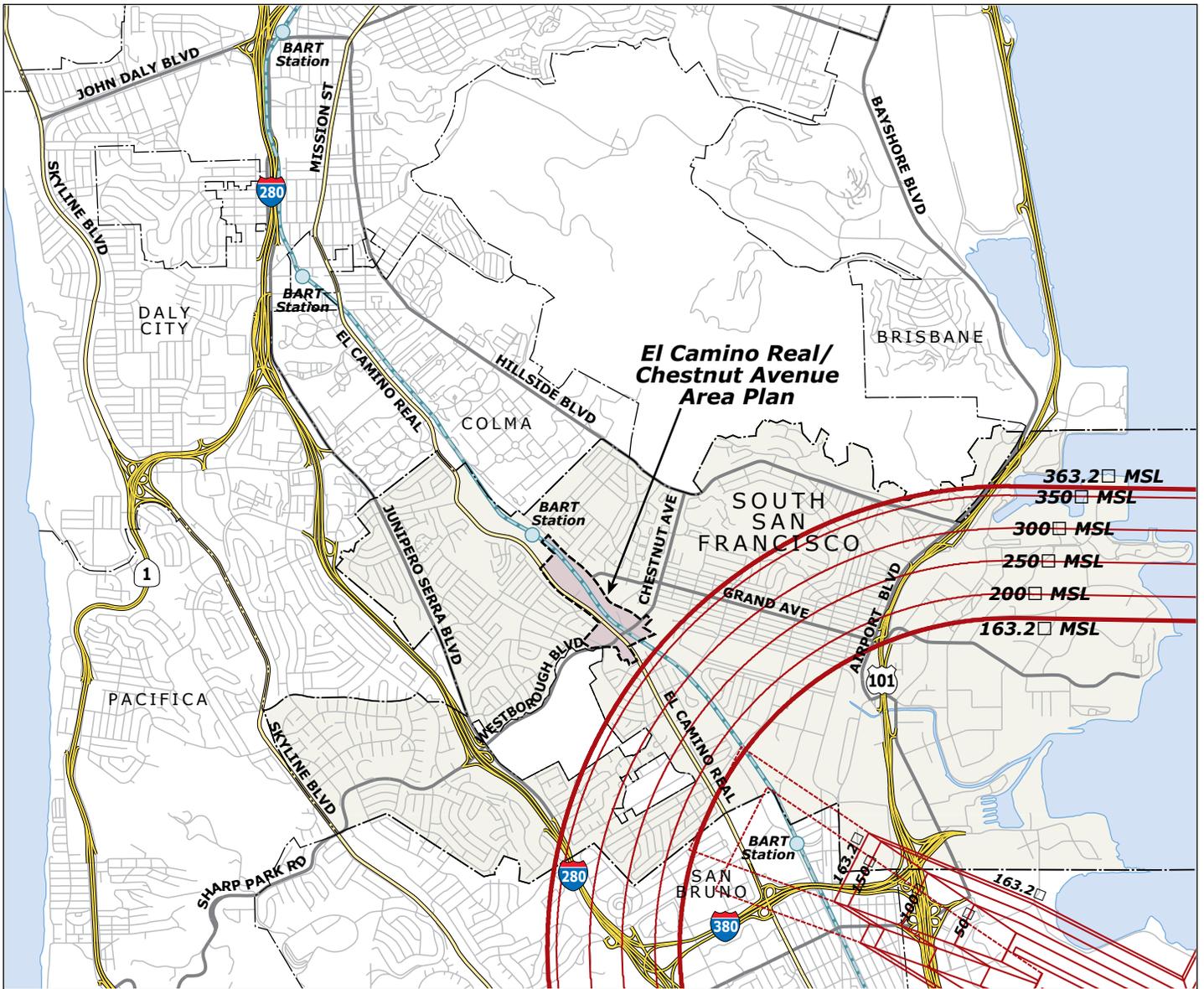


Figure 3-2: Airport Height Limits



Source: FAR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2007; Jacobs Consultancy, May, 2008.

3.3 URBAN DESIGN AND THE PUBLIC REALM

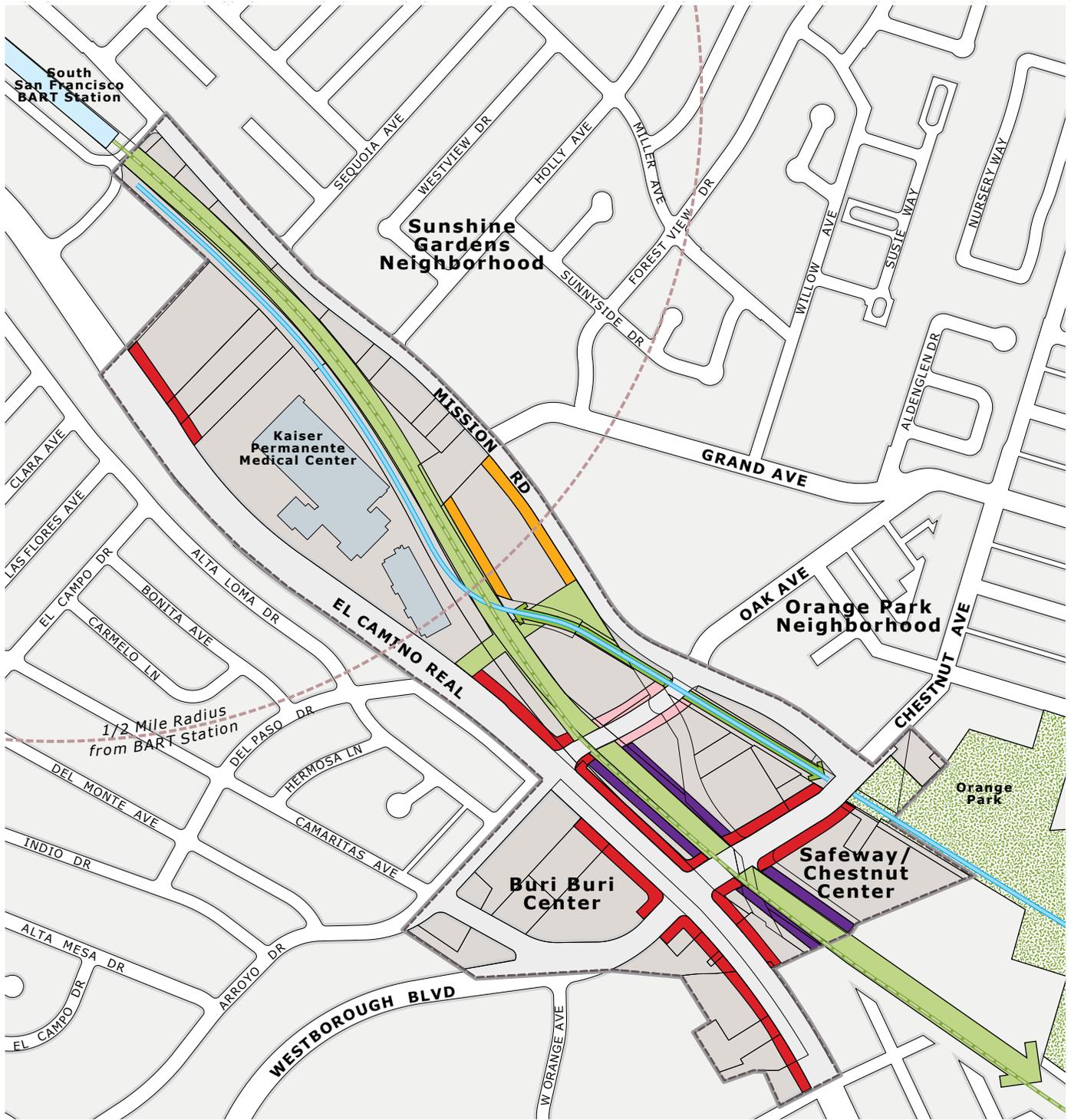
Guiding Principle 4: *Maximize active frontages along key streets and open space connections in the Planning Area.*

Active frontage is defined by a strong building to street relationship where buildings are located at the sidewalk edge. Entries and ample fenestration should be oriented to the street with an emphasis on pedestrian-scaled building design and amenities. To capitalize on the high visibility and busy crossroads location of the Planning Area, the Chestnut Avenue and El Camino Real street edges should be lined with active retail frontages. This includes active frontage along the Centennial Way connection between Chestnut Avenue and the Oak Avenue extension, as well as active residential frontage (i.e. townhouses with individual entries and fenestration oriented to the street or sidewalk) along open spaces and Centennial Way to the north. See the locations of different types of required active frontages in Figure 3-3: Active Frontages.

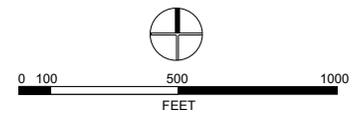
- UD-1** Require active frontage along key streets, open spaces and linear connections, as shown in Figure 3-3.
- UD-2** Ensure that the ground level of buildings along Chestnut Avenue and El Camino Real contains commercial uses, with other uses at higher levels.
- UD-3** If a library is included as part of a mixed-use development on El Camino Real or Chestnut Avenue, locate the library on higher floors to retain a commercial frontage at the ground level.
- UD-4** Line internal pedestrian connections through mixed-use development with active ground floor uses.
- UD-5** Where residential development is adjacent to public spaces or connections, orient the development with townhomes at the ground level, multifamily units at upper floors, and open spaces facing onto the public space.



Figure 3-3: Active Frontages



- Active Frontage
- Active Frontage - Retail Required
- Active Frontage - Retail and/or Eating and Drinking Required
- Active Frontage - Residential Only
- Park/Open Space
- Centennial Way (Existing)
- BART
- Canal



Guiding Principle 5: *Develop the area with an overall character and urban design scheme that promotes livability and sustainability.*

Creating a sense of continuity and cohesiveness throughout the district will require a well-defined urban design palette of building, landscape, and site design elements. Place-making will be achieved through high quality building and site design that accentuates key corners and intersections. An emphasis on walkability and pedestrian orientation will maximize accessibility to Centennial Way and the BART Station and establish a district that encourages people to linger in plazas, walk along the parkway, or visit multiple destinations within the Planning Area.

UD-6 Establish a comprehensive urban design scheme that specifies a palette for landscaping, pedestrian amenities, and architectural features. The scheme should visually unite the entire area, highlight open space and Centennial Way, and signal key destinations to passing vehicular traffic.

UD-7 Ensure that development incorporates green building and site design measures such as energy-efficient building design, passive heating/cooling strategies, permeable paving, low-water-consumption planting, and stormwater management.

UD-8 Require high-quality design that reflects the area's visibility and role as a community destination.

UD-9 Ensure that mid- and high-rise development is slender, and that towers are staggered to allow for sunlight and views into open spaces and from adjacent development.

UD-10 Emphasize the corner of Westborough Boulevard/Chestnut Avenue and El Camino Real through building massing and design.

UD-11 Scale development along pedestrian connections and pedestrian-oriented retail streets to a finer grain with highly articulated facades, changes in materials, ample fenestration and entries. Employ building step-backs to ensure sunlight into open spaces and streets.

UD-12 Ensure that any Kaiser Hospital redevelopment is in accordance with the Area Plan, including the standards and guidelines spelled out in Chapter 5. While it is neither expected nor required that the hospital maintain an active frontage with ground floor commercial uses along El Camino Real (except as required in Figure 3-3), the building itself should be designed to be visually cohesive in appearance, with articulated building form and massing, rather than a monolithic mass. The Area Plan would enable a taller hospital building to provide this flexibility in massing. Further, the hospital campus should be designed to take advantage of and be integrated with the surroundings, including the linear park and new commercial uses, to enable workers and visitors to enjoy the amenities and have easy access to eating establishments and shops.





Staggered towers allow all units views to open space, including the community park, Centennial Way, and hills in the distance.

Guiding Principle 6: *Establish an open space plan that serves as a framework. This includes continuous green space along Centennial Way as well as along the BART right-of-way.*



The open space network provides a framework for the redevelopment of the Planning Area. Centennial Way, including a new extension along the BART right-of-way through the Planning Area, serves as a linear park with a continuous bike path and a varied palette of enhanced landscaping features. The southeastern reach of Centennial Way, which runs between the Colma Creek canal and Mission Road, connects the Planning Area to the planned expansion of Orange Memorial Park to the southeast. A new 1.25-acre community park, which spans the width of the Planning Area from El Camino Real to Mission Road about 500 feet north of the planned Oak Avenue extension, provides space for active recreational uses. Additionally, improvements to the Colma Creek canal establish the canal edge as an added open space amenity for new development and Centennial Way.



The plan also establishes a strong connection between new development and existing and planned park space—all new development faces a key open space on at least one side. In the two blocks south of the planned Oak Avenue extension where Centennial Way is extended along the BART right-of-way, the new pedestrian district is lined with active frontages and pedestrian amenities. In addition, the parking garage at the north end of this district interfaces with the new plaza/amphitheater by serving as a surface for a large movie screen. Landscaped pedestrian connections through development on large blocks also ensure that the Planning Area remains accessible and visually appealing.

Table 3-1 lists the amount of public and common open space provided by the El Camino Real/Chestnut Avenue plan, and Figure 3-4 illustrates the major features of the open space framework.

Table 3-1: Common and Public Open Space (Square Feet)

<i>Location</i>	<i>Elevated Common Open Space (above podiums)</i>	<i>Ground Level Open Space¹</i>	<i>Centennial Way (new segments only)</i>	<i>Community Park</i>
Block A	39,700	36,200	0	0
Blocks B & C	11,100	25,600	0	0
Blocks D,E, F & G	40,200	59,800	46,600	0
Blocks H,I & J	50,200	81,280	60,000	0
Other	0	0	0	55,300
Total	141,200	202,800	106,600	55,300

¹ Includes ground level common open space, circulation, and connections/pathways.

Dyett and Bhatia, 2010

- UD-13** Create an open space and trail extension of Centennial Way along the BART right-of-way from Chestnut Avenue to Colma Creek, just north of the Oak Avenue extension. Establish the portion between Chestnut Avenue and Oak Avenue as a pedestrian district.
- UD-14** Create a public plaza at least half acre in size at the northern end of the Centennial Way pedestrian district, with minimum dimensions of 100 by 150 feet.
- UD-15** Create a community park of a minimum size of 1.0 acre that acts as a major open space connection between Mission Road and El Camino Real, as shown on Figure 3-4: Open Space Framework. This park will provide active recreation facilities such as sports courts, ball fields, and picnic areas, as well as a portion of the Centennial Way walking and biking trail.
- UD-16** Provide a diverse range of amenities and activities throughout park spaces in the Planning Area, including passive and active recreation areas; urban plazas with landscaping, paving, benches, and trees; and linkages along Centennial Way to access bike and pedestrian trails.
- UD-17** Require park land as a part of new development. Park land can be publicly or privately maintained and operated, but should be accessible to the public.
- UD-18** Require private common open space within all new residential developments as a complement to public open space. This common open space could be in the form of courtyards at the ground level or terraces over parking podiums. Where possible, orient private open spaces toward the central open space spine to provide a cohesive network of open spaces.
- UD-19** Develop a program of community activities and events to activate the Centennial Way pedestrian district and public plaza, with emphasis on evenings and weekend activities.

Figure 3-4: Open Space Framework



Guiding Principle 7: Create a distinct, well-defined public realm with enhanced streetscape improvements, public plazas, open spaces, and pedestrian connections.

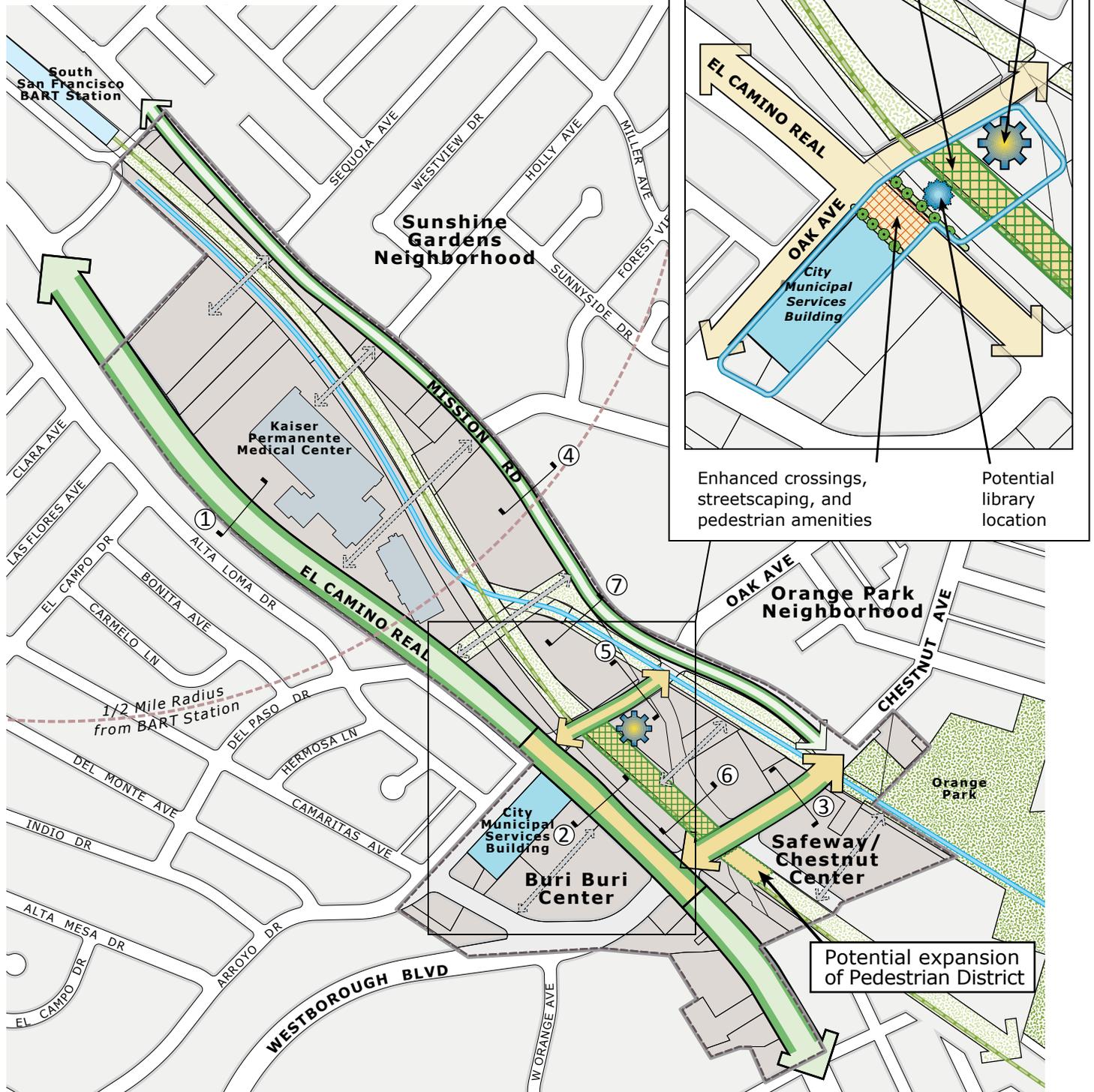
The public realm is the space between the built environment and street edge, as well as public plazas, parks, and pathways. A well-defined public realm emphasizes the character, quality, and interaction of buildings, sidewalks and public spaces. Buildings should be oriented to focus activity along the sidewalk with entries and ample fenestration facing onto key pedestrian streets and public spaces. Streetscapes should have a well-defined palette of trees, plantings, paving materials, street furniture, lighting, and signage to create a cohesive identity for the public realm and encourage walking. Likewise, plazas, pedestrian pathways, and park spaces should provide connections and sight lines through an easily navigable public realm. Figure 3-5: Streetscape highlights the major streetscape improvements proposed for the Planning Area.

Streetscape improvements on all streets within the Planning Area enhance the pedestrian and bicycle environment and provide identity and thematic continuity. The streetscape and roadway improvements this plan proposes for El Camino Real have been guided by the Grand Boulevard Initiative and the El Camino Real Master Plan. Proposed improvements focus on pedestrian circulation and a pedestrian-scaled building to street relationship. In addition, this plan proposes a distinct Civic District centered on the corner of El Camino Real and Oak Avenue (see inset). The Civic District, which contains the Municipal Services Building, the potential new public library, and the new public plaza along Centennial Way, calls for special landscape, streetscape, and signage along this segment of El Camino Real, as well as an improved pedestrian crossing.

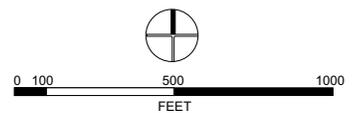
In addition to El Camino Real, this plan outlines roadway and public realm improvements for Oak Avenue, Chestnut Avenue, and Mission Road, including street trees and landscaping such as planted medians. Specific streetscape treatments are also proposed for the Centennial Way pedestrian district and the Colma Creek right-of-way, focusing on pedestrian comfort and accessibility. The street sections that follow Figure 3-5 illustrate the proposed streetscape components for each key right-of-way within the Planning Area.



Figure 3-5: Streetscape



- | | | | |
|--|---|--|------------------------|
| | Major Boulevard | | Public Plaza |
| | Minor Boulevard | | Pedestrian Connections |
| | Pedestrian-oriented Street with Active Frontage | | Park/Open Space |
| | Pedestrian District | | BART |
| | | | Canal |
| | | | Planning Boundary |



- UD-20** Design streetscape improvements consistent with Figure 3-5.
- UD-21** Create a unique identity for the new Civic District, with distinctive street trees, signage, crosswalk improvements, and other streetscape elements.
- UD-22** Integrate parks and plazas throughout new development along pedestrian connections, Centennial Way and Colma Creek to create a cohesive and connected public realm.
- UD-23** Emphasize sight lines and access to public spaces and parks via pedestrian connections through development, landscaping, and signage.
- UD-24** Equip pedestrian-oriented streets with trees, benches, outdoor seating, kiosks, and other amenities.

El Camino Real

- UD-25** Ensure that streetscape improvements along El Camino Real are consistent with the Grand Boulevard Initiative and the El Camino Real Master Plan. See sections 1 and 2.
- UD-26** Place special emphasis on pedestrian connectivity to the Municipal Services Building that includes a well-defined pedestrian crossing at Arroyo Drive.
- UD-27** Between Chestnut Avenue and the planned Oak Avenue extension, emphasize pedestrian circulation with wider sidewalks, ample foliage and pedestrian-scaled development. Emphasize crossings with curb bulb-outs, special paving and signalization.

Chestnut Avenue

- UD-28** Establish a clear identity for Chestnut Avenue. This includes heights that are consistent on either side of the Avenue, buildings at the street edge, wider sidewalks, and an emphasis on pedestrian scale and orientation. See Section 3.

Mission Road

- UD-29** Provide continuous sidewalks and extend the streetscape palette of street trees and plantings from Chestnut Avenue and the planned Oak Avenue extension through to Mission Road. See Section 4.

Oak Avenue Extension

- UD-30** Balance vehicle, pedestrian, and bicycle movement along the planned Oak Avenue extension. Bring buildings to the street edge with ample fenestration and entries, and provide wide sidewalks and shared travel bicycle lanes to accommodate all modes of travel. See Section 5.



Centennial Way

UD-31 Accommodate a range of active pedestrian uses along the new Centennial Way pedestrian connection, by providing areas for seating, dining, and passive recreation areas. See Section 6.

UD-32 Provide a mix of landscaped and hardscaped areas that provide opportunities for rest and shade, outdoor eating and activities, and a continuous pedestrian and bicycle trailway.

UD-33 Work with BART to develop a landscape design and improvements to the BART right-of-way that will avoid impacts to the underground structure.

UD-34 Comply with the existing BART Linear Park Master Plan for the segments of Centennial Way north of Oak Avenue.

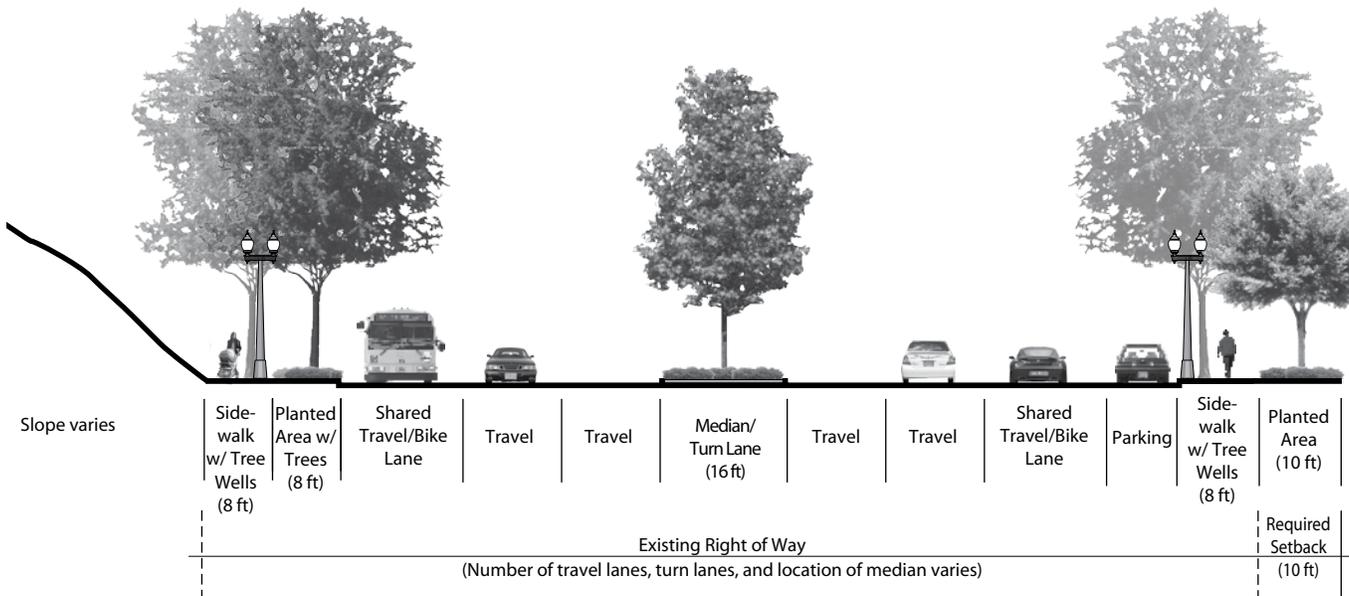
Colma Creek Canal

UD-35 Provide bank improvements, including landscaping and removal of the chain link fence, to soften the transition between the canal edge and Centennial Way, private open space, and new development. See Section 5.

UD-36 Consider stepping back one side of the canal edge to provide greater visibility and passive pedestrian access.

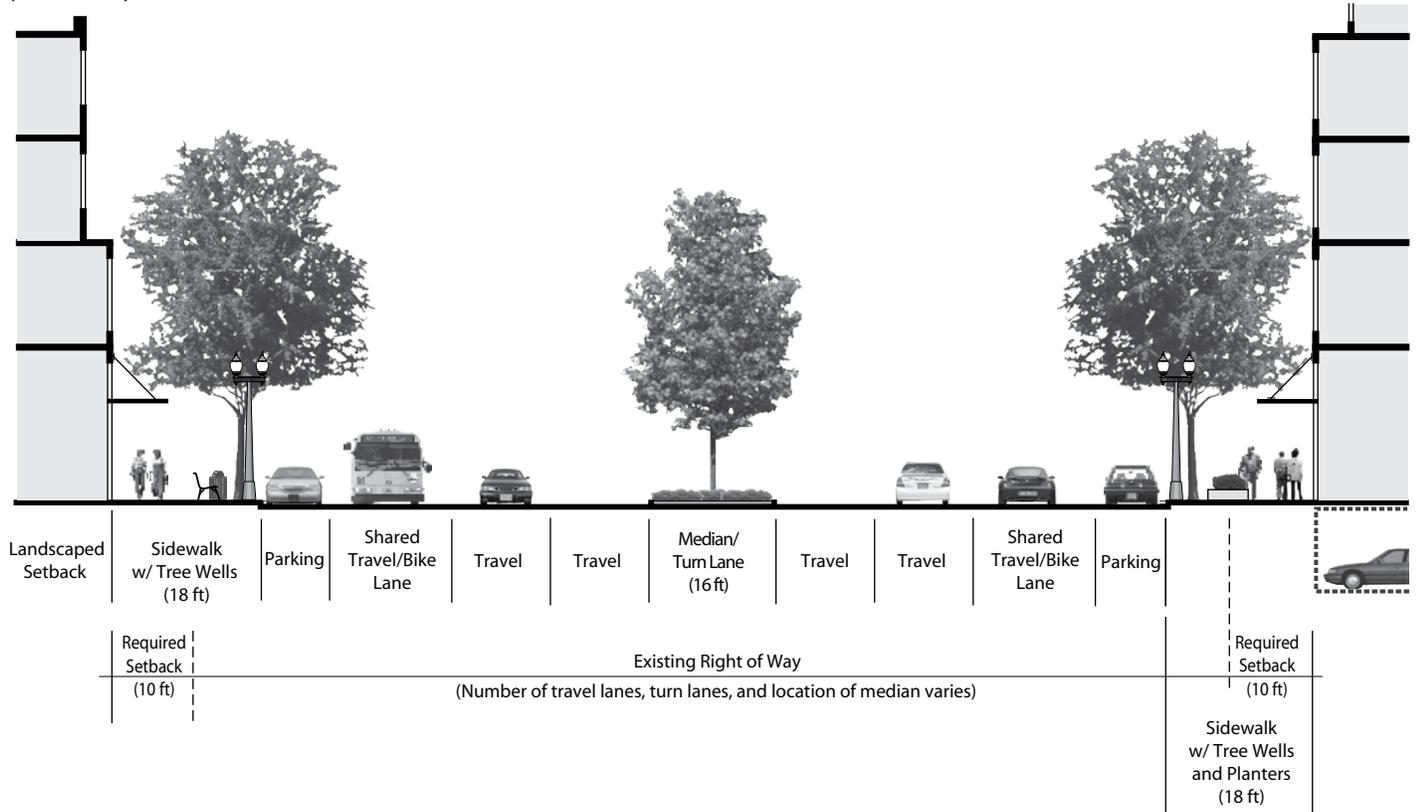
Section 1: El Camino Real Proposed Street Section, North

(Not to Scale)



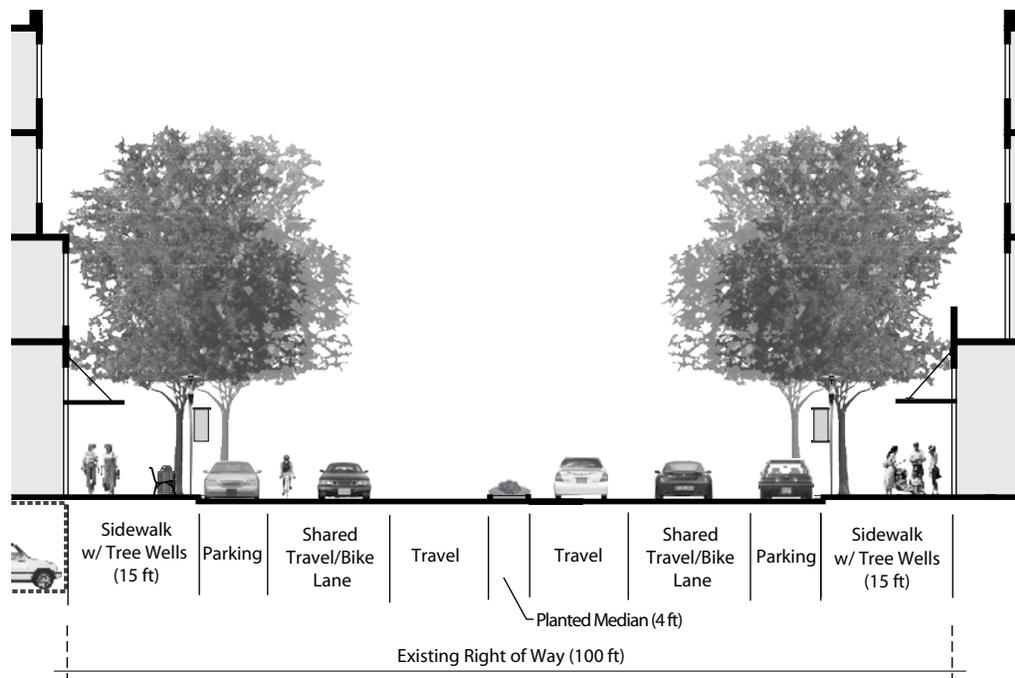
Section 2: El Camino Real Proposed Street Section, South

(Not to Scale)



Section 3: Chestnut Avenue Proposed Street Section

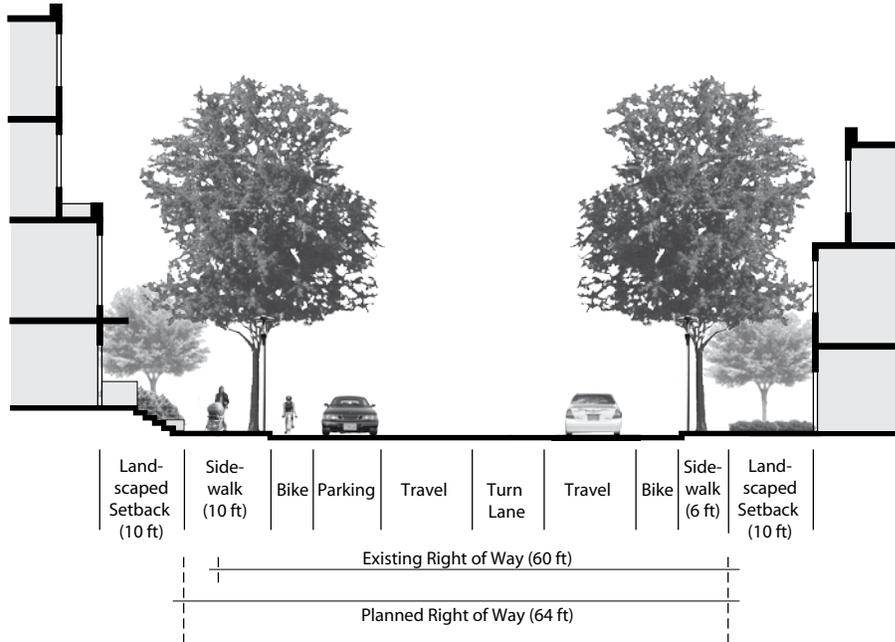
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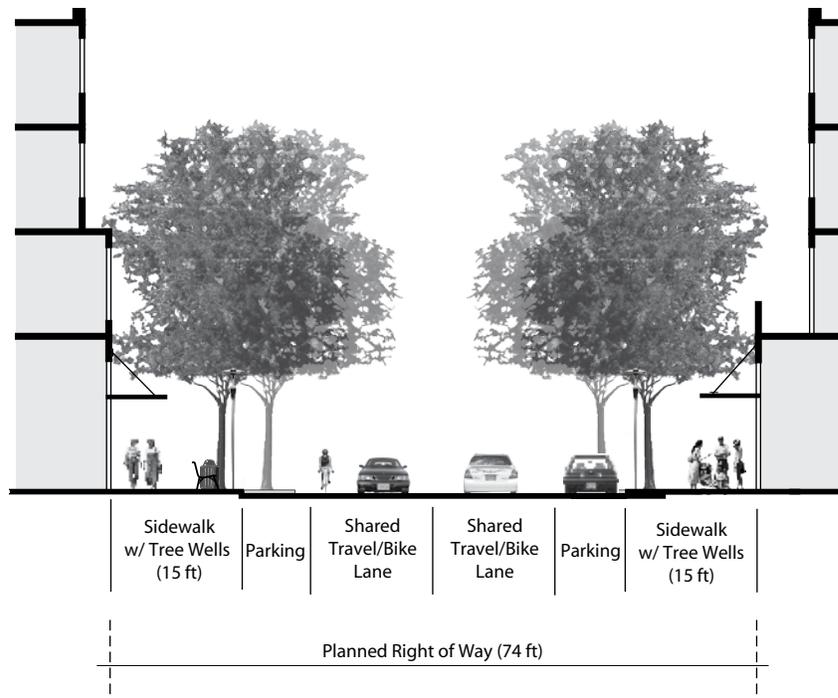
Section 4: Mission Avenue Proposed Street Section

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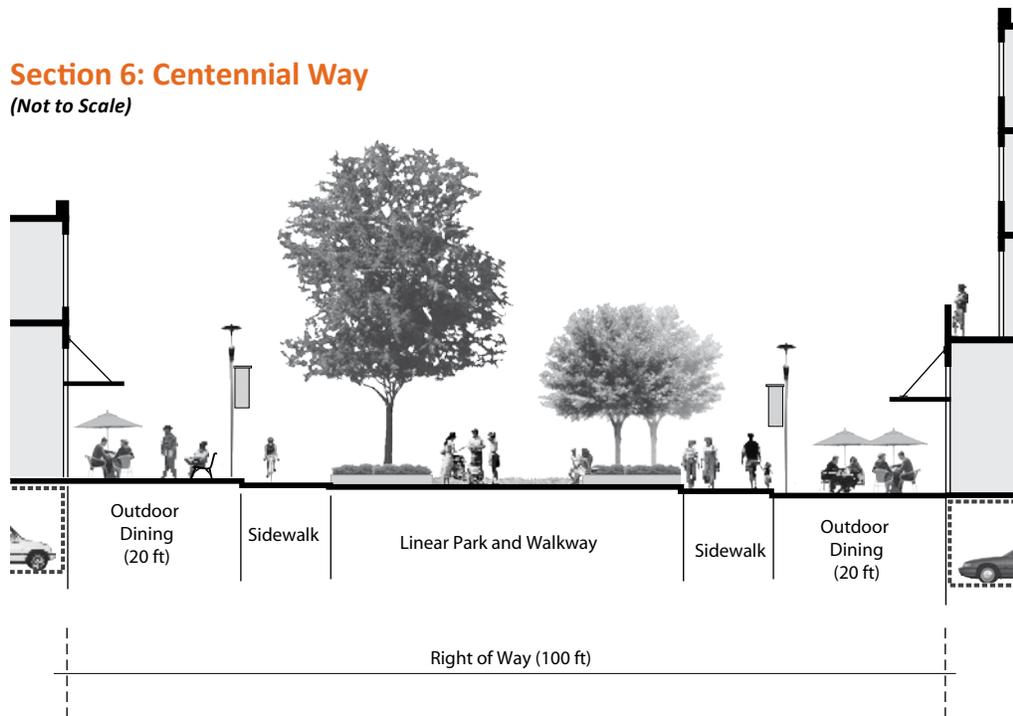


Section 5: Oak Avenue Extension Proposed Street Section

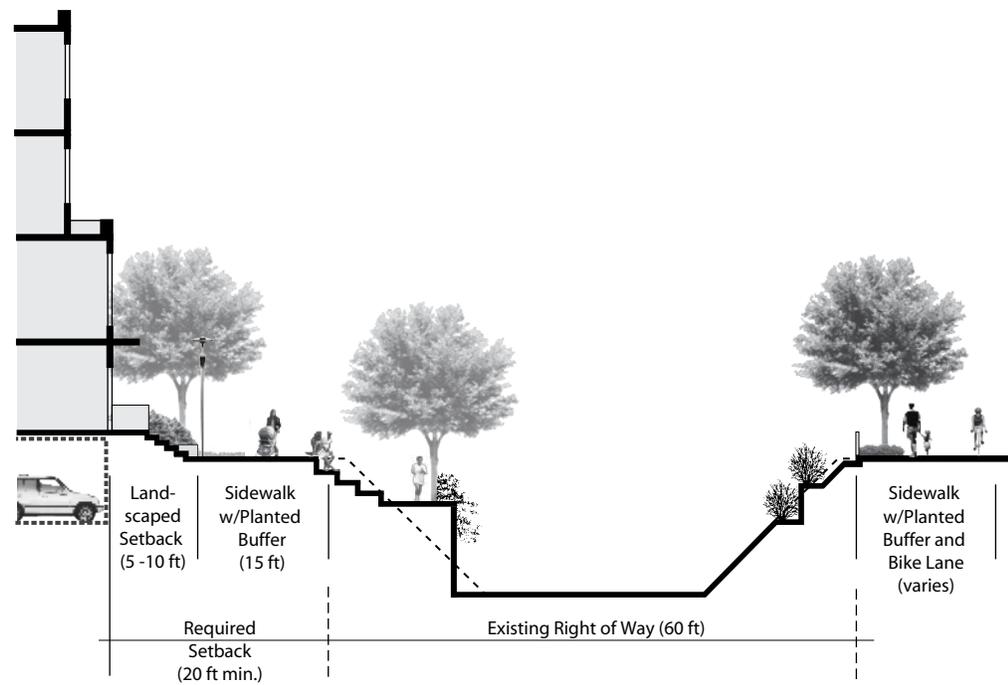
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Section 6: Centennial Way
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Section 7: Colma Creek
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3.4 CIRCULATION

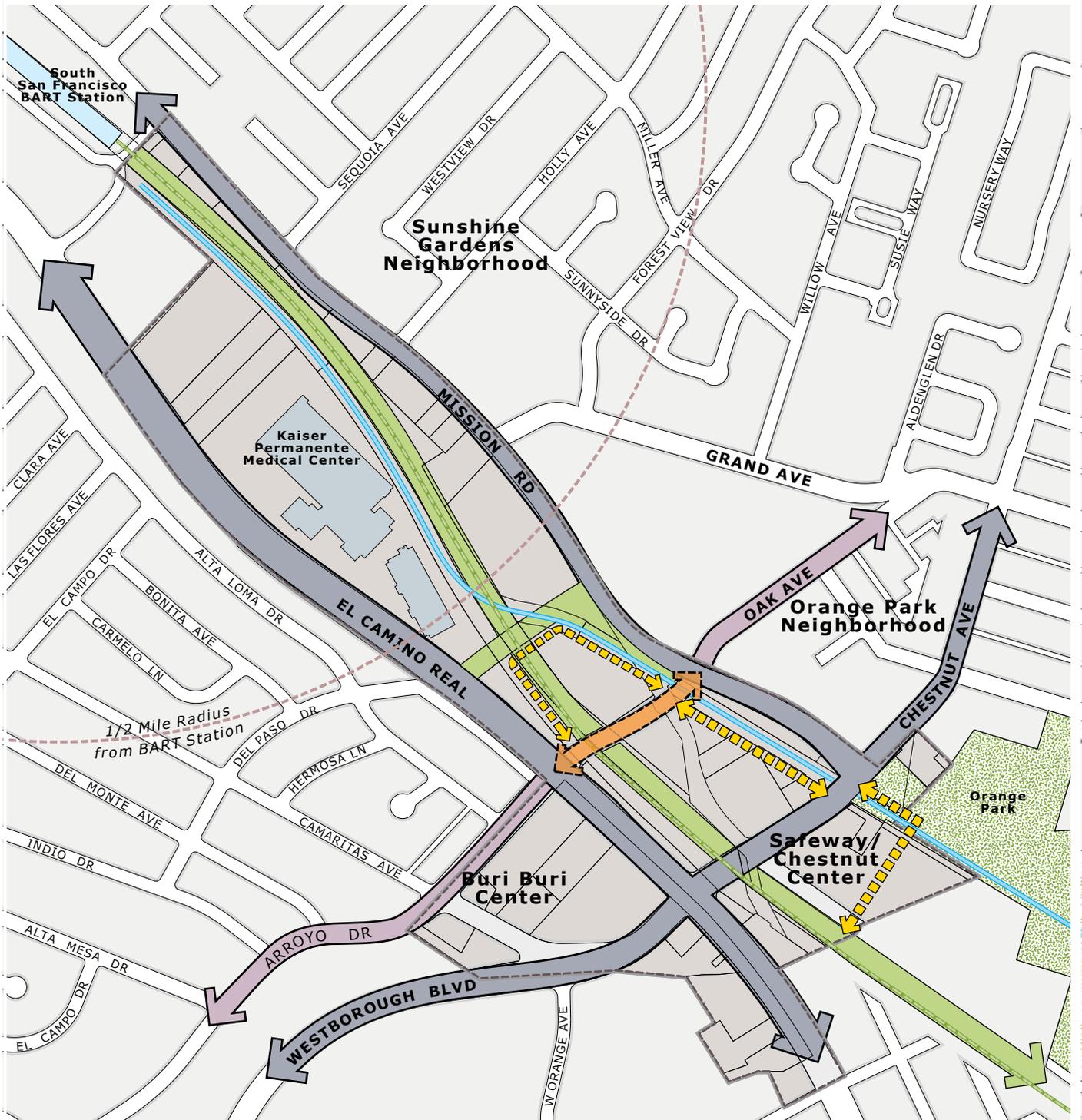
Guiding Principle 8: *Provide enhanced linkages within the Planning Area. Pedestrian, bicycle, and vehicular connections should be established through new development to maximize the accessibility of open space, commercial amenities, and transit.*

The Planning Area is comprised of a limited network of existing and proposed streets. The plan seeks to work within the area’s constraints such as significant changes in grade, the BART tunnel, the canal, and large privately held properties to maximize street connectivity. Improved connectivity both within the Planning Area and to surrounding neighborhoods and the BART Station will enhance the area’s accessibility and role as a citywide destination. Bikeways and pedestrian paths will be well integrated to and from Centennial Way, residential uses, and commercial destinations, with connections either through or alongside each new development. Specifically, pedestrian connections leading to Centennial Way will be incorporated into new development to break large sites into smaller blocks, creating several new east-west connections. In addition, linkages extending from existing street alignments will be provided to connect the Sunshine Gardens and Winston-Serra neighborhoods to new development and Centennial Way.

STREET NETWORK

The street network is organized around the City’s street classification system established in the General Plan—comprised of arterials, collectors, and local streets. The primary arterial streets, El Camino Real, Mission Road, and Chestnut Avenue/Westborough Boulevard—connect the Planning Area to adjacent communities and the regional highway network. The secondary collector streets—Oak Avenue and Arroyo Drive—connect the Planning Area to adjacent neighborhoods, serve as alternative routes to diffuse traffic, and provide pedestrian and bicycle connectivity. In addition, a number of access roadways are proposed to serve new development and provide greater connectivity within the Focus Area. The street network is augmented with off-street pedestrian and bicycle connections, the Centennial Way greenway and trail system, and an overlay of streetscapes and districts emphasizing pedestrian amenities to create an interconnected, multi-modal network. The primary components of the street network are described below, and diagrammed in Figure 3-6.

Figure 3-6: Street Network



	Arterial		BART
	Collector		Canal
	Collector (Planned)		Planning Boundary
	Potential Roadway		Orange Park Master Plan Area
	Park/Open Space		



El Camino Real (State Route 82)

This major thoroughfare will be improved to conform to the vision established by the Grand Boulevard Initiative and the guidelines in the El Camino Real Master Plan. El Camino Real is the Planning Area's major boulevard and the emphasis of landscaping and streetscape improvements, pedestrian circulation, and amenities. Shared bicycle/vehicle facilities provide more experienced bicyclists a high speed route through the Planning Area. A continuous sidewalk, provided for the length of El Camino Real, with wider sidewalks, well-defined pedestrian crossings with bulb-outs, and enhanced connections to adjacent buildings, accommodates pedestrians. The raised median will be landscaped with trees, as will the tree wells within the sidewalk forming a canopy of shade trees along the length of the Boulevard. As the Planning Area's major transit route, bus stops will continue to provide comfortable waiting areas with shelters, benches, and landscaping.

Chestnut Avenue

Chestnut Avenue is the primary east-west connection through the Planning Area. It serves both as one of the area's major vehicular thoroughfares and as a pedestrian-oriented street forming a junction with Centennial Way and the area's new pedestrian district. Chestnut Avenue complements the fronting pedestrian-oriented development with an attractive streetscape, bicycle facilities, on-street parking, and wide sidewalks, all which buffer pedestrians from adjacent moving traffic.

Mission Road

Mission Road provides a north-south alternative to El Camino Real with direct access to the South San Francisco BART Station parking garage. Its lower speed and traffic volumes combined with continuous sidewalks, landscaping, pedestrian-scaled lighting, and shared bicycle facilities, create an attractive connection between the Planning Area and BART.

The Oak Avenue Extension

Initially conceived as a major vehicular travel route, the Oak Avenue extension balances vehicle, pedestrian, and bicycle movements. The extension will provide a secondary east-west connection between adjacent neighborhoods, relieving traffic congestion at the El Camino Real/Chestnut Avenue intersection, but also providing access to Centennial Way. On-street parking with parking lane planters will provide short-term parking for the fronting active uses, while expanding landscaped and pedestrian areas. Wide sidewalks with tree wells will provide pedestrians a pleasant experience and a buffer from vehicular traffic. Wider travel lanes will allow bicyclists direct access from the adjacent neighborhoods to Centennial Way.

PEDESTRIAN AND BICYCLE CONNECTIONS

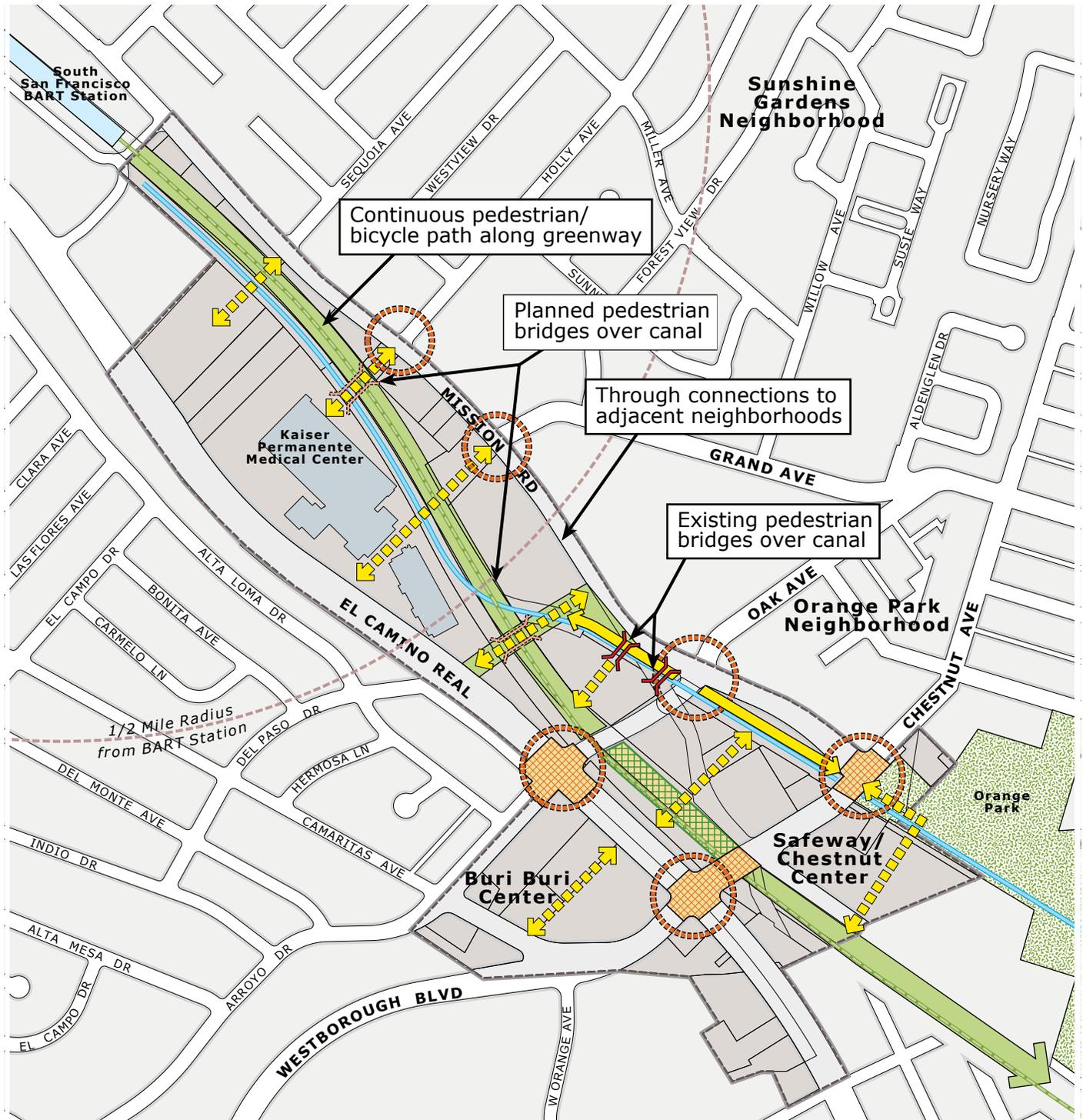
Improved pedestrian and bicycle connections connect the Planning Area to surrounding neighborhoods, Centennial Way, and the BART station. These roadway improvements complement the streetscape improvements described in Section 3.3: Urban Design and the Public Realm. These connections enhance accessibility to civic, shopping and recreational facilities and foster non-motorized modes as viable forms of transportation. Existing roadways will be improved to better accommodate pedestrians and bicycles, while new connections strategically integrated through and alongside new development break up large sites into pedestrian scaled blocks. The Plan creates multiple east-west connections between Mission Road and El Camino Real to increase access to Centennial Way and connect the Sunshine Gardens and Winston-Serra neighborhoods.

Built on the easement above the underground BART system, Centennial Way forms the primary spine of pedestrian and bicycle circulation through the Planning Area. It includes a Class I bicycle and pedestrian trail, landscaping, safety lighting, signalized intersections at Spruce and Chestnut avenues, and in-ground flashing lights at Orange Avenue. Two new bridges over the canal are proposed to create additional east-west connections—one in the new community park, and one at the south end of the Planning Area.

Street intersections with enhanced pedestrian crossings improve access and connectivity across El Camino Real and Mission Road. Enhanced pedestrian crossings include corner bulb-outs, where suitable, to reduce the crossing distance and increase sight distance and visibility, high visibility crosswalks, new or modified signalization with increased time for pedestrians to cross, pedestrian refuges where width permits, countdown pedestrian signals, and improvements conforming to current accessibility guidelines. Existing gaps in sidewalks will also be filled to ensure continuous pedestrian connectivity throughout the Planning Area. Figure 3-7: Pedestrian and Bicycle Connections, diagrams the plan's various pedestrian and bicycle improvements.



Figure 3-7: Pedestrian and Bicycle Connections



TRANSPORTATION IMPROVEMENT PHASING

The implementation of the public capital improvements proposed in the Area Plan depends upon the timing of development and the availability of funds from federal, state, regional, and local sources (See Chapter 5, Section 5.5: Financing). The improvements will be implemented in phases based on their priority and where development occurs first. Key transportation improvements and their relative priority are described below. More specific transportation phasing recommendations relating to overall development phasing are described in Chapter 5, Section 5.3: Phasing and Initial Development Steps.

- **Centennial Way.** This multi-use path and linear park, which creates a continuous trail between the South San Francisco and San Bruno BART stations, was completed in 2009.
 - **Oak Avenue Extension.** The Oak Avenue extension is part of the City’s current Capital Improvements Program, and is currently being implemented. It will be completed prior to the first phase of development, to help relieve congestion at the El Camino Real/Chestnut Avenue intersection.
 - **El Camino Real Enhanced Pedestrian Crossings (including crossings within the Civic District).** These crossings are to be implemented concurrently with the Oak Avenue extension. The extension will attract pedestrians from both sides of El Camino Real and place higher demands on the two signalized intersections.
 - **Mission Road Enhanced Pedestrian Crossings.** The Oak and Chestnut avenues enhanced crossings must be implemented concurrently with the Oak Avenue Extension. Remaining Mission Road crossings should be implemented as adjacent pedestrian connections are developed.
 - **East-West Pedestrian/Bicycle Connections.** These connections may be implemented concurrently with adjacent development.
 - **Roadway and Streetscape Improvements.** Streetscape improvements may be implemented concurrently with adjacent new development, as development will fund the improvements.
- C-1** Ensure that transportation improvements are executed concurrently with associated and/or adjacent development, as described in Section 5.3: Phasing and Initial Development Steps.
- C-2** Ensure that a continuous pedestrian and bicycle connection is provided along Centennial Way between Chestnut Avenue and the proposed Oak Avenue extension.
- C-3** Emphasize linkages to Centennial Way with east-west pedestrian/bicycle connections from new development and surrounding neighborhoods. These linkages will also help to break up larger blocks and development sites.



- C-4** Encourage pedestrian-oriented connections through development between Chestnut Avenue and the planned Oak Avenue extension.
- C-5** Enhance pedestrian/bicycle connectivity to key destinations, including Kaiser Hospital, the potential library and other civic uses, such as Orange Memorial Park and the Municipal Services Building.
- C-6** Undertake the following street improvements:
 - El Camino Real/Hickey Boulevard. Modify traffic signal operations to include an eastbound right turn overlap phase.
 - El Camino Real/Arroyo Drive/Oak Extension. Restripe westbound shared through/right turn lane to shared left turn/through/right turn lane.
 - Mission Road/Grand Avenue. If warranted in the future, signalize intersection. Restripe southbound shared left turn/through lane to dedicated left turn lane.
 - Westborough Boulevard/I-280 NB On Ramp/Junipero Serra Boulevard. Stripe west-bound right turn lane and restripe existing westbound shared through/right turn lane to a through only lane. In addition, stripe eastbound right turn lane and restripe existing eastbound shared through/right turn lane to a through only lane.

3.5 STATION ACCESS IMPROVEMENTS

The South San Francisco BART station is located adjacent to the north end of the Planning Area. The entire Planning Area is within a one mile radius of the station and close to half of the area is within half-mile radius—distances that can be comfortably walked or biked. The BART station is accessed by El Camino Real, Mission Road and McLellan Drive to the north of the Planning Area. The station is served by all modes of transportation. Pedestrian access is provided on each of the adjacent streets in the form of sidewalks and intersection crossings, and pedestrians coming from El Camino Real utilize a paseo with direct access to the BART station fare gates and the intermodal transit center. The intermodal transit center provides facilities for public transportation, shuttles, taxis, and passenger drop-off and pick-up areas. Riders who drive to BART have access to the station’s parking structure and surface lots. Streets within the Planning Area and adjacent to the station currently lack bicycle lanes, so bicycle access to the station is primarily provided by Centennial Way, which terminates at the station’s south end. Although El Camino Real is a designated bicycle route, the only bicyclists who use it are typically those who are very experienced in sharing travel lanes with high volume and high speed traffic or those accessing Kaiser Hospital.

This Area Plan’s recommended station access improvements conform to BART’s Station Access Guidelines, which emphasize low-cost, high capacity modes and prioritize walking, transit, bicycling, vehicular drop-offs/pick-ups, and vehicular parking as a connection to BART. Improvements focus on the pedestrian and bicycle environment:

- Streetscaping, landscaping, and pedestrian-scaled lighting improvements on streets that access the BART station, El Camino Real, and Mission Road.
- Enhanced and well-defined intersection crossings at signalized intersections directing pedestrians toward El Camino Real, Centennial Way, and Mission Road.
- Active building frontages at the street edge that provide interest to the pedestrian, everyday services, and a sense of security.
- Increased east-west pedestrian and bicycle connectivity between El Camino Real, Mission Road and Centennial Way to encourage use of the trail’s direct access to the BART station.

BART riders have multiple choices for accessing the station from the Planning Area without the use of an automobile. Improved walking conditions on El Camino Real and Mission Road will provide comfortable tree-lined routes, buffered from adjacent traffic, shade in the summer, and foliage cover in the winter. As an alternative to streets, Centennial Way combines direct walking and biking access to the BART station with intermittent parks, plazas and recreational facilities. Furthermore, transit stops on El Camino Real and Mission Road afford the opportunity to take a short bus trip to the station using any of the multiple bus lines that pass through the Planning Area.

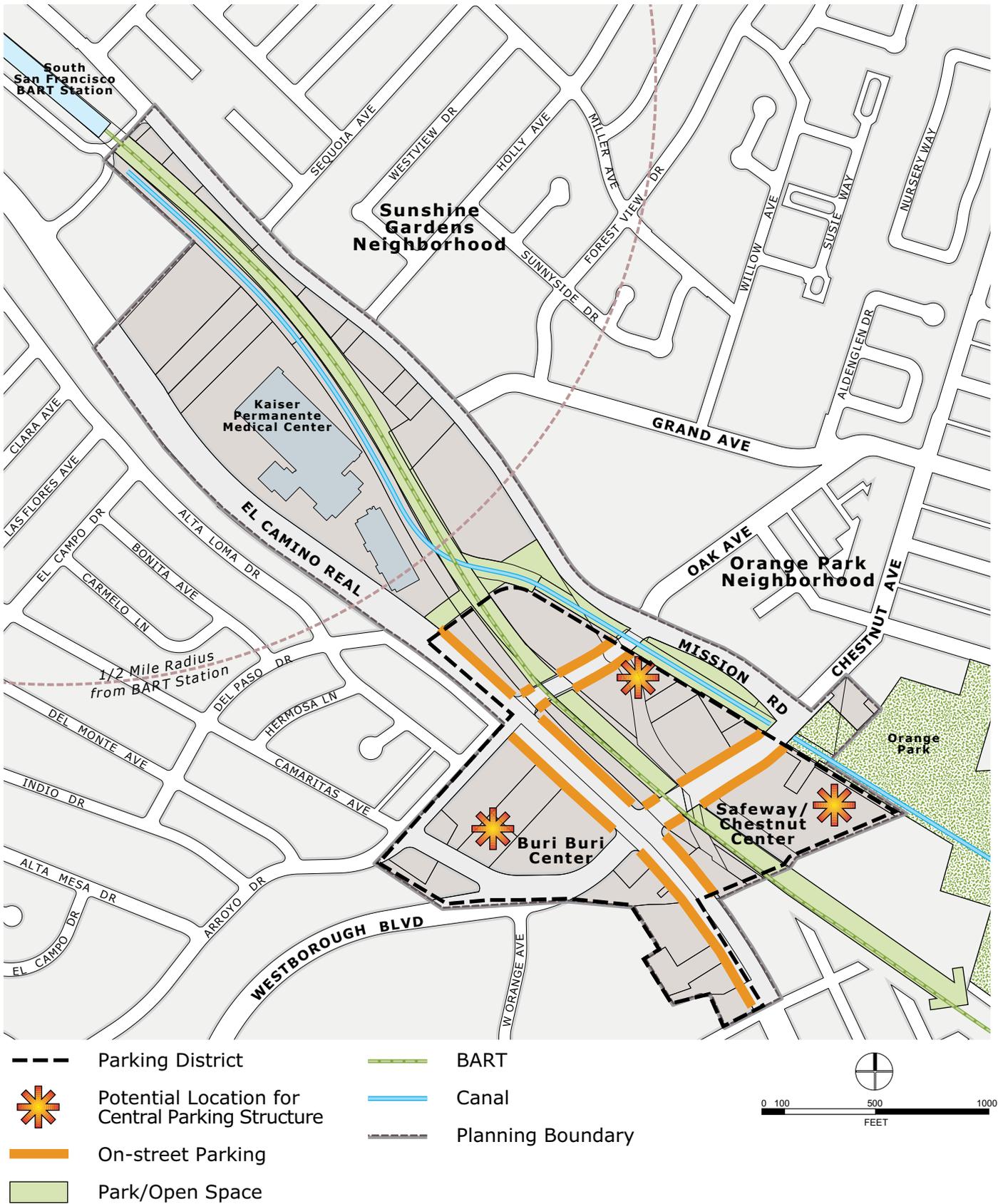
3.6 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Guiding Principle 9: *Create efficient parking solutions that optimize sharing of resources between various uses.*

Because of the mixed use, high intensity nature of development, many trips—walking to the library, a café, a store, or even to the BART Station—can be easily accomplished on foot, minimizing the need for parking. In addition, where parking is needed, the Planning Area will be designed to foster a high level of visual and physical connectivity that will allow users to park one time and complete multiple trips. Nonetheless, for many, the car will remain the primary form of transportation to access the area; therefore, adequate, visible, and easily accessible parking will be a key to successful realization of development in the Planning Area. Parking in the Planning Area will be primarily in structures, extending below grade on some blocks. Area for surface parking will be very limited, but should include on-street parking along Chestnut Avenue, the planned Oak Avenue extension, and potentially along El Camino Real between Chestnut and Oak avenues.



Figure 3-8: Parking



Because peak usage times between various uses (such as retail, offices, and civic uses) are different, it is anticipated that about ten to 15 percent of the parking need between uses can be shared. (This assumes that residential parking will not be shared with other uses.) The principal sharing will occur between office uses with peak weekday parking need and retail with peak parking need on the weekends. A parking district, as shown in Figure 3-8, will provide opportunities to share parking throughout development in the Planning Area. In addition, streetscape improvements and parking along the new Oak Avenue extension will result in addition of 38 new on-street parking spaces, which, due to their high visibility and easy access, will typically be used more frequently than structured spaces. A total of 212 on-street spaces will be provided within the Planning Area.

PARKING DESIGN AND FINANCING

A grade difference of 45 feet exists between El Camino Real and Mission Road, - streets which define the western and eastern edges of the Focus Area. Opportunities therefore exist to integrate parking with topographic changes, so that parking could be tucked in below grade on the west while being open on the east, or to enable multiple parking levels to be directly accessible from both streets. Parking podiums and structures should be wrapped by development along streets, plazas, and pedestrian connections to ensure continuity of the public realm and activity at the ground floor. An east-west cross-section through the area (See Section B on Page 8) shows some of these possibilities.

Establishing a parking district will allow developers to meet parking requirements, while reducing the overall area devoted to parking, by contributing to a shared public parking structure. As shown in Figure 3-8: Parking, a shared facility should be sited in a centralized location to maximize accessibility. Parking districts earn revenue through property assessments, special taxes, in-lieu fees, lease revenue from ground floor uses within the parking structure, and parking charges. Funds can then be used for capital projects (such as a parking structure) as well as operating and maintenance expenses. Methods commonly used, and sometimes combined, to finance district parking facilities are described below.

Special Assessments

The City may institute a special assessment charge to properties within the District based on the benefit the property receives from a shared parking structure. Both existing and new development may be charged the assessment although the City may choose to exempt existing development. The benefit gained by new development is a reduction in the on-site parking requirements. This type of funding mechanism requires the support of the majority of the property owners in the District.

In-Lieu Fees

In-lieu fees are charged to development “in-lieu” of providing the parking required by the development code. Under this method, the developer has the option of providing 100% of their required parking on site or paying the city in-



lieu fees equal to the portion of their parking requirement that will be within a shared parking structure. Most municipalities that use in-lieu fees establish a set fee per space.

Public-Private Partnerships

In certain circumstances private developers and the City would mutually benefit from a partnership approach to providing a shared parking facility. Partnerships work well when one of the parties owns the property (typically the City) and can provide the developers the land in exchange for investment in the parking structure or an agreed number of public parking spaces in excess of the code requirements. These additional spaces may then be available to other development in the district by paying an in-lieu fee.

Bond Funding

Except in public-private partnerships, the methods described above will not in themselves fund a shared parking structure in a reasonable timeframe. Therefore, municipalities typically issue general obligation bonds or revenue bonds to build a parking facility and then use a combination of special assessments or in-lieu fees, as well as general fund revenues, to repay the debt over time.

TRANSPORTATION DEMAND MANAGEMENT

The City's Municipal Code contains requirements for new development to implement Transportation Demand Management (TDM) programs. TDM is a combination of measures, services, incentives, and facilities that reduce the number of vehicle trips by incentivizing the use of transit, bicycling, and walking. TDM is also a form of parking management that can significantly reduce the number of parked cars within the Planning Area.

The City's code requires non-residential development that is expected to generate 100 or more average daily trips to develop programs to ensure a minimum of 28 percent of the development's trips are made by transit, bicycling or walking. If a developer seeks an FAR bonus then the code requires that a minimum of 30 to 40 percent of trips are made by transit, bicycling or walking, depending on the bonus requested and type of land use. The code contains mandatory TDM measures and programs for encouraging non-auto modes of transportation including:

- Provide carpool and vanpool ride-matching services.
- Designate an employer contact to manage the trip reduction program.
- Ensure a well-lit and paved route to the nearest transit facility from the development.

- Implement a Guaranteed Ride Home program.
- Provide on-site information boards and/or kiosks.
- Design site with passenger loading zones for carpool and vanpool drop-off near the main building entrance.
- Ensure safe, convenient pedestrian connections from development to surrounding streets.
- Develop promotional programs and new tenant and employee orientation packets on transportation alternatives.
- Ensure buildings contain showers and clothes locker facilities.
- Establish a shuttle program or participate in an existing program.
- Participate in the Peninsula Congestion Relief Alliance (Alliance) Transportation Management Association (TMA), or form a new association providing similar services.

In addition to the required programs described above, developers may implement the additional TDM measures listed below as necessary to achieve their trip reduction requirements.

- Implement an alternative commute subsidy and/or parking cash out program.
- Provide direct connections from building entrance to existing bicycle paths, lane or routes.
- Allow employees to work under compressed work schedules.
- Provide employees with staggered or flexible work hours.
- Dedicate land for transit bus shelters if adjacent to a bus route
- Provide on-site amenities including an ATM, day care facility, cafeteria, food service establishment, dry cleaner, exercise facility, convenience retail, post office, or on-site transit pass sales.
- Charge prevalent market rates for on-site parking.
- Provide opportunities and the ability to work off-site (telecommuting).
- Pay an in-lieu fee to the City for implementation of broader TDM measures.

P-1 Balance parking need and provision with the desire to promote transit, walking, and bicycling. Do not mandate any minimum parking standards; rather, establish maximum parking standards and let parking provision be determined by market need.

P-2 Require all non-residential development within the area shown in Figure 3-8 to participate in a parking district to efficiently meet parking demand. Establish a special assessment on the properties within the



district to fund the majority of a shared parking structure and develop an in-lieu fee program providing developers the option to use district facilities for their parking needs.

- P-3** Require that most parking be underground or in podiums/structures, to enable the ground to be used for active uses.
- P-4** Wrap parking structures with development, such as ground floor retail along pedestrian-oriented streets and around public spaces, and townhomes along Centennial Way.
- P-5** Ensure that entrances to structured parking for commercial uses are highly visible and easily accessed from Chestnut Avenue and El Camino Real.
- P-6** Allow parking areas exceeding one space per housing unit to be provided in form of tandem parking (which will reduce parking construction costs), and/or allow (but do not require) parking in excess of one space per unit to be “unbundled” (that is, purchased or leased separately from the housing unit).
- P-7** Design mixed-use developments to enable parking to be shared efficiently between various uses.
- P-8** Provide on-street parking along Chestnut Avenue and the planned Oak Avenue extension. Work with Caltrans to provide on-street parking along El Camino Real within the Planning Area.
- P-9** Establish time restrictions and pricing for on-street parking spaces to increase turnover and favor short-term visitor parking, and encourage long-term parking within the district’s shared parking facility.
- P-10** Implement a parking way-finding system that identifies public parking.
- P-11** Continue to administer and implement the transportation demand management program through the Municipal Code:
- P-12** Use the development agreement process to ensure that developers accept the transportation demand management and trip reduction requirements. Although trip reduction requirements are established for sites and buildings during the entitlements phase of development, the TDM programs will primarily be developed, implemented, monitored and refined by future employers and tenants. Employers are required to develop and submit plans for approval, implement and monitor the effectiveness of the plan and ability to meet requirements, and refine the plan as necessary.

4 Design Standards and Guidelines

This chapter presents design and development standards, and design guidelines that apply to the El Camino/Chestnut Planning Area. Design and development standards, presented in Table 4.1, provide regulations that build on the principles and policies. The guidelines that follow complement the standards, and provide recommendations for achieving high-quality design of private development and the public realm. They will assist project applicants during the project design phase as well as City staff and decision makers in the review and approval process. They provide specific and broad recommendations to create high-quality buildings and site plans that will result in a more attractive and accessible urban destination. While standards are mandatory, guidelines are suggestions that will form the basis for design review. Standards and guidelines include direction for building and site planning, including massing, articulation, ground floor treatment, building materials, open space, signs, and parking.

The General Plan includes a Planning Sub-Areas Element (Chapter 3) that establishes the City's design-related goals and policies by Sub-Area. The Sub-Areas that cover the El Camino Real/Chestnut Area are the Kaiser Hospital Area and the Buri-Buri Center Area, which are discussed in Section 3.4 of the General Plan. The guidelines and standards presented here take implementation a step further by providing specific guidance for project design to meet the intent of the General Plan's goals and policies.



DESIGN AND DEVELOPMENT STANDARDS SUMMARY

The table provided below is for summary purposes. Please see the Zoning Ordinance for detailed and current development and design standards that apply to the Planning Area.

Table 4-1: Design and Development Standards			
	<i>High Density Residential</i>	<i>El Camino Real Mixed Use North, High Intensity</i>	<i>El Camino Real Mixed Use North, Medium Intensity</i>
<i>Lot and Intensity/Density Standards</i>			
Minimum FAR (residential and non-residential combined)	n/a	0.6, of which a minimum 0.3 FAR shall be active uses (Minimum 0.3 FAR of active does not apply to affordable housing projects.)	
Maximum FAR (residential and non-residential combined)	n/a	2.0; up to 3.0 with incentives and bonuses ¹	1.5; up to 2.5 with incentives and bonuses ¹
Minimum Density (dwelling units/net acre)	80	none	none
Maximum Density (dwelling units/net acre)	120; up to 180 with Discretionary Approval and State-Mandated Bonus	80; up to 110 with Discretionary Approval and State-Mandated Bonus	40; up to 60 with Discretionary Approval and State-Mandated Bonus
<i>Building Design and Articulation</i>			
Maximum Building Height	As per Figure 3-1		
Base Zone/Street Wall Height	Minimum 25', Maximum 35'	Minimum 25', Maximum 35' Along Chestnut Avenue and the BART Right-of-Way, south of Oak Avenue: Minimum 40', Maximum 50'	
Maximum Tower Dimension (defined as the portion of the building above 80 feet)	125'		
Minimum Tower Separation	30'		

Table 4-1: Design and Development Standards

	<i>High Density Residential</i>	<i>El Camino Real Mixed Use North, High Intensity</i>	<i>El Camino Real Mixed Use North, Medium Intensity</i>
<i>Yards</i>			
El Camino Frontage	n/a	At property line or 15' from curb (whichever is greater)	
BART Right of Way Frontage	0'	0'	0'
All Other Street Frontages	10'	Property line or 15' from curb (whichever is greater)	10' from property line or 15' from curb (whichever is greater)
Minimum Interior Side (measured from property line)	10'	0; 10' when abutting a residential district	0; 10' when abutting a residential district
Maximum Lot Coverage	90% of lot (may not be attainable on all sites because of yard and open space requirements)		
Mid-block pedestrian connection width	Minimum 30 feet clear		
Maximum Blank Wall Linear Length	20'		
<i>Ground Level Commercial</i>			
Minimum Height	n/a	15', with a minimum 12-foot clearance from floor to ceiling.	
Minimum Depth	n/a	75' to 65'	
<i>Ground Level Residential</i>			
Minimum Height	12'		
Finish Floor Height	2 to 5' above grade		
<i>Private Open Space</i>			
Minimum Dimension	6'		

¹ See Chapter 2, Table 2-1.



DESIGN GUIDELINES

Building Massing

DG-1 All buildings above five stories should incorporate a distinct base, middle, and top. The middle of the building should be stepped back from the base an average of 6 to 10 feet and the top should be further distinguished with a step back and/or architectural features.

DG-2 The apparent bulk of a building should be reduced by segmenting it into smaller masses that correspond to the internal function of the building. Repetitive elements or monolithic treatments should be avoided.

DG-3 Adjacent buildings and buildings on the same block should exhibit variation in height and massing.

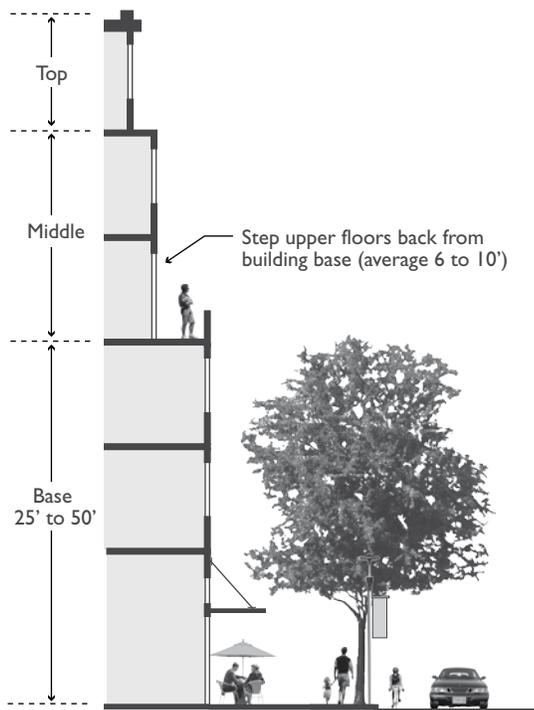
DG-4 Buildings should establish a street wall that defines the physical space of the street. Along Chestnut Avenue and the Centennial Way pedestrian district, the height of the building base should be consistently 40 to 50 feet.



DG-2



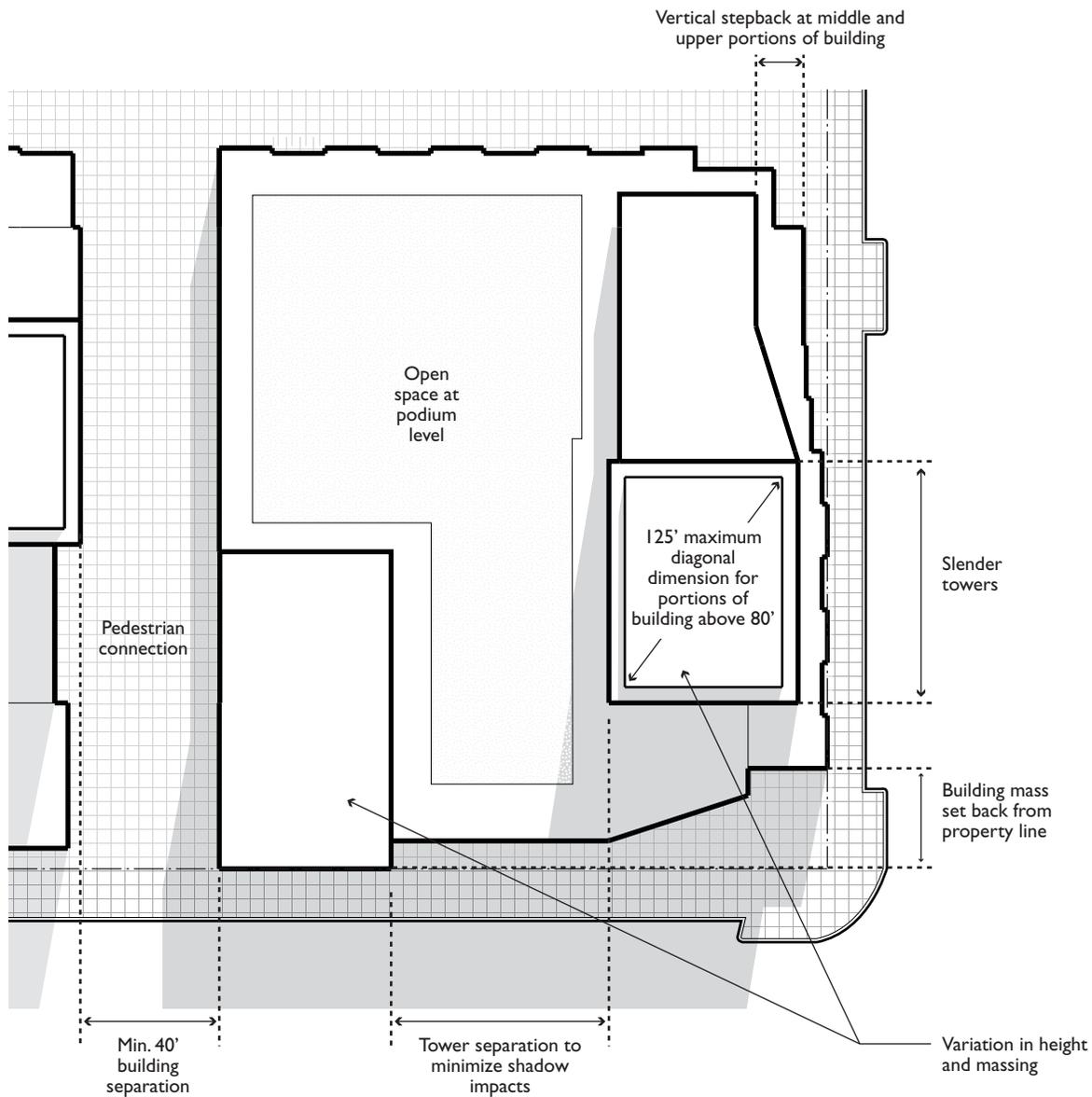
DG-4



DG-1

DG-5 Towers should be spaced to allow sunlight, air, and privacy for tenants while maintaining views and natural light at the street level.

DG-6 Towers should be slender in order to minimize the casting of large shadows and reducing apparent bulk at lower floors. Where large floorplates are necessary on lower floors, middle and upper floors should taper, step back, or otherwise employ a reduction in massing.



DG-5&6



Building Design and Articulation



DG-7

DG-7 Buildings should be well articulated by changes in roof heights and vertical planes to reduce the appearance of bulk and create interesting building silhouettes.



DG-8

DG-8 Buildings should be designed with architectural features and openings that accentuate mid-block pedestrian connections, connections to Centennial Way and Colma Creek, and easy access to structured parking.

DG-9 All building surfaces should be articulated with three-dimensional elements that create a visual play of light and shadow. Building design should incorporate features such as balconies, recesses, signage, reveals, brackets, cornices at the roof and at the top of the ground floor, piers at the corners, and structural bays.

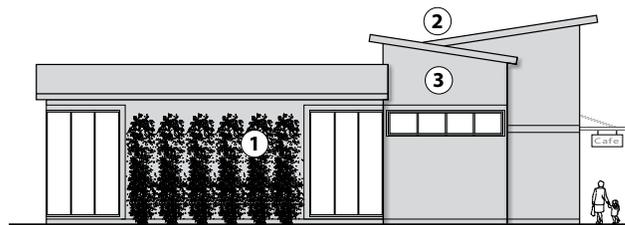
DG-10 Structural and detail elements should be layered to provide visual variety and depth.

DG-11 Buildings should be designed to ensure unified and harmonious facades, integrating all elements, including signs, balconies, and building entrances.

DG-12 Blank walls should be limited along streets, the Centennial Way pedestrian district, and public spaces.



DG-9



- ① Landscape treatment or public art/mural at blank wall
- ② Variation in height and massing at blank wall
- ③ Clerestory windows at blank wall

DG-12

DG-13 Side walls interior to a development that are visible from the street, Centennial Way, or internal pedestrian connections should exhibit some articulation and use of materials that maintains a consistent look with the front of the building.

DG-14 The ground floor of all buildings should be distinguished through the use of materials, massing, and/or articulation of the façade, and should address the street through entries, fenestration, articulation, and building orientation.

DG-15 Window design and proportions should add architectural interest to buildings. Window designs should differentiate the various components of the building (e.g. ground floor retail spaces, stair towers, corners, office suites, or residential units). Window frames, sills, and/or recesses should be used to add visual interest.

DG-16 Corner buildings should highlight architectural features and create defined building entrances. Buildings at the north and east corners of El Camino Real and Chestnut Avenue in particular should incorporate gateway features that draw attention to the area and its pedestrian-oriented corridors, through architectural massing, height, and emphasis on the public realm at the street level.

DG-17 Mechanical, electrical, and all other building equipment should be concealed from all public right-of-ways, pedestrian paths and adjacent buildings. Mechanical equipment should not be located along the ground floor street frontage. Screens should be consistent with the building design or site landscaping.



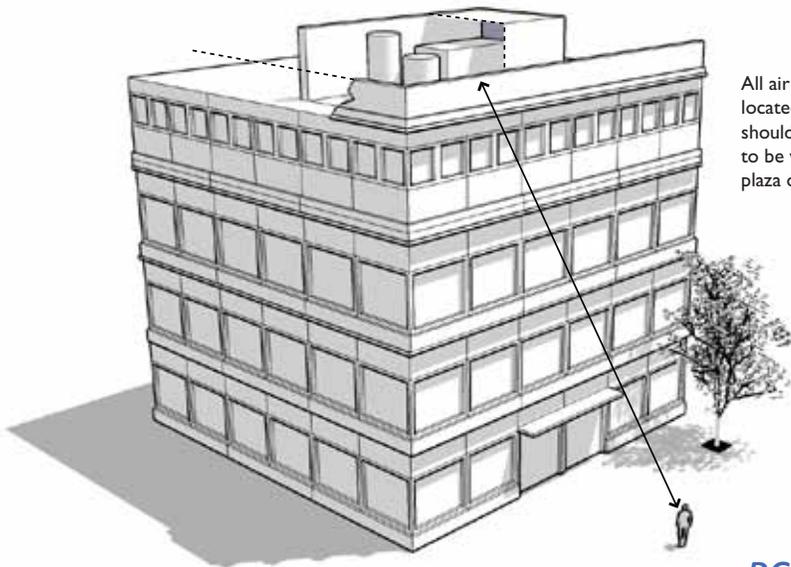
DG-11



DG-15



DG-16



All air conditioning equipment located on the building's roof should be screened, so as not to be visible from any street, plaza or park.

DG-17



Ground Level Commercial

DG-18 Transparency of ground level non-residential uses should be maximized through architectural features and large windows.

DG-19 Sidewalks in front of ground floor uses should be designed with amenities that encourage pedestrian activity.

DG-20 Awnings and overhangs should be employed along active building frontages over the sidewalk and Centennial Way to enhance the pedestrian realm. Awnings should be made of durable, high-quality materials and should not interfere with the tree canopy or signage.

DG-21 Ground floor spaces should be designed to accommodate a variety of uses, including food service establishments. Spaces should be equipped with the necessary building infrastructure like gas lines, water hook-ups, etc., to accommodate food service establishments.

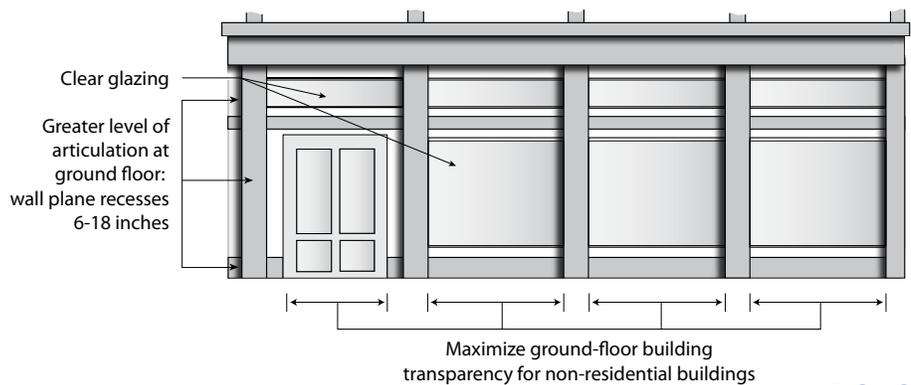
DG-22 All public entrances should be visible and accessible, and oriented to face a public street or Centennial Way. Buildings that face onto two public streets, or onto a public street and Centennial Way, should provide visible and accessible entrances onto both. Secondary building entrances are encouraged to access mid-block pedestrian connections and side streets.



DG-19



DG-20



DG-18

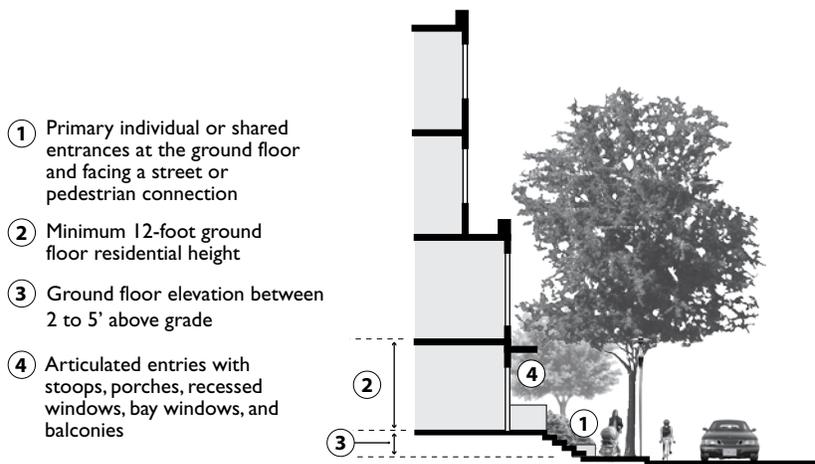
Ground Level Residential

DG-23 All residential units shall have the primary entrance, either individual or shared, facing a street, Centennial Way, or pedestrian connection, and should incorporate a projection (e.g. porch or stoop) or recess.

DG-24 Residential ground floor facades shall be articulated so that individual residential units are differentiated from each other and from the overall massing of the building. Facades should include stoops, porches, recessed windows, and bay windows or balconies.



DG-24



DG-23

Ground Level Public/Institutional

DG-25 Access to buildings within public and institutional areas should be visible from the street, with clearly marked entrances and pedestrian pathways and a consistent landscaping palette.

DG-26 New development should be brought to the street edge, with parking located in the rear or on the interior of development.

DG-27 Ground-floor building articulation should be designed at a scale that is legible from El Camino Real and other Arterial/Collector streets.

DG-28 The rear façade of buildings on Kaiser-owned parcels should be designed to address and to provide direct access to Colma Creek and the Centennial Way linear parkway.



DG-25



Materials and Color

- DG-29** Exterior building materials should be brick, stucco, concrete block, painted wood clapboard, painted metal clapboard or other quality, durable materials. A unified palette of materials should be used on all sides of a building.
- DG-30** Color palettes should reinforce building identity and should complement changes in plane.
- DG-31** For buildings that front onto Centennial Way, lighter exterior colors with high reflectance should be used to maximize daylight onto the public open space.
- DG-32** Glazing should be clear or lightly-tinted and non-reflective.
- DG-33** Accent materials should be employed at the ground level to add texture, color, and visual interest at the pedestrian level.
- DG-34** The tower portions of buildings should be lighter with high reflectance, without causing glare, in order to ensure higher daylight levels at streets and sidewalks.



DG-29



DG-30



DG-33

Private Open Space

- DG-35** Private open spaces, which may include balconies, decks, patios, and fenced yards, should be adequately sized to allow movements and usability.
- DG-36** Spaces should be designed to balance privacy and safety with air and sunlight access. This can be achieved by prioritizing south facing open space opportunities and designing balconies with slatted or otherwise partially transparent grating or railing.
- DG-37** Where private open space faces the street or Centennial Way and is located on the ground level, encourage at least partially transparent screening measures such as grasses and fences with openings.
- DG-38** Private common open spaces should be oriented to Centennial Way, Colma Creek, or other public open spaces wherever feasible.
- DG-39** Accessible, common open spaces for residents should be an integral part of the design for all podiums. Minimized impervious surfaces and use of green roof technology is highly encouraged, including employment of Extensive and Intensive green roofs typologies.
- DG-40** Extensive and Intensive green roofs will manage stormwater runoff, reduce energy consumption through insulation, and provide common open space for residential units. Soil layers are typically two to six inches deep for Extensive roofs and eight to 24 inches deep for Intensive roofs, depending on the loading capacity of the roof and the architectural and plant features desired.
- All green roofs must be designed to permit routine maintenance and irrigation as necessary.



DG-35



DG-39



Public Open Space



DG-41

DG-41 Landscaping and tree planting along the length of Centennial Way should exhibit a unified palette. The pedestrian district portion of Centennial Way between Oak and Chestnut avenues should:

- Provide consistent lighting, specialty paving along walkways, and other pedestrian amenities.
- Be visible and accessible from Oak and Chestnut avenues. It should be designed with landscaping and ancillary structures that strategically identify pedestrian pathways and sitting areas, and articulate the space's edges.
- Permit a variety of activities and events. These may include informational kiosks, vendors, public art, or public screening areas.



DG-42

DG-42 Mid-block pedestrian connections shall be lined with a consistent landscaping scheme and should provide two or more of the following pedestrian amenities per block: drinking fountain, bench, terracing/steps, public art, dog-walking station, or additional/specialty landscaping.

DG-43 Public spaces, including pedestrian connections should be well-lit and designed for high visibility to ensure personal safety and comfort.

DG-44 Signature, pedestrian-scaled lighting elements should be employed along Centennial Way, at minimum along the pedestrian district and public plaza between Chestnut and Oak avenues.

DG-45 Utility boxes, transformers, and lines should be undergrounded wherever possible, or located outside of the pedestrian pathway in order to provide unobstructed walkways and views.



DG-44

Signage and Wayfinding

- DG-46** A signage scheme should be developed for the Planning Area, with particular emphasis on developing a sign and banner program for development surrounding the Centennial Way pedestrian district.
- DG-47** Signage should provide direction to Centennial Way and other public spaces, including pedestrian connections and Colma Creek.
- DG-48** Centennial Way and pedestrian connections should be marked with clear signage that acknowledges that the open space is for public use.
- DG-49** Banners and kiosks should be employed at key pedestrian entrances from parking garages and Centennial Way that indicate major destinations and commercial establishments within the Focus Area.
- DG-50** Provide clear signage for entrances to structured parking to facilitate ease of parking in mixed-use areas.



DG-47



DG-49



DG-50



Parking and Access

- DG-51** Limit curb cuts and driveway entrances to reduce conflicts with pedestrians. Locate driveway entrances on side streets and access drives where possible.
- DG-52** Loading should be designed to be off the public right-of-way. Service areas should be accessible for truck drivers, with appropriate access from docks into buildings. Avoid locating access to loading areas on major streets.
- DG-53** Design structured parking as an integral part of the project it serves. Where parking is visible from rights-of-way or open space, it should be designed to be consistent in style and materials with the rest of the project. Landscaping that is compatible with building design may also be employed as a screening.
- DG-54** Bicycle parking should be located near entrances and exits, secure, and weather protected.



DG-53



DG-53



DG-54

5 Implementation

While the El Camino Real/Chestnut Area Plan provides a comprehensive framework and set of implementation policies, achieving the full development potential of the Plan will require a range of efforts and actions on the part of the City and the developers involved. These include carrying out the necessary regulatory measures, providing infrastructure improvements, and securing needed financing. This chapter details many of the actions that will be required on part of the City for effective implementation of the Plan.

5.1 GENERAL PLAN AMENDMENTS

General Plan amendments have been prepared and adopted concurrent with the the preparation of the Area Plan. Amendments made are:

- Modify the General Plan Land Use Diagram to reflect the land uses shown on Figure 2-1 of the Area Plan.
- Modify Tables 2.2-1 and 2.2-2 Standards for Density and Development Intensity and Land use classification text to reflect changes in intensity and density.
- Modify Figure 2-3 Special Area Height Limitations to reflect heights shown on Figure 3-1 of the Area Plan.
- Modify Table 2.4-1 to reflect additional development under the General Plan.
- Modify Table 2.4-2 to reflect additional buildout population.
- Modify Table 2.4-3 to reflect additional buildout employment.
- Modify Table 2.4-4 to reflect updated projected Jobs/Employed Residents ratio.
- Modify Figure 2-7, Specific Area Plans and Redevelopment Areas to show the El Camino Real/Chestnut Avenue Area Plan boundaries.
- Modify text in Section 2.5, Area and Specific Plans to include the El Camino Real/Chestnut Avenue Area Plan.
- Modify text within Section 3.4, El Camino Real Planning Sub-Area to include Area Plan policies by reference. Also modify Table 3.4-1 El Camino Real: Development, Population, and Employment under the General Plan.
- Modify Chapter 4: Transportation to include recommended street and bikeway improvements in the Area Plan.



- Modify Chapter 5: Parks, Public Facilities, and Services to add parks in the figure and update park acreage information.

5.2 ZONING AMENDMENTS

Consistent with the Area Plan and General Plan amendments, the City of South San Francisco should also revise the zoning regulations to implement the Plan provisions. This may include changes to use regulations and development, as well as design standard and review procedures.

Zoning Implementation may include the following components:

- Zoning District. Add El Camino Real/Chestnut Area Plan District into Division III – Specific and Area Plan Districts.
- District Purpose. Add a reference to the Area Plan in District Purpose to create the urban environment called for in the Plan.
- Map. Include map of Planning Area that shows the different land use distinctions within the Planning Area.
- Land Use Regulations. This could show permitted and conditionally permitted uses within each area, as well as use development standards (such as driveways and curb-cuts).
- Development and Design Regulations and Standards. This could include standards for building scale, building form, setbacks, pedestrian orientation, vehicle parking and accommodation, as well as other standards (i.e., lot coverage, height, etc.).

5.3 PHASING AND INITIAL DEVELOPMENT STEPS

Phasing of improvements and projects will be based on development cost, market factors, available financing, and infrastructure improvement. A recommended phasing strategy outlined below is based on an analysis of estimated development costs, project values, and feasibility under current market conditions. As market conditions may change in the future, actual phasing strategy may differ. The phasing strategy identifies specific blocks for development in each phase, as outlined in Figure 5-1.

PHASE 1: GROCERY STORE AND RESIDENTIAL UNITS (BLOCK E)

Phase 1 prioritizes the development of a high-intensity mixed-use project on Block E with a community-serving grocery store, residential units, and adequate parking for all uses. This site is owned by the City and was most recently occu-

pied by an auto dealership (currently out of business). The plan envisions a supermarket in this block, and offers opportunity for the ageing Safeway located on the south side of Chestnut Avenue to relocate and maintain operations continuously. The City may consider providing the site at no cost in exchange for development of a new 50,000+ square foot facility with underground parking within a larger mixed-use development, taking advantage of 80 to 120-foot height limits. The store would front Chestnut Avenue to benefit from visual access of the busy inter-section of El Camino Real and Chestnut Avenue, also capturing pedestrian access from both streets. Cafés and restaurants that may be part of the development may front the pedestrian district portion of Centennial Way, with wide outdoor dining areas facing the ideal southwest direction. Implementation of Phase 1 should include construction of the mid-block pedestrian connection, streetscape improvements along the adjacent portions of Chestnut Avenue and El Camino Real and enhanced pedestrian crossings.



PHASE 2: RESIDENTIAL UNITS AND RETAIL (BLOCKS H, I, AND J)

If Phase 1 proceeds with the relocation of the Safeway, the vacated site (Block H) will be available for redevelopment. Residential units with retail development at the ground floor fronting El Camino Real and Chestnut Avenue are proposed for this area. Block H and the adjacent Block I along El Camino Real are recommended for development in tandem to facilitate adequate parking facilities. From a financial perspective, Block J can be developed during this phase or as soon as residential values render it feasible. With all Type V construction and no commercial space, Block J can be a stand-alone project that does not depend on the phasing of the other parts of the project.¹

Phase 2 includes streetscape improvements along El Camino Real and Chestnut Avenue; the new circulation road and pedestrian and bicycle connection between blocks H and J; the ground-level open space on Block J. In addition, construction of the Oak Avenue extension should begin during Phase 2 and should be complete prior to the completion of Phase 3, as the extension is important to accommodate the additional traffic generated by the first three phases.

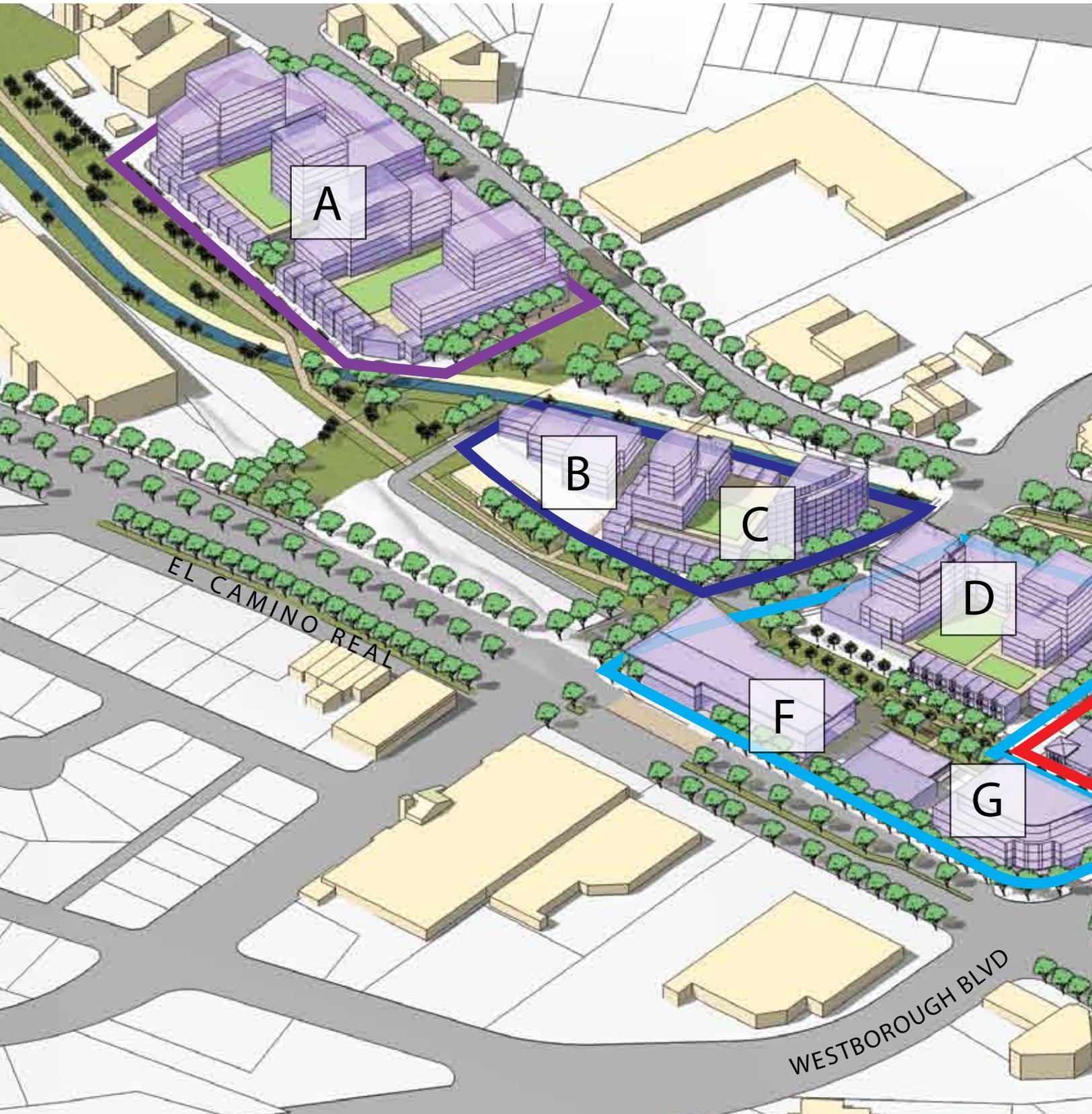
PHASE 3: CIVIC USES AND MIXED-USE DEVELOPMENT (BLOCKS F, D, AND G)

Successful development in phases 1 and 2 would help to catalyze further development in Phase 3 on-ward. This phase is proposed to expand on the existing public facilities (e.g. the City Municipal Services Building) by developing a new Main Library and a public plaza within Centennial Way. New office uses are proposed for this area, as well as retail, residential units, and parking to support all uses. The Oak Avenue extension, streetscape improvements and crossings

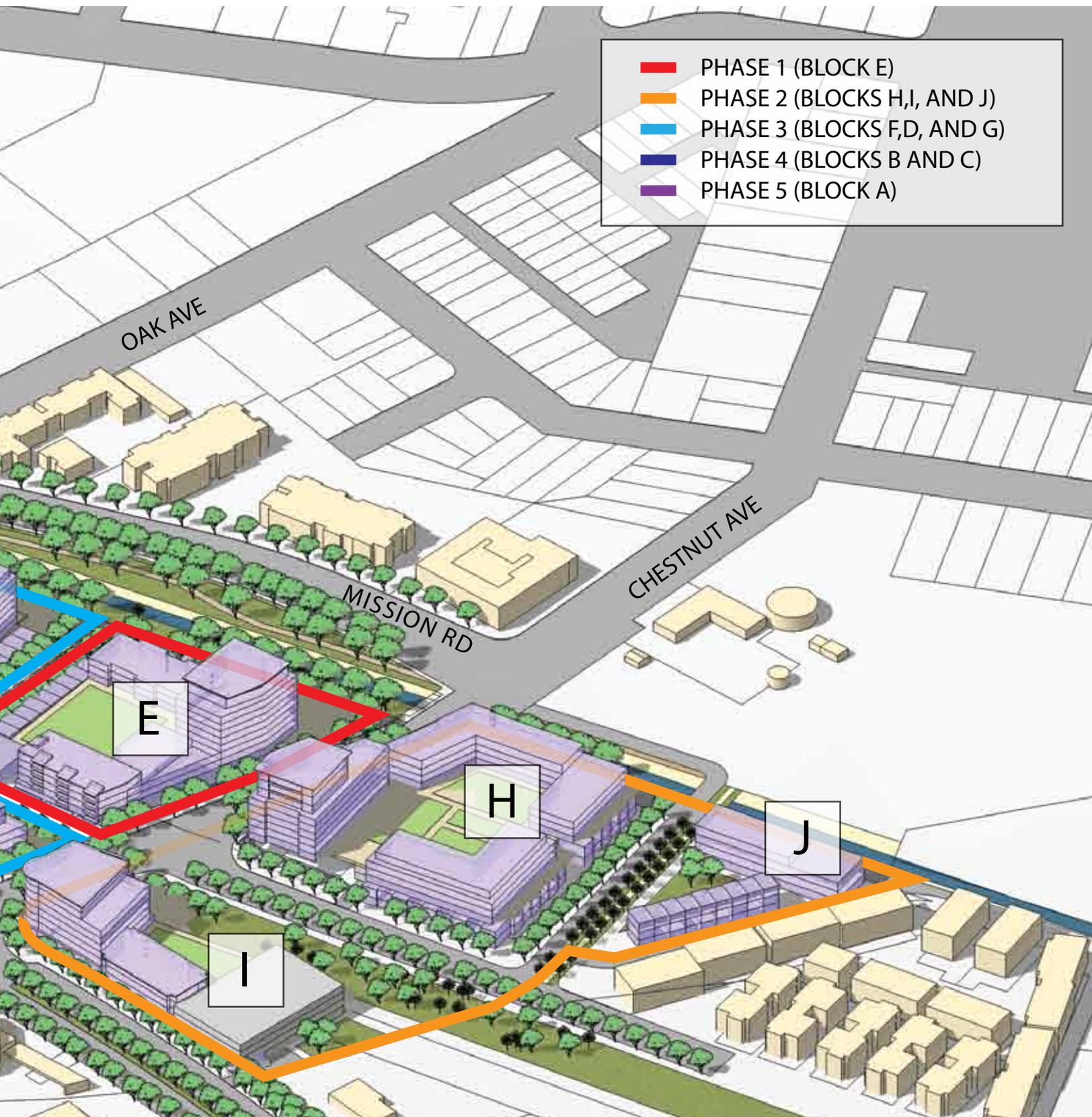


¹ Type V construction is typically wood-frame construction, which accommodates lower intensity development at lower costs (compared to Type I concrete and steel frame construction which can support taller building heights at higher costs).

Figure 5-1: Development Phasing



- PHASE 1 (BLOCK E)
- PHASE 2 (BLOCKS H,I, AND J)
- PHASE 3 (BLOCKS F,D, AND G)
- PHASE 4 (BLOCKS B AND C)
- PHASE 5 (BLOCK A)





should be completed during Phase 3, prior to the completion of development on blocks D, F and G.

Phase 3 includes the establishment of a Civic District near the corner of El Camino Real and Oak Avenue. This action is predicated on the construction of the library or other civic facility on Block F. The adjacency of the Municipal Services Building, the library, shared parking arrangements between these civic facilities, and the large public plaza on Centennial Way calls for a recognizable Civic District along El Camino Real near Oak Avenue. This should include an enhanced crosswalk, special landscaping, and other improvements to pedestrian amenities.

PHASE 4: RESIDENTIAL UNITS AND RETAIL (BLOCKS B AND C)

Development of blocks B and C will hinge on appreciation of residential market prices. Blocks B and C could be developed simultaneously with Phase 3 if residential sales prices support their development, though the marketability of retail may lag.

PHASE 5: HIGH-DENSITY RESIDENTIAL (BLOCK A)

Development of the previous phases of the project would create an urban identity that would assist in the marketability of the high-rise residential units on this site. Mission Road streetscape improvements and the east-west pedestrian connections should be part of implementation of Phase 5.

ADDITIONAL ACTIONS

In addition to the phases numbered here, further specific actions will be required of the City to compete buildout of the Planning Area. These include:

- *Encouraging redevelopment and/or intensification of the Pacific Supermarket (1131 El Camino Real) and the adjacent commercial development (1147 El Camino Real).* Designated as El Camino Real Mixed Use North, High Intensity, development for this area will be comparable in height and intensity to development directly across El Camino Real. Like blocks G and I, this block includes a key gateway parcel at the corner of El Camino Real and Westborough Boulevard, and will thus require active uses at the ground floor level and signature architectural features.
- *Exploring a potential property exchange with Kaiser Hospital.* Additional development opportunities may be available on the Kaiser property west of blocks B and C. The City should communicate with Kaiser and explore the possibility of purchasing or exchanging property within this area, as the southern portion of the Kaiser lot—a narrow vacant site—is not likely to be useful for development as is and could be exchanged for other property

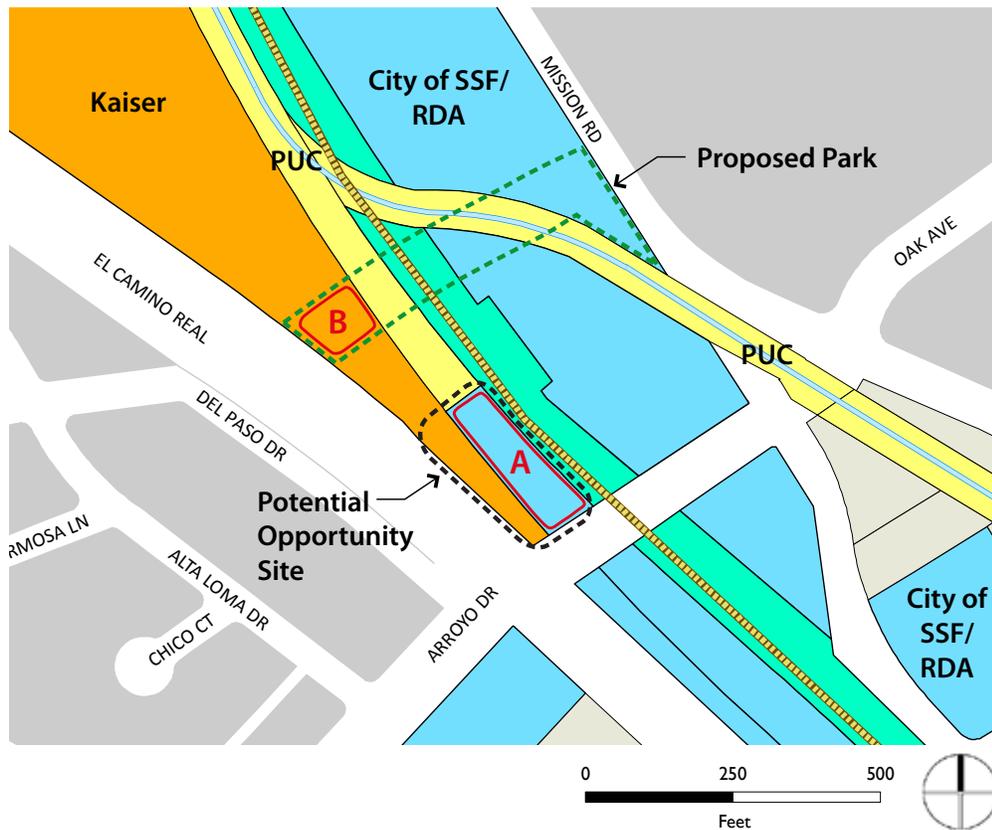


within or outside the Planning Area. Specifically, as shown in Figure 5-2, the City could exchange its parcel north of Oak Avenue alongside Centennial Way (Area A) for the portion of the Kaiser lot within the proposed community park (Area B). This exchange would provide greater opportunities for the corner site at El Camino Real and Oak Avenue, which may be developed by Kaiser, or as a joint venture with the City. Additionally, this arrangement would provide the City with frontage along El Camino Real for the proposed community park, ensuring the park's visibility and accessibility.

- *Building a large community park between blocks A and B.* Spanning the entire block from Mission Road to El Camino Real, this 1.25-acre new park will provide space for active recreational uses for new and existing residents (ball fields and courts, playgrounds, picnic areas, etc.). Construction will include a pedestrian bridge over the Colma Creek Canal, which runs through the park. Potential for reconfiguring Colma Creek to return to its natural state or otherwise integrate better with the park should be explored. A surface parking area exclusively for the park is located along Mission Road east of Block B.



Figure 5-2: Potential Property Exchange with Kaiser





5.4 INFRASTRUCTURE IMPROVEMENTS

The Planning Area has much of the major off-site infrastructure needed to provide adequate public utilities, as most of the area has already been developed. The development of vacant parcels and the redevelopment of existing buildings into a high-density mixed use community will, however, require the extension of some utilities into the Planning Area and the relocation of certain existing facilities. New utilities will be located underground in new streets and existing and planned open space corridors, which will serve as the framework for infrastructure implementation as well as land use planning.

EXISTING OFF-SITE IMPROVEMENTS

Significant existing improvements within the Planning Area that serve the area and adjacent development include the Colma Creek canal, 18-inch sanitary sewer trunk lines in Mission Road, and the recently completed 18-inch sewer trunk line in the Oak Avenue roadway extension. In addition, there is an existing network of potable water lines within and adjacent to the Planning Area. There is, however, a need for an extension of a water main in El Camino Real.

RELOCATION OF EXISTING UTILITIES

Utilities in Antoinette Lane, which is to be abandoned by the City as part of the implementation of the Plan, include a high pressure gas transmission pipeline and overhead electrical lines owned by PG&E. The City should begin working with PG&E to either relocate these facilities to outside the Planning Area, or establish a corridor within the Planning Area with appropriate building setbacks to ensure the safety of community members and nearby developments.

UTILITY CORRIDOR PLANNING

Options for extending new services from existing and planned infrastructure to each proposed development area may be constrained by the BART tunnel and the Colma Creek canal. For this reason, the extension of services will likely be parallel to these facilities, with new connections made at the future Oak Avenue and Chestnut Avenue if utility crossings are not feasible outside of these public streets. Other open space areas including pedestrian connections and bikeways should be considered for efficient utility layout.

The co-location of underground utilities within open space areas that serve as community amenities will require planning for maintenance access as well as coordination for locating above-ground amenities like trees, benches and other minor structures, so as not to impact the underground utility. The utilities may be located under and adjacent to bikeways and pedestrian paths.

Public utility easements will be required where utilities are not located in the public rights-of-way. Easements from BART and the San Mateo Flood Control District will also be required. The City should begin discussions with BART and San Mateo County to establish planning guidelines for utility crossings' parallel encroachments within the rights-of-way to consolidate infrastructure most efficiently.

WATER SYSTEM

Distribution

Based on discussions with California Water Service Company (CWSC), the existing water distribution system is generally in good condition and should be able to support the proposed development without the need for major repairs or upgrades to the existing system. However, the extension of water mains will be required along with service connections to each new building. In addition, an extension of the water main in El Camino Real from the south entry of Kaiser Hospital to Chestnut Avenue will be required to provide services to the currently vacant land areas between Kaiser Hospital and Chestnut Avenue, west of the BART tunnel. These parcels are currently not served by an existing water main.

The extension of the existing water system into the Planning Area will also require connections from Mission Road to the new water main extension in El Camino Real between Kaiser Hospital and Chestnut Avenue. This can be done as part of the planned Oak Avenue extension. The cross connections from Mission Road to El Camino Real are necessary to provide a looped network which ensures adequate pressure in the system.

The City should begin discussions with CWSC to begin feasibility studies and preliminary engineering for the extension of service to parcels fronting El Camino Real and a cross connection in Oak Avenue. Obtaining easements from BART and the San Mateo County Flood Control District will also be required where these pipelines cross rights-of-way within the Planning Area. The City should therefore begin discussions with BART and San Mateo County to determine requirements for utility encroachments in the rights-of-way.

Fire Flow

Designs for new, smaller distribution pipes to serve developments within the Planning Area will require modeling to ensure that the pipes are sized for sufficient capacity and pressure to meet the fire flow demand for each building. Fire truck access will be also required throughout the Planning Area and should be integrated as part of the overall site circulation, inclusive of the wider pedestrian paths and bikeways.



WASTEWATER

The City of South San Francisco owns and maintains the wastewater collection system. The Planning Area is currently served by two 18-inch trunk lines in Mission Road, a recently constructed 18-inch trunk line in the future Oak Avenue extension, and smaller diameter pipes that serve the existing developments at Buri Buri Center and Chestnut Center south of Chestnut Avenue. The existing 12-inch line south of Chestnut Avenue runs in an easement on private property and will need to be relocated within the parcel to accommodate new development. Existing lines in the Planning Area are connected to a 24-inch line at the intersection of Mission and Chestnut avenues that flows south to the treatment plant.

Additional smaller sewer lines will be needed to serve each new development area, but major off-site infrastructure will not be required. The increase in flows from new development and intensification of existing developed areas is a very small fraction of the total capacity of the existing collection pipes that serve the Planning Area. New building codes mandate low-flow fixtures and the advancement of sustainable design practices such as re-use of gray water for irrigation and other non-potable uses; these codes will serve to decrease the total amount of discharge from the Planning Area. The City should encourage developers and builders to use further sustainable building practices such as gray water re-use.

STORM DRAINAGE AND FLOOD CONTROL

The existing and future storm drain system discharges into the Colma Creek canal, and an increase in stormwater flows and accompanying major infrastructure improvements is not anticipated. Approximately 80 percent of the developable area is currently comprised of impervious surfaces such as roofs and parking lots, so the redevelopment of the area is unlikely to cause significant change in the amount of storm water surface runoff. Furthermore, the addition of the new 1.25-acre community park, as well as other open spaces, will likely improve runoff in the area.

Currently, all development proposals must meet the requirements of the San Mateo County Clean Water Program, which mandates management of the quantity and quality of stormwater runoff. All new developments are also required to provide stormwater control and treatment as an integral part of the site layout and landscape design. The network of open space corridors and siting of all buildings adjacent to open space will allow for significant opportunities for stormwater run-off to discharge to the landscape areas for treatment, infiltration, detention and evaporation, which will minimize the need for extensive new storm drain pipes. The use of permeable pavement will also provide opportunity for infiltration.

The City currently requires the submittal of Stormwater Control Plans with all new development applications. Plans must be consistent with the C.3 Stormwater Technical Guidance Manual, which provides many options for site control and treatment of run-off. The City should continue this policy to promote best practices for urban design and stormwater management.

5.5 FINANCING

To fund projects and improvements, a combination of private investment and public funds and financing mechanisms will be needed. This section evaluates potential approaches to funding capital costs. Selection of the appropriate mechanism depends on the nature of the improvement—for example, development impact fee place the burden on developers (and ultimately the occupant of the home or business being constructed), whereas assessment districts place the financial burden on existing and new property owners, and funding through the Capital Improvements Program (CIP) budget shares the burden citywide. The City must determine who benefits from the improvement to determine appropriate funding streams. Capital improvements and the various approaches that could be used for funding are identified in the text below.

CAPITAL IMPROVEMENTS PROGRAM

CIP outlines infrastructure improvements needed throughout the community. The program is the result of collaboration among various departments, and funding is completed on a yearly basis, with projects in the future years appropriated in future budget cycles as discretionary components of the City's General Fund. The CIP continues the improvement of city streets, storm drains, traffic, sanitary sewers, facilities, and parks. Upon adoption of the CIP, the City Council also authorizes staff to prepare the plans and specifications for the projects within this program and authorizes the solicitation of construction bids.

DEVELOPMENT IMPACT FEES

The City collects impact fees on development to help fund specific public improvements. By law, there must be a relationship between the fee and the project on which it is being imposed. Currently, City impact fees include: child-care fees to fund new and expanded facilities and sewer fees to improve or expand infrastructure. Fees may also be collected for plan areas; for example, the City assesses an impact fee to fund capital improvements in the East 101 Area. Additional fees could be assessed for a variety of services and facilities, including parks and water connections.



DEVELOPER CONTRIBUTIONS

Developer contributions are payments made in addition to normal impact fee as part of the development approval process for specific projects; these most often apply to larger developments with significant associated impacts. Contributions fund infrastructure and improvements such as: dedications of right-of-way for streets and utilities; and provision of open space, parks or landscape improvements. Where developers provide parks as part of their developments, they could be exempted from park impact fees at the discretion of the City.

REDEVELOPMENT AND TAX INCREMENT FINANCING

The Planning Area lies within the South San Francisco Redevelopment Agency's (RDA) El Camino Corridor Redevelopment Area, adopted in 1993. The Area is fiscally merged with three other project areas in the city, meaning that funds can be used more flexibly across project areas to prioritize programs and improvements throughout the city. The RDA derives its revenue primarily through tax-increment funds. This tool allows the RDA to issue bonds against the future property tax revenue expected to be generated, in order to finance public investment within the redevelopment area. The Redevelopment Agency obtains the additional "increment" of property tax growth following the inception of the redevelopment area, which typically increases as the public improvements are put in place and initial investments are made from the public and private sectors.

Redevelopment funds may be used to pay for affordable housing, parks, schools, utility upgrades, and other public facilities (e.g. the proposed new library). The RDA's most recent Five-Year Implementation Plan (FY 2009/10–FY 2013/14) calls for several programs and improvements throughout the El Camino Real corridor. These improvements include several items discussed in this Plan:

- Complete the El Camino Real/Chestnut Area Plan to help guide development of the area.
- Eliminate or ameliorate existing substandard conditions, including substandard vehicular circulation and parking systems, inadequate infrastructure, insufficient off-street parking, and other similar public deficiencies adversely affecting the Project Area.
- Upgrade and expand recreational areas and open space.
- Develop more east-west crossings on El Camino Real that connect the City's neighborhoods, and create a continuous parallel street on the eastside to provide alternative travel routes.
- Identify a possible location for a public library that builds on synergies with other public uses.

- Explore opportunities to provide one major grocery store.
- Increase opportunities for regional and neighborhood commercial uses.
- Enhance pedestrian and bicycle connectivity around existing facilities such as Kaiser, Orange Memorial Park and the Municipal Services Building, as well as new public facilities such as a library.
- Make improvements along Colma Creek Canal, including bank improvements, landscaping and removal of chain link fencing.

CITY CONTRIBUTIONS

Additional construction and life and safety costs associated with high-rise development and structured parking will result in overall development costs that are higher than for low-rise construction with surface parking. While low-rise development may be financially more feasible, it is not in keeping with the desired character and development intensity identified by the community and decision-makers. Despite this, financial feasibility analysis conducted under prevailing market conditions indicate that some of the initial identified phases are viable, if the City was willing to provide land at no cost.

SPECIAL ASSESSMENT DISTRICTS

Individuals and businesses can cooperate to create special assessment districts in which they tax themselves (outside the limitations of Proposition 13) or collect fees in order to fund specific benefits, such as landscaping, infrastructure improvements, and parking facilities.

Community Facilities District

Under the Mello-Roos law, passed in 1982 in response to Proposition 13, local cities, counties, and school districts may create community facilities districts (CFD) to finance the construction of needed community infrastructure. The CFD is empowered to levy additional property taxes on land located inside the district, thus creating a dependable revenue stream that can be used in issuing bonds to pay for new infrastructure.

Landscape and Lighting District

Permitted by the Landscape and Lighting Act of 1972, local governments may form a Landscape and Lighting District to finance elements such as the landscaping and lighting public areas (e.g. parks and plazas).

Business Improvement District

Business or property owners within a defined geographic area may agree to assess themselves annual fees, as part of a Business Improvement District (BID). The BID may then fund activities and programs to enhance the business environment; these may include marketing and promotion, security, streetscape improvements, and special events. Once established, the annual BID fees are



mandatory for business/properties located within the BID. Generally, this mechanism is most frequently used in existing commercial retail districts and is not used to fund infrastructure due both to the limited revenue base and the short-term nature of the BID structure, which makes issuance of debt infeasible.

Parking District and In-Lieu Fee

Local governments may form a special district to finance parking-related activities, including acquisition of land for parking facilities, construction of parking lots and garages, funding of operating costs, and issuance of bonds to fund similar activities. The majority of affected property owners must vote in favor of the district formation. A possible approach to funding is imposition of an in-lieu fee, whereby developers pay the fee (e.g. a uniform fee per space) instead of providing on-site parking, thereby reducing the cost of development and potentially increasing the efficient use of development sites.

GRANTS AND LOANS

Federal

Community Development Block Grant

Some or all of the cities' annual allotment of Community Development Block Grant (CDBG) funds from the federal government could be capitalized into a Section 108 loan, to increase the immediate ability to fund improvements. The U.S. Department of Housing and Community Development's Section 108 Loan Guarantee Program provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. CDBG funds may be challenging to use for public improvements, since the grants are competitive and the City often has competing priorities for these funds.

Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users

This measure, also known as SAFETEA-LU, provides a variety of funding options for smaller, neighborhood-based projects relating to streetscape improvements and bicycle and pedestrian facilities. Programs include the Surface Transportation Program; Congestion Management Air Quality funds; Transportation Enhancements; State Transportation Improvement Program/Regional Transportation Improvement Program; and the Bicycle Transportation Account, which is available to cities and counties with Caltrans-approved bicycle plans. SAFETEA-LU was extended through December 2010 and will likely be reauthorized in a similar capacity thereafter.

American Recovery and Reinvestment Act

In response to the economic crisis beginning in 2007, the American Recovery and Reinvestment Act was passed to save and create jobs, spur economic activity, and invest in long-term growth. Through this program, the City received \$1.8 million toward the renovation of Fire Station #63 and nearly \$637,000 toward installation of photovoltaic panels on the City Hall Annex and energy efficiency programs for homeowners.² The Build America Bonds program, created by the Act, allows state and local governments to obtain financing at lower borrowing costs for new capital projects. (The Treasury Department subsidizes 35 percent of the interest, so the savings to municipalities are substantial compared to traditional municipal bonds.) As of May 2010, cities, school districts, and other agencies in California have been issued over \$22 billion in bonds. This program is proposed for extension following 2010.

State

California Infrastructure and Economic Development Bank (CIEDB)

The California Infrastructure and Economic Development Bank provides low-cost financing to public agencies for a wide variety of infrastructure projects. Infrastructure State Revolving Fund Program funding is available in amounts ranging from \$250,000 to \$10 million, with loan terms of up to 30 years. Interest rates are set on a monthly basis. Relevant eligible project categories include city streets, drainage, flood control, and environmental mitigation, educational facilities, parks and recreational facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, public safety facilities, and power and communications facilities.

Infrastructure Bonds

Statewide bonds approved by the voters can provide valuable funds for local governments to make improvements to roads, housing, and public facilities. In recent years, several bond measures have been approved, with monies distributed to local governments. The City should continue to monitor and pursue State financing opportunities.

Regional

FOCUS Priority Development Areas

The Association of Bay Area Governments (ABAG), along with partner agencies, the Metropolitan Transportation Commission (MTC) and Bay Area Conservation and Development Commission (BCDC) have initiated the FOCUS program to provide funds for Priority Development Areas (PDA) that have a high level of transit accessibility and potential for redevelopment. El Camino Real and South San Francisco's Downtown have been designated as PDAs. Consistent with the Grand Boulevard Initiative, the FOCUS Program describes the intent to re-design

² Recovery.Gov Track the Money. Accessed September 7, 2010. <<http://www.recovery.gov>>



El Camino Real into a walkable urban boulevard, with funding recommended to make improvements to transportation, bicycle and pedestrian circulation, and streetscape improvements, as well as the development of multi-family and transit-oriented housing.

Metropolitan Transportation Commission Funding

MTC serves as both the regional transportation planning agency and as the region's metropolitan planning organization (a federal designation). MTC has several grant programs including:

- Transportation for Livable Communities, which supports projects that enhance community vitality and promote walking, bicycling and transit use.
- Housing Incentive Program, which assists housing construction near transit hubs.
- Low Income Flexible Transportation, which funds services that assist low-income residents travel to and from work, school and other essential destinations.
- Safe Routes to Schools Program aims to increase the number of children who walk or bicycle to school by funding projects that remove barriers to such activities (e.g. lack of infrastructure, unsafe facilities, and lack of education and enforcement programs aimed at children, parents and the community at large).



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