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LAND USE

This element of the General Plan outlines the framework that has guided land use decision-making, provides the General Plan land use classification system, and outlines citywide land use policies. Policies for each of the 14 individual sub-areas that comprise the General Plan Planning Area are in Chapter 3: Planning Sub-Areas.



Looking towards the bay from the western hillside. A wide variety of uses cover the city, from single-family residential neighborhoods in the west side of the city to tall office buildings in the East of 101 area.

2.1 CONSTANCY AND CHANGE

South San Francisco has a distinctive land use pattern that reflects the decision to initially locate industrial areas east of supporting homes and businesses in order to take advantage of topography and winds on Point San Bruno. Another development trend that shaped the arrangement of uses was the extensive residential development that occurred during the 1940s and 1950s, creating large areas almost entirely developed with single-family housing. As a result, South San Francisco is largely comprised of single-use areas, with industry in the eastern and southeastern portions of the city, single-family homes to the north and west, commercial uses along a few transportation corridors, and multifamily housing clustered in those same corridors and on hillsides.



The city consists primarily of single-use areas, with industrial facilities and business parks concentrated in the East of 101 area and residential uses in the north and west areas of the city. The view of San Bruno Mountain provides an aesthetic backdrop for the city.

MAGNITUDE AND DISTRIBUTION OF EXISTING USES

As part of the General Plan preparation process, an existing land use database for the city was prepared and a land use analysis was performed.

South San Francisco's City limits encompass 4,298 acres. Single-family residences are the predominant land use, occupying 33 percent of the land (net, that is, exclusive of streets, water, and other rights-of-way) in the city. Industrial uses, including warehouses, manufacturing areas and business parks, comprise over a quarter of South San Francisco's area. The land use analysis also found that:

- Parks and open space occupy over 10 percent of the Planning Area, primarily concentrated in Sign Hill Park and the California Golf and Country Club;
- Many of South San Francisco's growing or highest priority land uses currently occupy relatively little land. Business parks for high-technology research and development (R&D) and manufacturing use occupy only 173 acres, or 14 percent of the land in the industrial classification. Commercial areas occupy approximately eight percent. Hotels and motels can be found on only 37 acres, or ten percent of the land in the commercial use classification.
- Only a handful of sites in South San Francisco—totaling 167 acres, or less than four percent of land within the Planning Area—are vacant. About half of this acreage is in Bay West Cove (formerly Shearwater) and Sierra Point - two large sites at the northernmost tip of the city, with substantial soil contamination and under remediation for the past several years. The majority of the remaining vacant land comprises sites, such as in Westborough, that have steep slopes. Thus, virtually all growth in the city will result from redevelopment or intensification; and
- Development that is approved or under review includes 1,150 housing units and 3.4 million square feet of non-residential space.



The new condos on El Camino Real are an intensification of uses around the South San Francisco Bart Station.



Some older industrial sites in Lindenville are gradually being converted to offices and business and technology parks; industrial uses in selected areas of the city will continue to meet regional needs.



Vacant site in the foreground is the BART right-of-way in the city - the San Bruno Residence Inn is in the background. The General Plan proposes a linear park with a bike path along the right-of-way as BART will run underground. Sites in the city near the San Bruno Bart Station are allowed higher development intensities under the General Plan to support transit ridership.

CONSTANCY AND CHANGE

With all land in the east of U.S. 101 area (East of 101 area) and some western parts of the city unsuitable for residential development because of aircraft operations at the San Francisco International Airport (SFO) and established residential neighborhoods in much of the rest of the city, the General Plan attempts to balance regional growth objectives with conservation of residential and industrial neighborhoods. Development is targeted in centers and corridors to fulfill the City's objectives of enhancing quality of life and economic vitality; ensure that established areas are not unduly impacted; and to support the extraordinary regional investments in transit represented by extension of BART to the city. Neighborhood-scale issues such as the character of new development and better linkages between and within neighborhoods are also explored in this and other plan elements.

2.2 LAND USE FRAMEWORK

The land use framework of the General Plan is guided by several key principles:

- Conservation of the existing land use character of the city's residential neighborhoods.
- Promotion of Downtown as the focus of activity, including through increased residential opportunities. Policies that promote development standards that build on Downtown's traditional urban pattern are identified.
- Integration of land use with planned BART extension, by providing a new transit-oriented village around the South San Francisco BART station, to take advantage of regional access that will result from extension of BART to the city.
- Provision of selected areas in the city where industrial uses, many of which fulfill a regional objective and are related to the SFO, can continue and expand.
- Encouragement of mixed-use redevelopment along principal corridors, such as El Camino Real and South Spruce Avenue.
- Encouragement of a new mixed-use neighborhood center at Linden Avenue/Hillside Boulevard to increase accessibility of Paradise Valley/Terrabay residents to convenience shopping.

- Designation of new Business and Technology Park district to provide opportunities for continued evolution of the city's economy, from manufacturing and warehousing/distribution to high technology and biotechnology.
- Encouragement of employee serving amenities to provide identity and cater to the lunchtime and quality of life needs of the growing employment base in the East of 101 area.
- Provisions of a new live/work overlay district adjacent to downtown to provide a broader mix of housing opportunities and promote small-business and multimedia incubation.
- Designation of a new Business Commercial district, that will include hotels principally serving airport clientele, and regional commercial uses clustered along Dubuque Avenue, Oyster Point, South Airport and Gateway boulevards.

GENERAL PLAN DIAGRAM

The principles outlined on the previous page are represented in the General Plan Diagram (Figure 2-1). The Diagram designates the proposed general location, distribution, and extent of land uses. As required by State law, land use classifications, shown as color/graphic patterns, letter designations, or labels the Diagram, specify a range for housing density and building intensity for each type of designated land use. These density/intensity standards allow circulation and public facility needs to be determined; they also reflect the environmental carrying-capacity limitations established by other elements of the General Plan. The Diagram is a graphic representation of policies contained in the General Plan; it is to be used and interpreted only in conjunction with the text and other figures contained in the General Plan. The legend of the General Plan Diagram abbreviates the land use classifications described below, which represent an adopted part of the General Plan.

Uses on sites less than two acres in size are generally not depicted on the Diagram. The interpretation of consistency with the General Plan on sites less than two acres in size will be done through the Zoning Ordinance and the Zoning Map.

SOUTH SAN FRANCISCO GENERAL PLAN

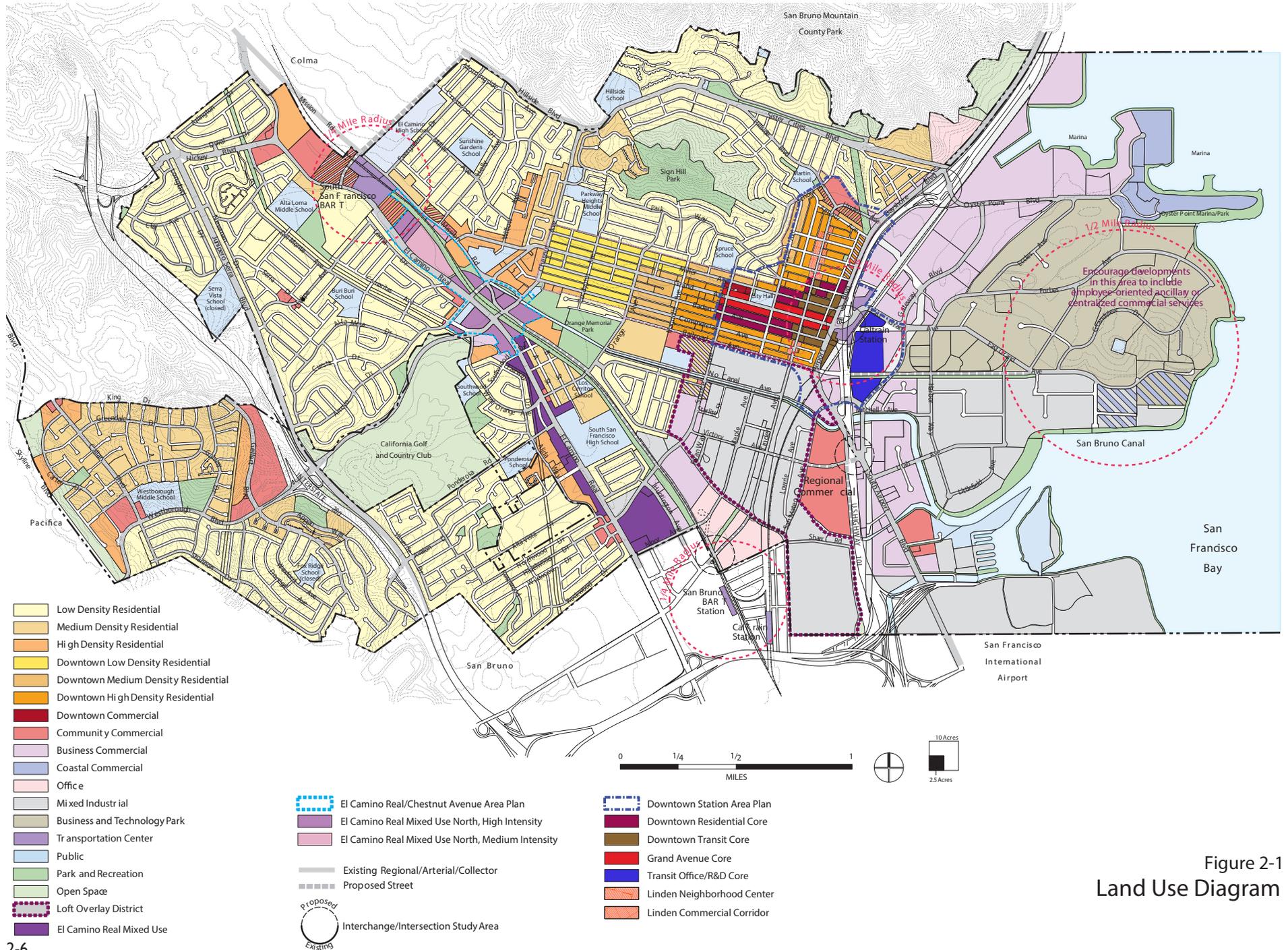


Figure 2-1
Land Use Diagram

Table 2.2-1: Standards for Density and Development Intensity

Land Use Designation	Minimum Required FAR	Residential Density (units/net acre)	Maximum Permitted FAR ¹	Maximum Permitted with Incentives and Bonuses	
				Units/Net Acre	FAR (See Table 2.2-2)
Residential ^{2,3}					
Low Density	-	up to 8.0	0.5	10.0	-
Medium Density	-	8.1-18.0	1.0	22.5	-
High Density	-	18.1-30.0	-	37.5	-
Downtown					
Downtown Residential					
Low Density	-	5.1-15.0	0.7	15.0	-
Medium Density	-	15.1-25.0	1.25	31.3	-
High Density	-	20.1-40.0	-	50.0 ³	-
Downtown Transit Core	2.0	80.1-100.0	6.0	120.0	8.0
Grand Avenue Core	1.5	14.1-60.0	3.0	80.0/100.0	4.0
Linden Neighborhood Center	2.0	40.1-60.0	3.0	80.0	-
Downtown Residential Core	-	40.1-80.0	3.0	100.0/125.0 ⁴	3.25 ⁴
Office					
Office	-	-	1.0	-	2.5 ⁵
Commercial					
Transit Office/R&D Core	1.5	-	1.5-2.5	-	3.5
Community Commercial	-	-	0.5	-	-
Business Commercial ⁶	-	-	0.5	-	1.0 ⁵
Hotel	-	-	1.2	-	2.0
Coastal Commercial ⁶	-	-	-	-	-
Retail	-	-	0.5	-	1.0
Office	-	-	1.0	-	1.6
Hotel	-	-	1.6	-	2.2
Mixed Use					
El Camino Real Mixed Use ⁷	0.6 ⁸	up to 60.0 ⁹	2.5 ¹⁰	up to 80.0 ⁹	3.5 ¹⁰
El Camino Real Mixed Use North, High Intensity	0.6 ¹¹	up to 80	2.0	up to 110	up to 3.0
El Camino Real Mixed Use North, Medium Intensity	0.6 ¹¹	up to 40	1.5	up to 60	up to 2.5
Industrial					
Business and Technology Park	-	-	0.5	-	1.0 ¹²
Mixed Industrial	-	-	0.4	-	0.6 ¹³
Business Commercial ⁶	-	-	0.5	-	10.8 ⁶

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- ¹ Including garages for residential development, but excluding parking structures for non-residential development, except for El Camino Real Mixed Use.
- ² 20 percent density bonus is available for development within ¼-mile of a fixed-guideway transit (CalTrain or BART station or City-designated ferry terminal).
- ³ 25 percent bonus is available for projects with affordable housing, housing for elderly residents with specific amenities designed for residents, or housing that meets community design standards that may be specified in the Zoning Ordinance.
- ⁴ For qualifying affordable senior housing projects.
- ⁵ Required parking must be structured.
- ⁶ See Table 2.2-2. The Gateway Business Park Master Plan and the Oyster Point Specific Plan are permitted to develop up to a FAR of 1.25 with a TDM.
- ⁷ Frontage of a site along El Camino Real and other Arterial/Collector streets in the corridor is required to be devoted to active uses. Residential not permitted at ground level along El Camino Real except on the east side of El Camino Real between First Street and West Orange Avenue, subject to conditional use permit approval.
- ⁸ For sites larger than 20,000 square feet, the minimum FAR for all uses, exclusive of substantially above-grade structured parking, shall be 0.6, of which a minimum 0.3 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.
- ⁹ Included within FAR limit.
- ¹⁰ Includes residential and substantially above grade parking structures. Excludes surface parking.
- ¹¹ A minimum 0.3 FAR of the required 0.6 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.
- ¹² Permitted for research and development uses with low employment intensity, or other uses providing structured parking.
- ¹³ Permitted for uses with low employment intensity, such as wholesaling, warehousing, and distribution.

Amended by City Council Resolutions 19-2010, Adopted February 10, 2010; Resolution 31, 2010, adopted March 24, 2010; Resolution 47-2011, Adopted March 23, 2011; and Resolutions */-2011 and 99-2011, adopted July 27, 2011

DENSITY/INTENSITY STANDARDS

The General Plan establishes density/intensity standards for each use classification. Residential density is expressed as housing units per net acre. Maximum permitted ratio of gross floor area to site area (FAR) is specified for non-residential uses. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the type of use occupying the building. FAR limitations are also shown for some residential land use classifications in order to relate housing size to lot size; both housing density and FAR standards shall apply in such instances. Building area devoted to structured or covered parking (if any) is not included in FAR calculations for non-residential developments. However, parking garages are included in the FAR limitations for residential uses.

The Zoning Ordinance could provide specific exceptions to the FAR limitations for uses with low employment densities, such as research facilities, or low peak-hour traffic generation, such as a hospital. In addition to density/intensity standards, some land use classifications stipulate allowable building types (such as single-family residential) as well.

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges. Airport-related height limits also restrict development, as shown in Figure 2-2. In addition, Figure 2-3 establishes height limitations in specific areas, including Downtown, the El Camino Real Corridor, and near BART stations; these limitations shall apply to all uses, and land use-based height limitations (in the Zoning Ordinance) shall not apply. For areas outside the ones shown in Figure 2-3, height limitations shall be in accordance with the use-based limitations specified in the Zoning Ordinance. These heights are partly based on a viewshed analysis for the Planning Area, which revealed that the south face of Sign Hill, the base of San Bruno Mountain, and the east face of Point San Bruno Knoll, are visible from most areas of the city, as shown in Figure 2-4. Gross density standards and assumed averages for residential categories are listed below.

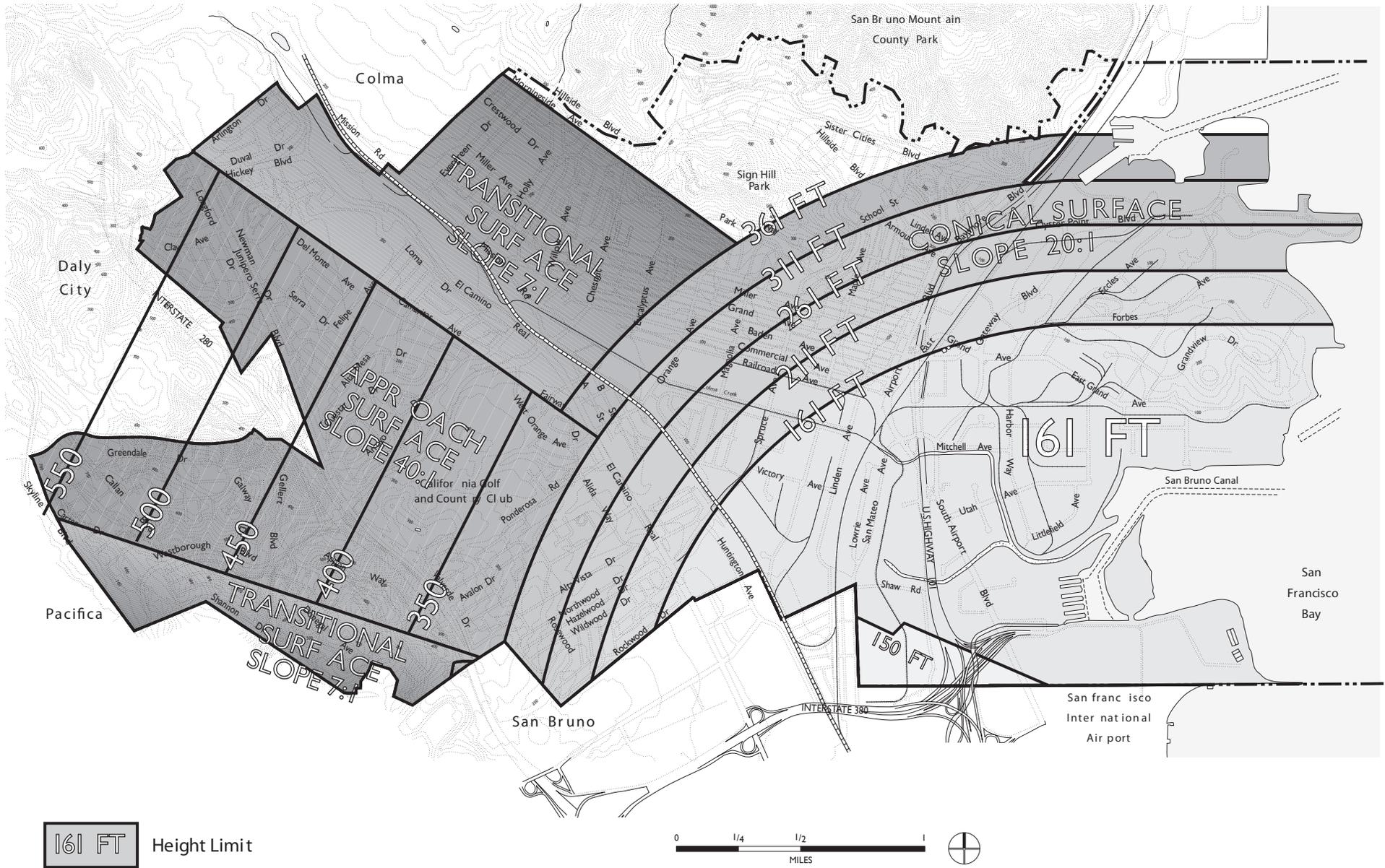


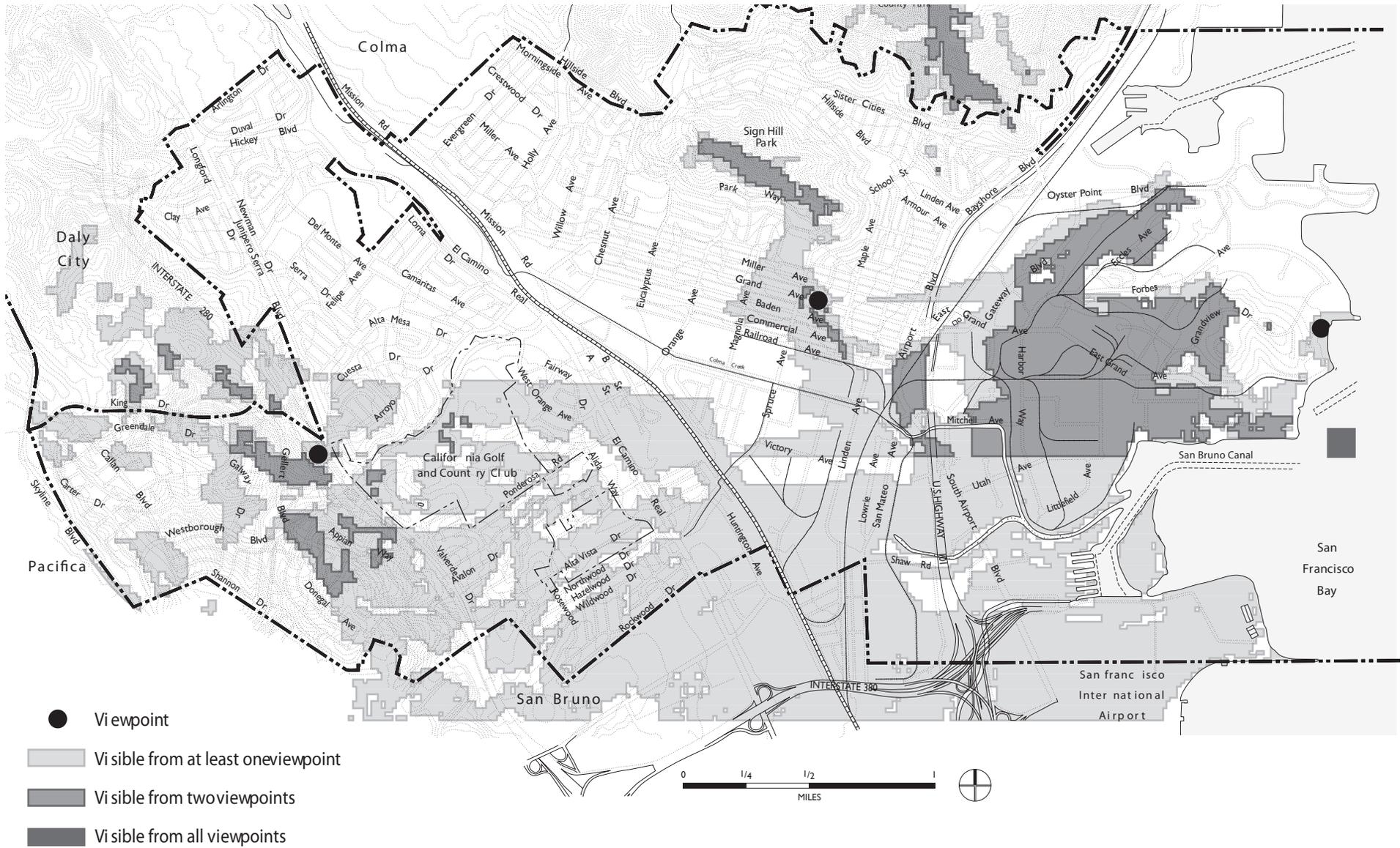
Figure 2-2
Airport-Related Height Limitations



Note: Building height limitations for areas shown on this map shall be as indicated here, regardless of the underlying use. For areas outside of the areas shown on this map, building heights shall be in accordance with the development regulations for the use in the City's Zoning Ordinance. For areas subject to airport-related height limitations, building heights must be in accordance with the limits indicated in the most recently adopted Comprehensive Airport Land Use Plan.

Figure 2-3
Special Area Height Limitations

SOUTH SAN FRANCISCO GENERAL PLAN



Source: Dyett & Bhatia, derived from USGS Digital Elevation Model

Figure 2-4 Viewshed

Land Use Designation	Minimum Floor Area Ratio (FAR)	Base Floor Area Ratio (FAR)	Incentive-based FAR Bonuses Available		Total Maximum FAR
			Maximum Attainable FAR with Transportation Demand Management (TDM) Program	Other Specified Design Standards ¹	
Downtown Transit Core	2.0	6.0			8.0 ¹
Grand Avenue Core	1.5	3.0			4.0 ¹
Linden Neighborhood Center	2.0	3.0			-
Downtown Residential Core	-	3.0			3.25 ⁸
Office	-	1.0	1.3	0.2	2.5
Transit Office/R&D Core	1.5	1.5-2.5			3.5 ¹
Business Commercial ²	-	0.5	0.4	0.1	1.0
El Camino Real Mixed Use ³	0.6 ⁴	2.5 ⁵	0.5	0.5	3.5 ⁵
El Camino Real Mixed Use North, High Intensity	0.6 ⁶	2.0	0.5	0.5	3.0
El Camino Real Mixed Use North, Medium Intensity	0.6 ⁶	1.5	0.5	0.5	2.5
Business & Technology Park	-	0.5	0.4	0.1	1.0
Hotels ⁷	-	1.2	0.6	0.2	2.0
Costal Commercial ²	-				
Retail	-	0.5	0.4	0.1	1.0
Office	-	1.0	0.5	0.1	1.6
Hotel	-	1.6	0.4	0.2	2.2

¹ Discretionary; based on criteria established in the Zoning Ordinance and upon conditional use permit approval.

² The Gateway Business Park Master Plan and the Oyster Point Specific Plan are permitted to develop up to a FAR of 1.25 with a TDM.

³ Frontage of a site along El Camino Real and other Arterial/Collector streets in the corridor is required to be devoted to active uses. Residential not permitted at ground floor level along El Camino Real, except on the east side of El Camino Real between First Street and West Orange Avenue, subject to conditional use permit approval.

⁴ For sites larger than 20,000 square feet, the minimum FAR for all uses, exclusive of substantially above-grade structured parking, shall be 0.6, of which a minimum 0.3 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.

⁵ Includes residential and substantially above-grade parking structures. Excludes surface parking.

⁶ A minimum 0.3 FAR of the required 0.6 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.

⁷ The Hotel FAR listed for Base, Maximum Attainable FAR with TDM, Other Specified Design Standards, and Total Maximum FAR is applicable for all hotels located in all General Plan designated areas that permit hotel uses.

⁸ For qualifying affordable senior housing projects.

Amended by City Council Resolutions 19-2010, Adopted February 10, 2010; Resolution 31, 2010, adopted March 24, 2010; and Resolution 47-2011, Adopted March 23, 2011

CLASSIFICATION SYSTEM

The classifications in this section represent adopted City policy. They are meant to be broad enough to give the City flexibility in implementation, but clear enough to provide sufficient direction to carry out the General Plan. The City's Zoning Ordinance contains more detailed provisions and standards. More than one zoning district may be consistent with a single General Plan land use classification.

Residential

Three residential land use classifications are established for areas outside of Downtown to provide for development of a full range of housing types (Downtown residential land use classifications are included later in this section). Densities are stated as number of housing units per net acre of developable land, excluding areas subject to physical, environmental, or geological constraints, and areas dedicated for creekside greenways or wetlands protection, provided that at least one housing unit may be built on each existing legal parcel designated for residential use. Development would be required within the density range (both maximum and minimum) stipulated in the classification. Development standards established in the Zoning Ordinance may limit attainment of maximum densities.

Second units permitted by local regulation, State-mandated density bonuses for provision of affordable housing, and a 20 percent density bonus for residential developments located within a 1/4-mile of a fixed-guideway transit (BART or Caltrain) station are in addition to densities otherwise permitted.

Assumed average densities listed are used to calculate probable housing unit and population holding capacity. Neither the averages nor the totals constitute General Plan policy. Housing types (which are included here for illustrative purposes only, and do not represent adopted City policy) are shown in Figure 2-5.

Low Density Residential

Single-family residential development with densities up to 8.0 units per net acre. Typical lots would be 6,000 square feet, but the minimum would be 5,000 square feet, and smaller lots (4,500 square feet or less) may be permitted in neighborhoods meeting specified community design standards, subject to specific review

Housing Type	Detached (front loaded)	Detached Zero- Lot Line (front loaded)	Detached (front loaded)	Townhouse (rear loaded)	Townhouse (front loaded)	Residential Over Parking And Commercial Podium
Lot Size	6,000 sq. ft.	2,500 sq. ft.	2,500 sq. ft.	2,500 sq. ft.	2,000 sq. ft.	-
Dwelling Size	1,800 sq. ft.	1,200 sq. ft.	1,400 sq. ft.	1,400 sq. ft.	1,200 sq. ft.	1,200 sq. ft.
Number of Floors	2	2	2	2	2.5	2-3 over podium
Density (units/net acre)	7	17	15	15	22	40
Typical Density Range for Housing Type	8	18	16	12-25	15-30	30+
General Plan Land Use Classification	Low Density	Medium Density	Medium Density	Medium Density	Downtown Medium Density	Downtown High Density

Figure 2-5
Illustrative Housing Types

requirements. This classification is mainly intended for detached single-family dwellings, but attached single-family units may be permitted, provided each unit has ground-floor living area and private outdoor open space. The Zoning Ordinance may include a separate district for estate-type or zero-lot-line developments.

Medium Density Residential

Housing at densities from 8.1 to 18.0 units per net acre, with a minimum of 2,250 square feet of net area (i.e. exclusive of streets, parks and other public rights-of-way) required per unit, and a minimum lot area of 6,750 square feet. Dwelling types may include attached or detached single-family housing, duplexes, triplexes, fourplexes, townhouses, apartments, and condominiums. Multifamily housing type is not permitted. (Amended by City Council Resolution 148-2000, Adopted November 21, 2000)

High Density Residential

Residential development, with densities ranging from 18.1 to 30.0 units per net acre. This designation would permit the full range of housing types, including single-family attached development subject to standards in the Zoning Ordinance, and is intended for specific areas where higher density may be appropriate.

This designation within the El Camino Real/Chestnut Avenue Area Plan, 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. (Amended by Resolution 97-2011 and 99-2011, Adopted July 27, 2011)

DOWNTOWN

Downtown Residential

In addition to housing type and density standards stipulated below, the Zoning Ordinance may establish development standards and parking and other requirements for downtown residential development different from residential development elsewhere in the City.

Three categories are included and are shown on the General Plan Diagram:

- *Downtown Low Density Residential.* Single-family (detached or attached) residential development with densities ranging from 5.1 to 15.0 units per net acre. Multifamily development is not permitted.
- *Downtown Medium Density Residential.* Residential development at densities ranging from 15.1 to 25.0 units per net acre. A full range of housing types is permitted.
- *Downtown High Density Residential.* Residential development at densities ranging from 25.1 to 40.0 units per net acre for lots equal to or greater than *H*-acre (21,780 square feet) in area. For lots smaller than *H* acre, maximum density shall be 30.0 units per acre.

A maximum of 25 percent density bonus may be approved for projects with affordable housing, housing for elderly residents with specific amenities designed for residents, or housing that meets community design standards that may be specified in the Zoning Ordinance. Maximum density with all bonuses shall not exceed 50 units per net acre.

Downtown Transit Core

This designation applies to the area that lies within a 1/4 mile, or a five-minute walk, of the reconfigured Caltrain Station and undercrossing. It is bounded by Lux Avenue on the north, Second Lane on the south, Union Pacific Railroad/Caltrain tracks on the east, and properties on the west side of Linden Avenue on the west.

The Downtown Transit Core is envisioned to be a vibrant, mixed-use area. Due to its proximity to the Caltrain Station and the relative abundance of developable sites, the Downtown Transit Core is the area most suitable for the highest intensities of new development in the Downtown area. These higher intensities will help to support transit ridership since residential units will be within a short walk of the station. High-density housing will also provide the pedestrian activity needed to support downtown businesses and will increase activity day and night, add street life and improve safety. As the Downtown Transit Core area evolves, it will enhance the image of the Downtown and frame Grand Avenue—the centerpiece of the Downtown.

The Downtown Transit Core allows up to 100 dwelling units per acre; a minimum of 80 dwelling units per acre is required. A maximum of 120 dwelling units per acre would be allowed for development meeting specified criteria. Ground level retail uses will be encouraged throughout the area.

Grand Avenue Core

Grand Avenue will remain the historic retail center of the City. The Grand Avenue district extends from Airport Boulevard on the east to Spruce Avenue on the west. With a few exceptions, the district includes properties directly fronting on Grand Avenue. At the east end, Grand Avenue and Airport Boulevard form an important gateway to the City and the historic core; at the west end, the district transitions to the residential Downtown Neighborhood described in the General Plan. Historically interesting buildings will be retained wherever possible. New mixed-use development of underutilized properties will be encouraged but guidelines will limit building heights directly along Grand Avenue in order to respect the historic character of some existing buildings and to create a comfortable pedestrian environment. Off Grand Avenue, on the rear portions of Grand-facing lots, taller allowable heights will help accommodate new residential uses and increase development opportunities.

The Grand Avenue Core allows up to 60 dwelling units per acre and requires a minimum of 14 units per acre. If meeting specified criteria, residential densities can be up to 80 dwelling units per acre or 100 units per acre on corner sites or site over 1/2 acre in size. Retail is required on the ground floor.

Downtown Residential Core

Outside of the Grand Avenue Core and the Downtown Transit Core areas, the remaining areas lying between Tamarack Lane and Second Lane are designated Downtown Residential Core. This designation is intended to encourage somewhat higher densities than what is currently allowed but will still be compatible in scale with the remaining Downtown residential districts: Downtown High Density Residential and Downtown Medium Density Residential. The areas encompassed by this new designation are within two blocks of the Grand Avenue Core. With new residential development, these will become more active, pedestrian-oriented streets with day and night activity which will promote safety. The added residents will be important to the success of Grand Avenue businesses.

The Downtown Residential Core designation allows up to 80 dwelling units per acre with a minimum of 40 units per acre. Densities up to 100 units per acre are allowed if specific criteria are met and public benefits are provided. Affordable senior housing projects may be allowed up to 125 units per acre.

Linden Neighborhood Center

The Linden Neighborhood Center is defined as the properties fronting Linden Avenue between California Avenue and Ninth Lane. The large zone of residential uses that lie north of Miller Avenue up to Armour Avenue and west of Maple have limited neighborhood amenities that can help to meet daily needs; in addition, there is little public open space available in this area. The current small collection of retail uses along Linden Avenue between California and Juniper Avenues provide a starting point for a more robust neighborhood center that will be walkable for the surrounding residential areas and can be a supplement to the more citywide destinations that will locate along Grand Avenue.

Retail/commercial uses are required at ground level within this zone. The Linden Neighborhood Center designation allows up to 60 dwelling units per acre with a minimum of 40 units per acre. Densities up to 80 units per acre are allowed if specific criteria are met.

Linden Commercial Corridor

The Linden Commercial Corridor includes the properties fronting Linden Avenue from California Avenue to Sixth Lane and from Second Lane to Railroad Avenue. Linden Avenue throughout its length has historically been a location for a variety of commercial uses and today many of these remain and serve as resources for local residents and businesses. This designation applies to areas of Linden Avenue south of Aspen Avenue that do not otherwise fall into the Downtown Residential Core, Downtown Transit Core, or Grand Avenue Core districts.

Commercial and mixed uses will continue to be allowed and encouraged on properties within this corridor. While not required, commercial uses will provide opportunities for local services for adjoining residential neighborhoods. As with other mixed use locations, improvements to the sidewalks and streetscape will be encouraged to provide additional pedestrian amenities and accessibility especially for local residents.

Retail use will be encouraged at ground level in this corridor. Other requirements of the Downtown High Density Residential district will pertain: 20.1-40 dwelling units per acre.

OFFICE

This designation is intended to provide sites for administrative, financial, business, professional, medical and public offices in locations proximate to BART or CalTrain stations. Support commercial uses are permitted, subject to limitations established in the Zoning Ordinance. Site planning and building design shall ensure pedestrian comfort, and streets shall be fronted by active uses. The maximum Floor Area Ratio is 1.0, but increases may be permitted up to a total FAR of 2.5 for development meeting specific transportation demand management (TDM), structured parking, off-site improvement, or specific design standards criteria. These bonus standards are shown in Table 2.2-2. The Planning Commission, at its discretion, may permit increase of base FAR in specific instances where existing buildings are rehabilitated for office use and are unable meet the structured parking or specified design standard criteria. However, the maximums (with incentives, is stipulated in Table 2.2-2) shall not be exceeded.

COMMERCIAL

Transit Office / R&D Core

The Transit Office/R&D area is bounded on the north by East Grand Avenue, on the east by Gateway Boulevard, on the south by South Airport Boulevard, and on the west by Industrial Way and the US 101 right-of-way. It is currently a mix of parking lots and low scale service and light industrial uses. This urban employment district would be characterized by a walkable street pattern, more like Downtown than the suburban-style developments that dominate much of the East of 101 area. With the extension of the Caltrain Station and construction of the pedestrian/bicycle underpass, this area will be well connected to the Downtown, providing an opportunity for a significant number of workers to easily access downtown amenities.

Taller buildings are suitable here in conformance with the FAA height limitations. The area would lend itself to corporate office, hotels, and other major facilities due to its high visibility from US 101 and proximity to San Francisco International Airport, Downtown San Francisco and the various employment centers on the

Peninsula. Along the extension of Grand Avenue to the east beyond the rail tracks undercrossing, limited retail and services may be feasible in the long run and to provide amenities for nearby employees. The allowable development intensity in the area would be 1.5 to 2.5 floor area ratio (FAR). A FAR up to 3.5 may be allowed if specific criteria are met.

Community Commercial

This category includes shopping centers, such as Westborough, and major commercial districts, such as El Camino Real, and regional centers along South Airport Boulevard. Retail and department stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services are permitted. An “R” designation on the General Plan Diagram indicates that the site is reserved for region-serving commercial uses. The maximum Floor Area Ratio is 0.5. Office uses are encouraged on the second and upper floors.

Business Commercial

This category is intended for business and professional offices, and visitor service establishments, and retail. Permitted uses include for administrative, financial, business, professional, medical and public offices, research and development facilities, and visitor-oriented and regional commercial activities. Regional commercial centers, restaurants and related services are permitted subject to appropriate standards. This category is intended for the emerging commercial and hotel district along South Airport, Gateway, and Oyster Point boulevards, and South Spruce corridor. The maximum Floor Area Ratio is 0.5, but increases may be permitted up to a total FAR of 1.0 for uses such as research and development facilities, or for development meeting specific transportation demand management (TDM), off-site improvement, or specific design standards. The Gateway Business Park Master Plan area, comprising several parcels on 22.6 acres at the southeast corner of Gateway Boulevard and Oyster Point Boulevard, is permitted to develop up to a FAR of 1.25. Maximum FAR for hotel developments shall be 1.2, with increases to a maximum total FAR of 2.0 for development meeting specified criteria. The Oyster Point Specific Plan regulates uses and development intensities within the Specific Plan District. (Amended by City Council Resolution 19, 2010 adopted February 10, 2010 and Resolution 47-2011, adopted March 23, 2011)

Coastal Commercial

Business/professional services, office, convenience sales, restaurants, public marketplace, personal/repair services, limited retail, research and development facilities, hotel/motel with a coastal orientation, recreational facilities, and marinas. Maximum FAR is 0.5 for retail, recreation facilities, research and development facilities, marinas, and eating and drinking establishments, 1.0 for offices, and 1.6 for hotels. All development will be subject to design review by the Planning Commission. Uses and development intensities at Oyster Point will be regulated by the Oyster Point Specific/Master Plan. (Amended by City Council Resolution 47-2011, adopted March 23, 2011)

MIXED USE

El Camino Real Mixed Use

This designation is intended to accommodate high-intensity active uses and mixed-use development in the South El Camino Real area. 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.

The frontage of a site along El Camino Real and other Arterial/Collector streets in the corridor is required to be devoted to active uses—uses that are accessible to the general public and generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity. Uses that generate pedestrian activity include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, hotels, banks, travel agencies, child care services, libraries, museums and galleries.

For sites larger than 20,000 square feet, the minimum FAR for all uses, exclusive of substantially above-grade structured parking, shall be 0.6, of which a minimum 0.3 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.

The maximum FAR for all uses, inclusive of housing and substantially above-grade structured parking shall be 2.5, with increases to a maximum total FAR of 3.5 for development meeting specified criteria.

Residential density is limited to 60 units per acre, with increases to a maximum of 80 units per acre for development meeting specified criteria. For parcels on the east side of El Camino Real, between First Street and West Orange Avenue, either a mix of uses as permitted under this classification or residential use only (up to 40 units per acre) is permitted. (Mixed Use classification -Amended by City Council Resolution 19-2010, adopted February 10, 2010)

El Camino Real Mixed Use North, High Intensity

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.

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.

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 residential 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 (included within the overall FAR) 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.

(Section added by Resolution 97-2011 and 99-2011, Adopted July 27, 2011)

El Camino Real Mixed Use North, Medium Intensity

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.

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.

Within this designation, the maximum FAR for all uses, inclusive of residential 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 (included within the overall FAR) is limited to 40 units per acre, with increases to a maximum of 60 units per acre for development meeting specified criteria.

(Section added by Resolution 97-2011 and 99-2011, Adopted July 27, 2011)

INDUSTRIAL AND RESEARCH AND DEVELOPMENT

Two categories are proposed: Business and Technology Park, for the East of 101 areas north of East Grand Avenue, and Mixed Industrial, for the areas south of East Grand Avenue in East of 101 and Lindenville.

Business and Technology Park

This designation accommodates campus-like environments for corporate headquarters, research and development facilities, and offices. Permitted uses include incubator-research facilities, testing, repairing, packaging, publishing and printing, marinas, shoreline-oriented recreation, and offices, and research and development facilities. Warehousing and distribution facilities and retail are permitted as ancillary uses only. All development is subject to high design and landscape standards. Maximum Floor Area Ratio is 0.5, but increases may be permitted, up to a total FAR of 1.0 for uses such as research and development establishments, or for development meeting specific transportation demand management (TDM), off-site improvement, or specific design standards.

Mixed Industrial

This designation is intended to provide and protect industrial lands for a wide range of manufacturing, industrial processing, general service, warehousing, storage and distribution, and service commercial uses. Industries producing substantial amounts of hazardous waste or odor and other pollutants are not permitted. Unrelated retail and service commercial uses that could be more appropriately located elsewhere in the city would not be permitted, except for offices, subject to appropriate standards. Small restaurants and convenience stores would be allowed as ancillary uses, subject to appropriate standards. The maximum Floor Area Ratio is 0.4, with an increase to a total FAR of 0.6 for development seeking an FAR bonus with TDM program as specified in the Zoning Ordinance. In addition to development standards, the Zoning Ordinance may include performance standards to minimize potential environmental impacts.

PUBLIC/INSTITUTIONAL

To provide for schools, government offices, transit sites, airport, and other facilities that have a unique public character. Religious facilities are not called out separately on the General Plan Diagram, but are instead shown with designations on adjoining sites; these facilities may be specifically delineated on the Zoning Map.

PARKS

Parks, recreation complexes, public golf courses, and greenways.

OPEN SPACE

This designation includes sites with environmental and/or safety constraints. Included are sites with slopes greater than 30 percent, sensitive habitats, wetlands, creekways, areas subject to flooding, and power transmission line corridors. Where otherwise not excluded by noise, aircraft safety or other environmental standards, residential development is generally permitted at a density not to exceed one housing unit per 20 acres.

SOUTH SAN FRANCISCO GENERAL PLAN

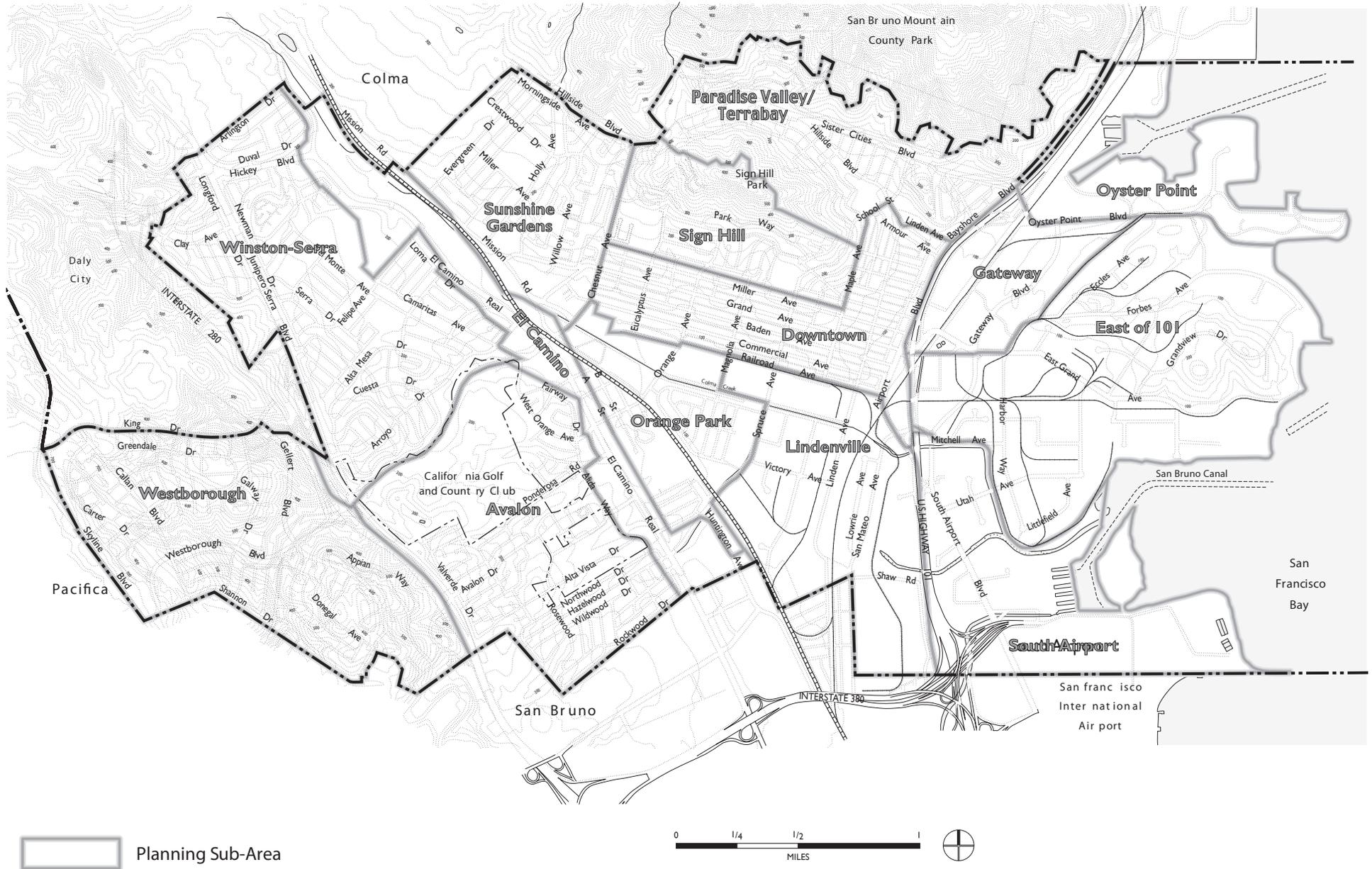


Figure 2-6
Planning Sub-Areas

2.3 PLANNING SUB-AREAS

Land use information presented in the section that follows is presented by 14 sub-areas, which have been collectively derived from analysis of land use and urban design patterns and the need for focused planning efforts and activities. These sub-areas are shown in Figure 2-6. In some cases, the City's traditional neighborhood planning areas that are used for park and schools planning were aggregated where adjacent neighborhoods are very similar in terms of their land uses, age of development, and current activity level. The East of 101 area, which comprises a single City neighborhood planning area because there are no residents, is divided into four subareas for presenting planning information. The areas are:

1. Avalon
2. Downtown
3. East of 101 area
4. El Camino Real
5. Gateway
6. Lindenville
7. Orange Park
8. Oyster Point
9. Paradise Valley/Terrabay
10. Sign Hill
11. South Airport
12. Sunshine Gardens
13. Westborough
14. Winston-Serra

Descriptions of these areas and detailed policies for each sub-area are included in Chapter 3.

2.4 GENERAL PLAN BUILDOUT

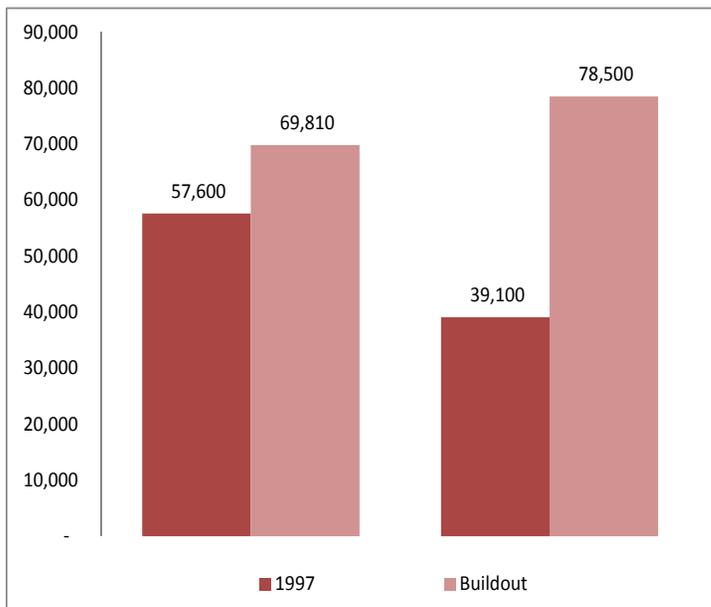
BUILDOUT

Development consistent with the General Plan resulting from application of assumed average densities and intensities for the different land use classifications to vacant and sites with potential redevelopment/intensification opportunities is described in Table 2.4-1. The time at which full development (“buildout”) will occur is not specified in or anticipated by the Plan. Designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the designated use over the next 20 years, the horizon of the Plan.

Table 2.4-1 shows by each of the 14 sub-areas described in Section 2.3:

- *Projects with current development approvals.* This includes about 1,150 housing units, more than half have been proposed in Terrabay, and about 3.4 million square feet of non-residential floor space. Hotels, with about 1.1 million square feet of space with approvals, and offices, with 0.9 million square feet of approved space, represent the primary non-residential uses.
- *Additional development under the General Plan.* This results from application of average assumed densities/intensities (shown on the table) to vacant sites and sites/areas with potential redevelopment/intensification opportunities. Potential residential increases include 2,4701 housing units, concentrated mainly in El Camino Real, Sunshine Gardens, and Downtown. Potential non-residential development includes 12 million square feet of new space; with an expected decrease of 3.3 million square of industrial space, the net increase will be 8.7 million square feet. About 5.9 million square feet (56 percent) of this net increase is expected to be in the four East of 101 sub-areas (East of 101 area, Gateway, Oyster Point, and South Airport). (Amended by City Council Resolution 19-2010, adopted February 10, 2010)
- *Combined approved development and additional development.* This reflects the total of the two above categories, and represents the expected General Plan buildout. Buildout will result in an increase of 3,620 housing units and 12 million square feet of non-residential space to the city’s current inventory of an estimated 19,400 housing units and 18.1 million square feet of non-residential space. Amended by City Council Resolution 19-2010, adopted February 10, 2010)

Population and Employment; 1997 and Buildout



**Table 2.4-1
Land Use Changes and Intensification: Approved Development**

Subarea	RESIDENTIAL (housing units)								NON-RESIDENTIAL (floor area in square feet)															
	Low Density	Med Density	High Density	Downtown	El Camino Real Mixed Use	El Camino Real Mixed Use North (High and Medium Intensity)	Total Residential		Business Comm (Hotels)	Business Comm (Offices/Commercial)	Coastal Commercial	Downtown Commercial	Office	Bus/Tech Park	Industrial	Community Commercial	El Camino Real Mixed Use	El Camino Real Mixed Use North (High and Medium Intensity)	Downtown SASP: Business Commercial	Downtown SASP: Industrial	Downtown SASP: Commercial	Downtown SASP: Office/R&D	Total Non-residential	
Avalon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Downtown	-	-	-	-	-	-	-	-	22,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22,500
East of 101	-	-	-	-	-	-	-	-	-	-	-	-	-	170,000	202,800	-	-	-	-	-	-	-	-	372,800
El Camino																								
North	180	30	-	-	-	-	210	-	-	-	-	-	-	-	-	147,000	-	-	-	-	-	-	-	147,000
South	-	-	-	-	110	-	110	-	-	-	-	-	-	-	-	13,000	5,000	-	-	-	-	-	-	18,000
Gateway	-	-	-	-	-	-	-	246,000	-	-	-	-	516,000	176,000	-	-	-	-	-	-	-	-	-	938,000
Lindenville	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange Park	150	-	-	-	-	-	150	-	-	-	-	600	-	-	-	-	-	-	-	-	-	-	-	600
Oyster Point	-	-	-	-	-	-	-	497,500	-	-	-	-	-	40,000	128,700	150,000	-	-	-	-	-	-	-	816,200
Paradise Valley/ Terra B	600	-	-	-	-	-	600	300,000	-	-	-	397,000	286,000	-	18,000	-	-	-	-	-	-	-	-	1,001,000
Sign Hill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Airport	-	-	-	-	-	-	-	73,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73,000
Sunshine Gardens	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westborough	-	130	-	-	-	-	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Winston-Serra	60	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	990	160	-	-	-	110	1,260	1,139,000	-	-	-	913,600	672,000	331,500	328,000	-	-	-	-	-	-	-	-	3,389,100

Amended by City Council Resolution 19-2010, Adopted February 10, 2010; Resolution 47-2011, Adopted March 23, 2011; Resolutions 97-2011 and 99-2011, adopted July 27, 2011

Additional development under the El Camino Real/Chestnut Avenue Area Plan is projected for the El Camino Real subarea. Buildout will result in an increase of 1,455 residential units and 298,400 square feet of non-residential space. The planning horizon for the El Camino Real/Chestnut Avenue Area Plan is 2030, which exceeds the planning horizon of this General Plan. Table 2.4-1 shows additional development in the City if full buildout of the El Camino Real/Chestnut Avenue Area Plan occurs within the General Plan horizon. (Amended by City Council Resolutions 97-2011 and 99-2011, Adopted July 27, 2011)

SOUTH SAN FRANCISCO GENERAL PLAN

**Table 2.4-1
Land Use Changes and Intensification: Additional Development under the General Plan**

Subarea	RESIDENTIAL (housing units)							NON-RESIDENTIAL (floor area in square feet)															
	Low Density @ 7 units/acre (net)	Med Density @ 15 units/acre	High Density*	Downtown Residential (Intensification)	El Camino Real Mixed Use	El Camino Real Mixed Use North, (High and Medium Intensity)*	Total Residential	Business Comm (Hotels) @ 0.9 FAR	Business Comm (Offices/Comm) @ 0.5 FAR	Coastal Comm @ 0.3 avg. FAR	Downtown Commercial (Intensification)	Office@ 1.2 avg. FAR	Bus/Tech Park @ 0.5 avg. FAR	Industrial @ 0.55 FAR	Community Commercial @ 0.3 FAR	El Camino Real Mixed Use	El Camino Real Mixed Use North, (High and Medium Intensity)*	Downtown SASP: Business Commercial	Downtown SASP: Industrial	Downtown SASP: Commercial	Downtown SASP: Office/R&D	Total Non-residential	
Avalon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Downtown	-	-	-	1,725	-	-	1,725	-	10,000	-	121,000	-	-	-	-	-	-	511,780	21,250	268,800	1,185,049	2,117,879	
East of 101	-	-	-	-	-	-	-	-	246,000	59,000	-	-	2,869,000	-1,867,000	104,500	-	-	-	-	-	-	-	1,411,500
El Camino	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North	-	10	940	-	-	1,035	1,985	-	-	-	-	134,000	-	-	145,000	-	294,400	-	-	-	-	-	573,400
South	-	-	-	-	730	-	730	-	-	-	-	-	-	-	-	283,900	-	-	-	-	-	-	283,900
Gateway	-	-	-	-	-	-	-	46,000	1,018,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,064,000
Lindenville	-	-	70	-	-	-	70	126,000	281,000	-	-	2,307,000	-	-1,519,000	457,000	-	-	-	-	-	-	-	1,652,000
Orange Park	-	50	80	-	-	-	130	64,000	230,000	-	-	-	-	-	31,000	-	-	-	-	-	-	-	325,000
Oyster Point	-	-	-	-	-	-	-	-	2,095,000	1,026,500	-	-	-	-171,000	-	-	-	-	-	-	-	-	2,950,500
Paradise Valley/ Terra Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sign Hill	30	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Airport	-	-	-	-	-	-	-	12,000	202,000	-	-	-	-	216,000	-	-	-	-	-	-	-	-	430,000
Sunshine Gardens	20	-	380	-	-	-	400	-	-	-	-	-	-	-	8,000	-	-	-	-	-	-	-	8,000
Westborough	-	40	-	-	-	-	40	-	-	-	-	-	-	-	71,000	-	-	-	-	-	-	-	71,000
Winston-Serra	140	-	-	-	-	-	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	190	100	1,470	1,725	730	1,035	5,250	248,000	4,082,000	1,085,500	121,000	2,441,000	2,869,000	-3,341,000	816,500	283,900	294,400	511,780	21,250	268,800	1,185,049	10,887,179	

* The El Camino Real / Chestnut Avenue Area Plan is projected to accommodate 1,455 residential units and 298,400 square feet of non-residential uses. The planning horizon for the El Camino Real / Chestnut Avenue Area Plan is 2030, which exceeds the planning horizon of the General Plan; therefore Area Plan buildout Amended by City Council Resolution 19-2010, Adopted February 10, 2010; Resolution 47-2011, Adopted March 23, 2011; Resolutions 97-2011 and 99-2011, adopted July 27, 2011

**Table 2.4-1
Land Use Changes and Intensification: Combined Approved and Additional Development under the General Plan**

Subarea	RESIDENTIAL (housing units)								NON-RESIDENTIAL (floor area in square feet)														
	Low Density	Med Density	High Density*	Downtown	El Camino Real Mixed Use	El Camino Real Mixed Use North, (High and Medium Intensity)*	Total Residential	Business Comm (Hotels)	Business Comm (Offices/Commercial)	Coastal Commercial	Downtown Commercial	Office	Bus/Tech Park	Industrial	Community Commercial	El Camino Real Mixed Use	El Camino Real Mixed Use North, (High and Medium Intensity)*	Downtown SASP: Business Commercial	Downtown SASP: Industrial	Downtown SASP: Commercial	Downtown SASP: Office/R&D	Total Non-residential	
Avalon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Downtown	-	-	-	1,725	-	-	1,725	22,500	10,000	-	121,000	-	-	-	-	-	-	511,780	21,250	268,800	1,185,049	2,140,379	
East of 101	-	-	-	-	-	-	-	-	246,000	59,000	-	-	3,039,000	(1,664,200)	104,500	-	-	-	-	-	-	-	1,784,300
El Camino	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North	180	40	940	-	1,035	-	2,195	-	-	-	-	134,000	-	-	292,000	-	298,400	-	-	-	-	-	724,400
South	-	-	-	-	840	-	840	-	-	-	-	-	-	-	13,000	288,900	-	-	-	-	-	-	301,900
Gateway	-	-	-	-	-	-	-	292,000	1,018,000	-	-	516,000	176,000	-	-	-	-	-	-	-	-	-	2,002,000
Lindenville	-	-	70	-	-	-	70	126,000	281,000	-	-	2,307,000	-	(1,519,000)	457,000	-	-	-	-	-	-	-	1,652,000
Orange Park	150	50	80	-	-	-	280	64,000	230,000	-	-	600	-	-	31,000	-	-	-	-	-	-	-	325,600
Oyster Point	-	-	-	-	-	-	-	497,500	2,095,000	1,026,500	-	-	40,000	(42,300)	150,000	-	-	-	-	-	-	-	3,766,700
Paradise Valley/ Terra B	600	-	-	-	-	-	600	300,000	-	-	-	397,000	286,000	-	18,000	-	-	-	-	-	-	-	1,001,000
Sign Hill	30	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Airport	-	-	-	-	-	-	-	85,000	202,000	-	-	-	-	216,000	-	-	-	-	-	-	-	-	503,000
Sunshine Gardens	20	-	380	-	-	-	400	-	-	-	-	-	-	-	8,000	-	-	-	-	-	-	-	8,000
Westborough	-	170	-	-	-	-	170	-	-	-	-	-	-	-	71,000	-	-	-	-	-	-	-	71,000
Winston-Serra	200	-	-	-	-	-	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	1,180	260	1,470	1,725	1,875	-	6,510	1,387,000	4,082,000	1,085,500	121,000	3,354,600	3,541,000	(3,009,500)	1,144,500	288,900	298,400	511,780	21,250	268,800	1,185,049	14,280,279	

* The El Camino Real / Chestnut Avenue Area Plan is projected to accommodate 1,455 residential units and 298,400 square feet of non-residential uses. The planning horizon for the El Camino Real / Chestnut Avenue Area Plan is 2030, which exceeds the planning horizon of the General Plan; therefore Area Plan buildout

Amended by City Council Resolution 19-2010, Adopted February 10, 2010; Resolution 47-2011, Adopted March 23, 2011; Resolutions 97-2011 and 99-2011, adopted July 27, 2011

BUILDOUT POPULATION AND EMPLOYMENT

Population

South San Francisco, at buildout, will accommodate a population of approximately 69,810, an increase of 18 percent over the estimated 1998 population of 59,200. Table 2.4-2 shows the current and projected populations for South San Francisco. If buildout were to occur over 20 years, South San Francisco will moderately increase its share of the San Mateo County population from 8.3 percent to 8.7 percent. Population growth rate over the plan horizon will be much slower than growth experienced by the city over the last ten years. The chart on the following page shows a graphic depiction of South San Francisco’s historical and projected population growth as well as its share of the County population. (Amended by City Council Resolution 19-2010, adopted February 10, 2010)

The El Camino Real/Chestnut Avenue Area Plan will accommodate a population of approximately 4,800. If full buildout of the El Camino Real/Chestnut Avenue Area Plan is to occur within the General Plan horizon, population will increase to 74,600, which would be an increase of 21 percent over the estimated 1998 population of 59,200. This would increase the city’s share of the San Mateo County population from 8.3 percent to 9.3 percent. (Amended by City Council Resolutions 97-2011 and 99-2011, Adopted July 27, 2011)

**Table 2.4-2
Buildout Population**

	1990 Population	1998 Population	Share of County	1990-1998 Annual Growth Rate	Buildout Population	Share of County	1990-2020 Annual Growth Rate	2010 Population	2035 Population	Share of County	2010-2035 Annual Growth Rate
South San Francisco (with El Camino Real/ Chestnut Avenue Area Plan)	54,312	59,208	8.3%	1.0%	74,600	9.3%	1.1%				
(with Downtown Station Area Specific Plan)								63,632	67,880	8%	0.33%
San Mateo County	649,623	715,382	100%	1.2%	798,600	100%	0.5%	718,451	833,209	100%	4%

Amended by City Council Resolution 19-2010, Adopted February 10, 2010; Resolution 47-2011, Adopted March 23, 2011; Resolutions 97-2011 and 99-2011, adopted July 27, 2011

Employment

While non-residential building space in South San Francisco will increase from an estimated current 18.1 million square feet to 30.1 million square feet at buildout (an increase of 66 percent), the General Plan at buildout will accommodate an employment increase from 39,100 currently to as much as 77,900 at buildout (an increase of 99 percent; including construction and at-home workers), primarily as sites with low-intensity warehousing and distribution uses (with an estimated average 960 square feet per employee in South San Francisco) are succeeded by higher intensity office, retail, and other similar uses. This level of employment attainment will likely take place over a time-period that may extend beyond 20 years. Table 2.4-3 shows existing and buildout employment by broad land use categories. (Amended by City Council Resolution 19-2010, adopted February 10, 2010 and 47-2011, adopted March 23, 2011)

Table 2.4-3

Existing and Buildout Employment by Land Use, 1997-Buildout; revised to include the Downtown Station Area Specific Plan (SASP)

Land Use	Estimated			Increased	New Buildout
	1997 Employment	Increase to Buildout	Buildout Employment	with Downtown SASP	with Downtown SASP
Commercial/ Retail	10,400	3,200	13,600	936	14,536
Hotels/ Visitor Services	1,800	3,900	5,700		5,700
Office + Bus. Park (inc. Medical)	5,700	29,600	35,300		35,300
El Camino Real Mixed Use North (High and M-		600	600		600
Warehouse/Mixed Industrial	13,400	-3,200	10,200	25	10,225
Public and Schools	1,500	-	1,500		1,500
Construction and Miscellaneous	2,500	1,800	4,300		4,300
Others (including at home workers)	3,800	3,200	7,000		7,000
Office/R&D				1,439	1,439
Total	39,100	38,000	78,200	2,400	80,600

Amended by City Council Resolution 19-2010, Adopted February 10, 2010; Resolution 47-2011, Adopted March 23, 2011; Resolutions 97-2011 and 99-2011, adopted July 27, 2011

REVISED BUILDOUT & GENERAL PLAN AMENDMENT

In 2001, the City Council adopted the General Plan Amendment and Transportation Demand Management Ordinance, which incorporates a revision to the approved land use buildout in the East of 101 area. The Amendment includes the following conclusions:

- Total buildout will nearly double from existing development: 12.82 million square feet in 2001 to 23.32 million square feet in 2020, due mainly to the increase in Office and Office/R&D development. The revised East of 101 area buildout assumes a 0.9 FAR for new Office development.
- The Amendment anticipates that the East of 101 area will support an additional six million square feet, over the buildout that is projected in the South San Francisco General Plan (1999). The additional development was based on the major projects lists (2000-2001), the Gateway and Genentech development plans, and determining the likely properties that would convert from industrial to Office/R&D by 2020.
- Employment in the East of 101 area will increase by 2.4 times, from 21,654 to 52,880. This increase is due to both increases in floor space in the East of 101 area and due to Office and Office/R&D uses having a much higher employment intensity than industrial development. The projected employment is based on Commercial at 400 square feet/employee, Office/R&D at 450 square feet/employee, Office at 375 square feet/employee, Hotel at 420 square feet/employee and Industrial at 955 square feet/employee. (Resolution 98-2001, Adopted September 26, 2001)

JOBS/HOUSING BALANCE

Where once the residential and commercial portion of South San Francisco was a company town for the “beef trust” packers on Point San Bruno, improved transportation access and extensive growth in the 1940s-1960s turned South San Francisco into a commuter suburb. Today only 23 percent of employed residents work in the city, despite a surplus of jobs, indicating regional jobs-housing inter-dependencies. As Table 2.4-4 shows, the city has continued to add jobs at a faster rate than population for the last 15 years, and in 1995, there were 13,610 more jobs than employed residents in the city. In contrast, San Mateo County has a slight overall shortage of

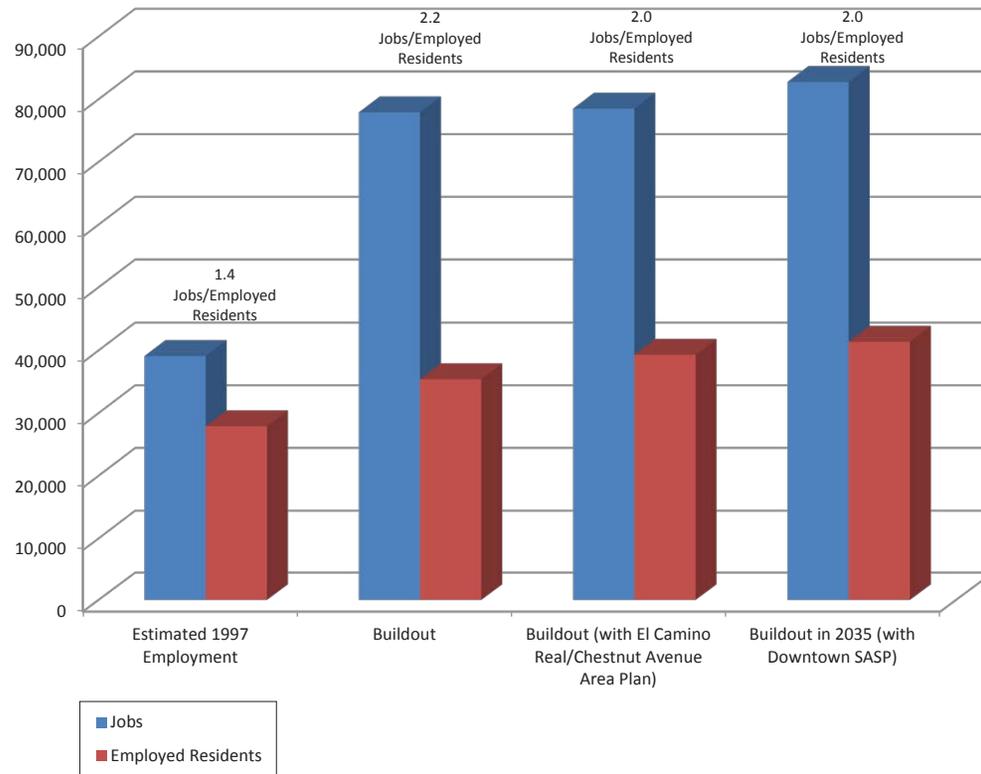
Table 2.4-4

Jobs/Housing Balance revised to include Downtown Station Area Specific Plan (SASP)

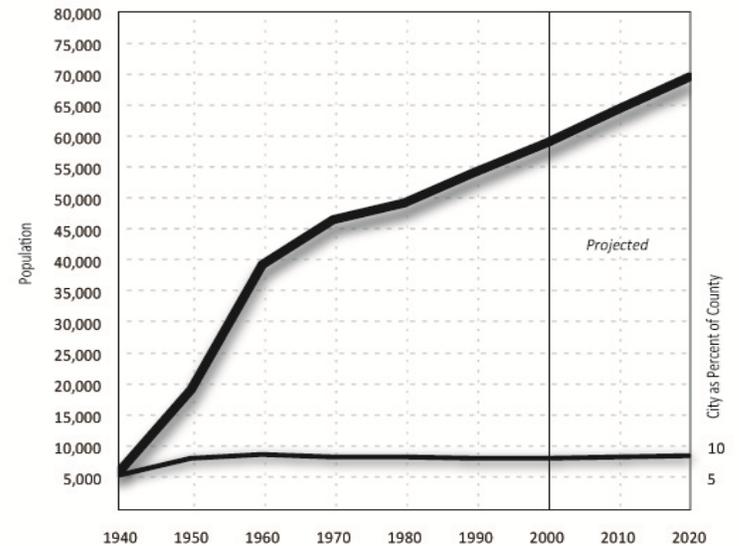
	Estimated 1997 Employment	Buildout	Buildout (with El Camino Real/Chestnut Avenue Area Plan)	Buildout in 2035 (with Downtown SASP)
Jobs	39,100	77,900	78,500	82,748
Employed Residents	27,900	35,400	39,300	41,374
Jobs/Employed Residents	1.4	2.2	2	2

Amended by City Council Resolution 19-2010, Adopted February 10, 2010; Resolution 47-2011, Adopted March 23, 2011; Resolutions 97-2011 and 99-2011, adopted July 27, 2011

Jobs/Employed Residents Balance



South San Francisco Historic and Projected Population, 1940-2020



jobs; however, during the last 15 years, the overall jobs/employed residents ratio in San Mateo County has crept closer to balance.

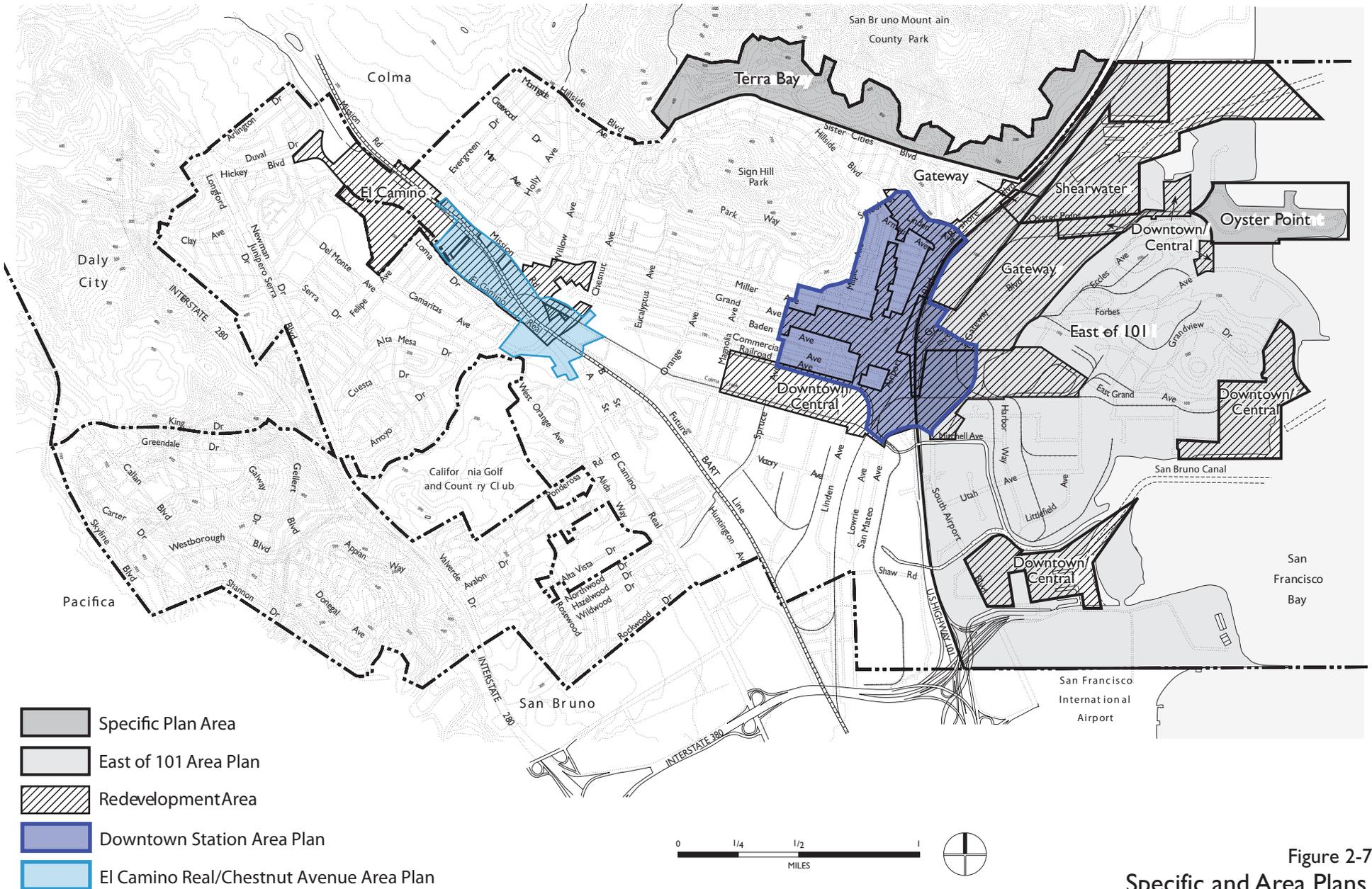
Given that much of the land in the city—including all of the East of 101 area—is not suited for residential development, it is unlikely that a balance between jobs and housing can be attained. However, continued job growth in the city will promote a greater regional balance between jobs and housing. As an inner Bay Area community well served by all modes of transit—including air and rail, and in the near future BART and ferry service—employment growth in the city will support regional transit as well. Nonetheless, availability of housing in South San Francisco serves not only regional interest, but is imperative to attracting high-technology and biotechnology jobs that the city seeks. Increased residential development within the city will help partly alleviate traffic impacts resulting from job growth, and provide residential opportunities to those that work in the city but live elsewhere. Thus, the General Plan seeks to maximize residential development opportunities on infill sites.

2.5 DETAILED PLANS AND COORDINATION WITH OTHER JURISDICTIONS

AREA AND SPECIFIC PLANS

In addition to policies articulated in the General Plan, area, specific, and redevelopment plans direct planning in certain parts of the city. Figure 2-6 2-7 shows area, specific, and redevelopment plan areas. These include:

- The East of 101 Area Plan, which applies to all parts of the city east of U.S. 101 and includes a Design Element and policies;
- Specific master plans for key development areas, including Genentech, Oyster Point, Terrabay, Bay West Cove (formerly Shearwater), Sierra Point; and
- Redevelopment plans for many of the areas with the greatest potential for change, including Gateway, Downtown/Central and the El Camino Real Corridor.
- El Camino Real / Chestnut Avenue Area Plan, adopted 2011 (Amended by City Council Resolution (97-2011, adopted July 27, 2011)
- Downtown Station Area Specific Plan



- Specific Plan Area
- East of 101 Area Plan
- Redevelopment Area
- Downtown Station Area Plan
- El Camino Real/Chestnut Avenue Area Plan



Figure 2-7
Specific and Area Plans
and Redevelopment Areas

Source: City of South San Francisco

These plans will continue to play key roles in shaping areas of their geographic concern. Certain aspects of some of these plans may need to be modified to ensure consistency with the 1999 General Plan.

PLANS AND PROGRAMS IN OTHER JURISDICTIONS

External impacts from land uses and activities in surrounding cities and jurisdictions influence development in South San Francisco as well. By and large, none of the surrounding cities have planned uses that are likely to have a direct physical impact on South San Francisco. In its General Plan, the City of Brisbane outlines a development strategy for its bayside parcels similar to South San Francisco's strategies in the East of 101 area, potentially affecting South San Francisco's future development potential. If this development occurs, Brisbane could compete with South San Francisco for office space or potentially increase traffic in the area; however, Brisbane still needs to overcome major infrastructure and environmental constraints before this development is likely to begin. San Bruno is planning for a mix of office and hotel uses for the West Division property, one-quarter mile south along El Camino Real, that is currently being used by the U.S. Navy, but will be vacated soon. Impacts of this are likely to be localized.

San Francisco International Airport has major direct and indirect influences on South San Francisco's land use and economic prospects. Airport-imposed height restrictions and noise limit land use options in some parts of the city (see Figure 2-2). However, a greater impact could stem from airport expansion, fueling growth in airport-supportive or -dependent uses such as freight forwarding, and the resulting demand for housing and other services in South San Francisco.

Noteworthy plans and programs of other agencies that influence or place limitations on development in South San Francisco include:

- The 100-foot strip of bayshore, inland of the mean high tide line, for which the Bay Conservation and Development Commission (BCDC) establishes policy;
- The area around and including the Terrabay project, which is within the San Bruno Mountain Habitat Conservation Plan Area; and
- The area constrained by the Federal Aviation Administration Part 77 height limits, primarily East of 101 area, in Lindenville, and in the Country Club Park area.

2.6 LAND USE POLICIES

Because land use policies for each of the planning sub-areas are spelled out in Chapter 3, policies here focus on citywide issues and those of a programmatic nature.

GUIDING POLICIES

2-G-1 Preserve the scale and character of established neighborhoods, and protect residents from changes in non-residential areas.

Protection of residential neighborhoods is a General Plan theme. While some parts of the city are expected to undergo change over time, the General Plan seeks to ensure that existing residential neighborhoods are fully protected from changes elsewhere.

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

2-G-3 Provide land use designations that maximize benefits of increased accessibility that will result from BART extension to the city and adjacent locations.

Locating uses that can support transit ridership and providing high development intensities around transit stations is not just in South San Francisco's best interest, but a regional interest as well.

2-G-4 Provide for continued operation of older industrial and service commercial businesses at specific locations.

The City recognizes that many existing manufacturing and warehousing and distribution uses perform a regional function as well, and seeks to maintain these as conforming uses in specific locations.

2-G-5 Maintain Downtown as the City's physical and symbolic center, and a focus of residential, commercial, and entertainment activities.

2-G-6 Maximize opportunities for residential development, including through infill and redevelopment, without impacting existing neighborhoods or creating conflicts with industrial operations.



San Bruno residences on the left and South San Francisco industrial uses on the right share Tanforan Avenue. Increased buffers between industrial and residential uses would reduce land use conflicts, including large trucks parking on residential streets.



The Village, a residential development near Downtown. Permitting ground units in single-family residential areas would provide additional housing opportunities without building new housing units.

2-G-7 *Encourage mixed-use residential, retail, and office development in centers where they would support transit, in locations where they would provide increased access to neighborhoods that currently lack such facilities, and in corridors where such developments can help to foster identity and vitality.*

2-G-8 *Provide incentives to maximize community orientation of new development, and to promote alternative transportation modes.*

2-G-9 *Facilitate development of childcare centers and homes in all areas, and encourage inclusion of childcare centers in non-residential developments.*

IMPLEMENTING POLICIES

2-I-1 *Update the City's Zoning Ordinance and Subdivision Regulations contained in the Municipal Code for consistency with the General Plan.*

A complete revamping of the Zoning Ordinance will be necessary, including:

- Establishment of new base districts;
- Establishment of new overlay districts, including for coastal zones, environmental protection and review processes, selected mixed-use areas (such as the Loft Overlay District), and transit-oriented development centers;
- New development regulations that reflect policy direction contained throughout the Plan; and
- Minimum and maximum development intensities as stipulated in the Land Use Classifications.

This policy is especially critical given the limited land available for residential development. Approval of developments at lower than stipulated densities should be accomplished by map amendment to the General Plan, not by providing exemptions from stipulated densities.

2-I-2 *Establish height limitations for specific areas as delineated on Figure 2-3. For these specific areas, do not regulate heights separately by*

underlying base district uses.

These are areas that are central from a community perspective or areas where change is expected. The intent is to provide to achieve unified development regardless of underlying uses. For building heights East of 101 area, also see Section 3.5: East of 101 area.

- 2-I-3 *Undertake planned development for unique projects or as a means to achieve high community design standards, not to circumvent development intensity standards.*

While in recent years established development intensities have been constraints to achieving prevailing intensities in the region, and even in the city, necessitating the need for planned developments, intensities established in this General Plan reflect development that is appropriate given both the local and the regional context. This should obviate the need for planned developments merely as a tool to achieve higher than otherwise attainable standards.

- 2-I-4 *Require all new developments seeking an FAR bonus set forth in Table 2.2-2 to achieve a progressively higher alternative mode usage. The requirements of the TDM Program are detailed in the Zoning Ordinance. (Amended by City Council Resolution 98-2001, Adopted September 26, 2001)*

The requirements of the TDM program for projects seeking an FAR bonus are based on the percentage trip reduction that is achieved.

- 2-I-4a *Establish design requirements to achieve an FAR bonus as set forth in Table 2.2-2. (Amended by City Council Resolution 98-2001, Adopted September 26, 2001)*

- 2-I-5 *Examine the potential for establishing performance-based standards for industrial development to minimize resulting impacts.*

These would address issues such as noise, glare, odor, air quality, and screening of parking and loading areas. Establishment of these is especially critical where industrial uses come in contact with other uses, such as the Mayfair, Orange Park, and downtown neighborhoods near Lindenville.

- 2-I-6 *Undertake a comprehensive review of the parking standards and*



Design standards for warehousing and industrial uses would reduce the adverse impacts of these uses on the community, such as the presence of trash dumpsters on Tanforan Avenue, and screening of parking and loading areas.



establish criteria for reduced parking for mixed-use developments, for development that meets specified TDM criteria, and Medium- and High-Density Residential development.

Differing standards could also be established for downtown and specific transit-centered areas, such as within 1/4-mile of BART and CalTrain, and ferry terminal.

2-I-7

Establish a comprehensive design standards and guidelines strategy.

Standards are items that can be mapped or measured and are mandatory. Guidelines are suggestions and may also provide the basis for design review by the Planning Commission and/or the basis for awarding design bonuses, as established by policy 2-I-4.

Current city efforts in this area are uneven. While the City has residential design guidelines in place, these do not address issues such as garage domination of streets, or the introverted or gated nature of some recent developments. Also, while some other adjacent cities (such as Brisbane) have design guidelines in place for warehousing and distribution uses, South San Francisco does not have such guidelines and standards.

Because new development is expected only in targeted areas, instead of trying to prepare all encompassing citywide guidelines, efforts may probably be better directed at standards/guidelines focused on specific geographic areas. These could include:

- Lindenville. A simple strategy would be to extend guidelines for industrial development that apply to the East of 101 area to Lindenville as well;
- Downtown;
- El Camino Real Corridor; and
- The two (South San Francisco and San Bruno) BART station areas.

Policies outlined in Chapter 3 for each of these areas would provide a starting point.

2-I-8

As part of establishment of design guidelines and standards, and

design review, improve the community orientation of new development.

A community orientation calls for greater attention to the relationship between residences, streets and shared spaces, and does not require sacrifice of privacy or amenities. Specific steps could include:

- Not permitting gated developments;
- Allowing sound walls only along freeway and arterial streets, as established in Chapter 4: Transportation; and
- Requiring parking in all non-industrial and business and technology park areas to be tucked behind buildings.

2-I-9 Ensure that any design and development standards and guidelines that are adopted reflect the unique patterns and characteristics of individual neighborhoods.

Examples of urban patterns in South San Francisco that deviate from contemporary practice that would not be permitted under current standards are several and include: Southwood Center, one of the few examples of a shopping center outside of downtown built to the street edge; residential developments in downtown built to the street edge which would be proscribed under current standards; and small-lot subdivisions such as in the “Town of Baden” subdivision, built before the City was incorporated.

Several tools are available to structure the Zoning Ordinance to be responsive to the city’s urban fabric rather than imposing a unified set of standards, including: community character based districts; special districts (base or overlay) targeted at areas with unique development characteristics, as well as performance-based standards that allow flexibility. These options will need to be explored as part of the Zoning Ordinance update (Policy 2-I-1).

2-I-10 Establish regulations to permit second units in single-family residential developments in accordance with State law.

Requirements for this are spelled out in California Government Code Section 65852.

- 2-I-11 *Undertake a comprehensive update of the City's Sign Ordinance.*
- Efforts need to be focused primarily in two areas: downtown and El Camino Real Corridor. See also policies for signage for the business areas East of 101 in Section 3.5: East of 101 area. Unified sign programs should be required for multi-tenant projects.
- 2-I-12 *Undertake comprehensive efforts to promote development of childcare facilities. Efforts should include:*
- *Permitting childcare centers in all districts;*
 - *Developing criteria for incentives for childcare facilities, as part of bonuses for specified TDM programs (Policy 2-I-5);*
 - *Exploring the feasibility of assisting child care providers and developers to identify and develop potential sites; and*
 - *Preparing a childcare start-up guide.*
- Regulations would also need to be in accordance with criteria for family day care homes established in Chapter 3.4 and Chapter 3.6, Division 2 of the California Health and Safety Code.
- 2-I-13 *As part of development review in environmentally sensitive areas (see Figure 7-2 in Chapter 7), require specific environmental studies and/or review as stipulated in Section 7.1: Habitat and Biological Resources Conservation.*
- In addition to ensuring that development is environmentally sensitive, this would facilitate development review approval by allowing development to tier off the General Plan environmental review, and not undertake all encompassing environmental reviews, except where otherwise necessary or appropriate.
- 2-I-14 *Establish a Geographic Information System (GIS) based land use planning and information system.*
- In addition to the more common development tracking system, this system can be designed to provide clear direction regarding plan implementation.
- 2-I-15 *As part of the General Plan Annual Report, monitor the rate and den-*

Residential Land Use Category	Maximum Benchmark Density (Units/Net Acre)	Comparable Zoning District
Low Density	8	R-1
Medium Density	18	R-2
High Density	30	R-3

sity/intensity of residential, commercial, and industrial development, and site availability for future development.

The monitoring program should include a database linked to the city's GIS.

2-I-16 Work with San Mateo County to resolve issues relating to land use conflicts in the unincorporated "islands".

Churches and other institutional land uses in the unincorporated Country Club park subdivision have been creating conflicts with surrounding residential areas. Parking, noise and traffic within City limits are exacerbated by the concentration of churches in this small area. Policy 3.6-I-4 stipulates that if this area were to incorporate, it would be as a whole, with infrastructure improvements funded by the County or by property owners.

2-I-17 Steep hillside areas in excess of a 30 percent grade should be retained in their natural state. Development of hillside sites should follow existing contours to the greatest extent possible. Grading should be kept to a minimum.

Most of the level properties in the City have been developed. Many of the remaining vacant properties contain steep slopes which exceed 30 percent grade. Many of these steep slopes are visually prominent and

have unstable conditions. Such slopes should, therefore, be substantially preserved in the natural state.

- 2-I-18 *Senior Citizen housing projects may be allowed to be constructed to a maximum density of 50 units/acres and off-street parking may be provided at a ratio lower than that which is otherwise required.*
- 2-I-19 *The benchmark density (units per net acre of land) shall be the number of dwelling units proposed on a specific site for each 43,560 square feet of raw land exclusive of land allocated for public streets and submerged land. When the average slope of a site is between 20 percent and 30 percent, the City may reduce the net density of a residential project up to fifty percent of the benchmark density in order to discourage grading and destruction of natural hillside environment.*
- 2-I-20 *Initiate a nexus analysis with the intent of creating a revenue source or improvements to be used to provide new child care facilities and programs.*
- 2-I-21 *Initiate a study to increase provision of public art throughout the community through imposition of either on-site improvements or in-lieu fees.*
- 2-I-22 *Require that all future development conforms with the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport. (Amended by City Council Resolution 19-2010, Adopted February 10, 2010)*