

ORDINANCE NO. _____

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

AN ORDINANCE ADDING CHAPTER 20.280 (“DOWNTOWN STATION AREA SPECIFIC PLAN DISTRICT”) TO THE SOUTH SAN FRANCISCO MUNICIPAL CODE, AMENDING CHAPTERS 20.100, 20.330, 20.490 AND 20.620 OF THE SOUTH SAN FRANCISCO MUNICIPAL CODE, AND AMENDING THE SOUTH SAN FRANCISCO ZONING MAP TO COLLECTIVELY ALLOW AND ESTABLISH REGULATIONS FOR TRANSIT ORIENTED MIXED-USE DEVELOPMENT IN THE DOWNTOWN STATION AREA SPECIFIC PLAN DISTRICT AREA

WHEREAS, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) started the FOCUS Program in 2007 to work with local governments to create Priority Development Areas (PDA) where locally-identified, infill development opportunities can offer services and amenities to meet the day-to day needs of residents in a pedestrian-friendly environment served by transit; and

WHEREAS, on July 8, 2009, the City Council for the City of South San Francisco (“City”) supported the designation of the Downtown area as a PDA to continue building on the City’s transit-oriented planning; and

WHEREAS, the City of South San Francisco (“City”) identified an opportunity to analyze the potential for new commercial development and residential housing in the Downtown area (“Downtown”) in support of transit ridership; and

WHEREAS the City was awarded a grant by MTC and ABAG in February of 2012 in support of this goal; and

WHEREAS, future development adjacent to multiple transportation options is consistent with the policies of the California Global Warming Solutions Act of 2006 (Assembly Bill 32), and the Sustainable Communities and Climate Protection Act of 2008 (State Bill 375) to coordinate development with transportation investments to reduce Greenhouse Gas Emissions; and

WHEREAS, analysis of future change and improvements to the Downtown and adjoining areas could provide a framework for accommodating projected population growth and housing demand for the City; and

WHEREAS, in an effort to collaboratively craft a blueprint for Downtown development, the City initiated a community input process that included public meetings and analysis with residents, business owners, commercial developers, interest groups and advocates; and

WHEREAS, the draft Downtown Station Area Specific Plan (“Plan”) builds on other recent planning efforts, including the Climate Action Plan, Bicycle Master Plan, and Pedestrian Master Plan; and

WHEREAS, over the course of two years, there have been three formal community workshops for draft plan input and revisions, meetings with the Citizens Advisory Committee and Technical Advisory Committee for comments, and a public open house event to present the draft Plan; and

WHEREAS, the City has utilized the expertise of the Bicycle and Pedestrian Advisory Committee, Parking Place Commission, Parks and Recreation Commission, Planning Commission and City Council for review and comments on the Downtown Plan; and

WHEREAS, the City has prepared amendments to the City’s Zoning Map (“Rezone”) and Zoning Ordinance (“Ordinance”), including adding a new Chapter 20.280 to adopt the Downtown Station Area Specific Plan and modifying sections of the existing Ordinance, including text, tables, and figures, to remain consistent with and implement the policies of the Downtown Station Area Specific Plan; and

WHEREAS, the City has also prepared amendments to the City’s General Plan to modify Chapter sections, including text, tables, and figures, to remain consistent with adoption of the Plan; and

WHEREAS, cumulatively, the Plan, the General Plan text amendments, the Rezone, and Ordinance amendments provide a policy and zoning framework for future development in the City’s downtown area; and

WHEREAS, the City prepared a Draft Environmental Impact Report (“DEIR”) for the *South San Francisco Downtown Station Area Specific Plan*; and

WHEREAS, the DEIR was circulated for the required 45-day public comment period on October 10, 2014 and ended on November 24, 2014 at 5:00pm; and

WHEREAS, the Planning Commission held a lawfully noticed public hearing on November 6, 2014 to solicit public comment on the DEIR; and

WHEREAS, three (3) oral and six (6) written comments were received on the document and a Final Environmental Impact Report/Response to Comments (“FEIR”) was prepared; and

WHEREAS, the Planning Commission reviewed and carefully considered the information in the DEIR and FEIR (“EIR”), and by separate resolution, recommended that the City Council certify the EIR; and

WHEREAS, the Planning Commission reviewed and carefully considered the proposed Zoning Amendment, Rezone, and General Plan Amendment, and by separate resolution, recommended that the City Council adopt these General Plan and Zoning Amendments; and

WHEREAS, on January 28, 2015 the City Council for the City of South San Francisco held a lawfully noticed public hearing to solicit public comment and consider the EIR and the proposed Amendment.

NOW, THEREFORE, BE IT ORDAINED that based on the entirety of the Record before it, as described below, the City Council of the City of South San Francisco does hereby ORDAIN as follows:

SECTION I. FINDINGS.

Based on the entirety of the record as described above, the City Council for the City of South San Francisco hereby makes the following findings:

I. General Findings.

1. The foregoing recitals are true and correct and made a part of this Ordinance.
2. The Record for these proceedings, and upon which this Ordinance is based, includes without limitation, Federal and State law; the California Environmental Quality Act (Public Resources Code §§ 21000, et seq. (“CEQA”)) and the CEQA Guidelines (14 California Code of Regulations § 15000, et seq.); the South San Francisco General Plan and General Plan EIR, including all amendments and updates thereto; the South San Francisco Municipal Code; the draft South San Francisco Downtown Station Area Specific Plan, prepared by BMS Design Group; the draft South San Francisco Downtown Station Area Specific Plan General Plan Amendments, prepared by BMS Design Group; the draft South San Francisco Downtown Station Area Specific Plan Zoning Map and Text Amendments, the South San Francisco Downtown Station Area Specific Plan EIR, including the Draft and Final EIR, and all appendices thereto; all reports, minutes, and public testimony submitted as part of the City Council and Planning Commission Joint Study Session on October 15, 2014; all reports, minutes, and public testimony submitted as part of the Planning Commission’s duly noticed December 18, 2014 meeting; all reports, minutes, and public testimony submitted as part of the Planning Commission’s duly noticed January 8, 2015 meeting and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2)
3. The documents and other material constituting the record for these proceedings are located at the Planning Division for the City of South San Francisco, 315 Maple Avenue, South San Francisco, CA 94080, and in the custody of Chief Planner, Susy Kalkin.

II. Zoning Map and Text Amendments Findings

1. As described in more detail in Exhibit A, and as illustrated on Page 7 of Exhibit A as Figure 20.280.003, adoption of the proposed Plan will include amendments to the South San Francisco Zoning Map and Title 20 of the South San Francisco Municipal Code, to ensure consistency between the General Plan and the Zoning Map Zoning Ordinance, and to implement the Downtown Station Area Specific Plan. The Zoning Map will be

amended to add the Downtown Transit Core Zoning District (DTC), Grand Avenue Core Zoning District (GAC), Downtown Residential Core Zoning District (DRC), Transit Office / Research and Development Core Zoning District (TO/RD), Linden Neighborhood Center Zoning District (LNC), Linden Commercial Core Zoning District (LCC). The Zoning Ordinance will be amended to identify allowable land uses and establish standards for development of property within these districts.

2. The proposed Rezone and Ordinance Amendments are consistent with the adopted General Plan, as proposed for amendment, because the Rezone and Ordinance amendments will reinforce many of the General Plan policies related to land use, specifically pedestrian-friendly mixed-use, infill development, and improved linkages to a transit center. Further the Rezone and Ordinance Amendments do not conflict with any specific plans, and will remain consistent with the City's overall vision for community development, economic vitality, and redevelopment in the downtown. None of the new or revised definitions, tables, figures and land uses will conflict with or impede achievement of any of the goals, policies, or land use designations established in the General Plan.
3. The subject property is suitable for the uses permitted in the proposed Downtown Station Area Specific Plan zoning districts in terms of access, size of parcel, relationship to similar or related uses, and other considerations deemed relevant by the Planning Commission and City Council because the introduction of the Rezone and Ordinance Amendments will allow for a more robust array of development and land uses in the downtown. Although specific parcels would be affected as part of the Rezone and Ordinance Amendments, the impact would be beneficial since property owners would have a wider set of standards to improve or develop upon their property and new zoning regulations would guide the development and performance of properties within the Downtown Station Area Specific Plan. Staff has determined that the Rezone and Ordinance Amendments are consistent with General Plan policies, specifically those policies related to community development, economic vitality, and redevelopment in the downtown. Adopting the Rezone and Ordinance Amendments would also provide the City a mechanism to continue to oblige state requirements related to housing development, multi-modal transportation investment, and a reduction in greenhouse gas emissions.
4. The proposed Rezone and Ordinance Amendments with adoption of the Downtown Station Area Specific Plan is not detrimental to the use of land in any adjacent zone because the Rezone and Ordinance amendments would provide for sufficient development, land use, and performance standards related to new development or alteration. More specifically, the Rezone and Ordinance Amendments include regulations to address multi-modal transportation infrastructure (sidewalks, bicycle parking), community gathering space with new plazas and public open space, and community benefits opportunities including local hire, public art, sustainable green building and others to preserve the economic vitality of surrounding residential and commercial areas not included in the Downtown Station Area Specific Plan. Finally, the proposed Rezone and Ordinance Amendments will not be detrimental to the public

interest, convenience, or welfare of the City or land within the City; instead, the Rezone and Ordinance amendments will bolster the public interest by focusing new commercial and residential development in the downtown core, adjacent to transit service and on infill sites, as recommended in the General Plan's land use element and Downtown planning sub-area.

SECTION II. AMENDMENTS.

The City Council hereby amends the following sections of the South San Francisco Municipal Code to read as follows. Sections and subsections that are not amended by this Ordinance are not included below, and shall remain in full force and effect.

- A. Add a new Chapter 20.280, titled "Downtown Station Area Specific Plan District," as set forth in Exhibit A.**
- B. Revise Chapter 20.100 Downtown districts to read as follows:**
 - 1. Revise Section 20.100.001 Purpose to reference the Downtown Station Area Plan Specific Plan District and remove the "Downtown Core" Zoning District and references, which will be replaced by Chapter 20.280.**

The purposes of the Downtown districts are to:

- A. Promote and maintain Downtown's historic role as the City's center by developing a variety of residential types and densities consistent with the policies of the General Plan and complementary to the goals and policies of the Downtown Station Area Specific Plan District (Chapter 20.280);
- B. Improve the quality and mix of retail uses in the Downtown districts to make the area attractive to residents, businesses, and visitors;
- C. Expand housing choices in the Downtown districts while protecting and enhancing the character and liveability of the Downtown residential neighborhoods;
- D. Promote infill development, intensification, and reuse of currently underused sites consistent with the General Plan;
- E. Establish design standards to ensure that the scale and design of new development and alterations to existing structures maintains the Downtown districts' traditional development pattern; and
- F. Provide sites for public and semi-public land uses such as parks, libraries, and religious assembly uses that will serve City residents and will complement surrounding residential development.

Additional purposes of each Downtown District:

DMX Downtown Mixed-Use. This district is intended to provide for a mix of residential development, retail, and office uses as well as hotels and other commercial uses oriented toward a more regional market. The maximum base FAR is 1.5 and the maximum density is 40 units per acre. This district conforms to the Downtown Mixed Use area designated in the General Plan.

DRL Downtown Residential Low. This district is for detached and attached single-unit residential development with densities from 5.1 to 15 units per acre as well as care facilities, family day care, park and recreation facilities, and civic and institutional uses such as schools and places for community assembly that may be appropriate in a residential environment. Retail and office development and hotels are not permitted consistent with the General Plan.

DRM Downtown Residential Medium. This district is to provide for a full range of housing types at densities ranging from 15.1 to 25 units per acre. Consistent with the General Plan, there is a minimum residential density of 15.1 units per acre; retail and office development and hotels are not permitted.

DRH Downtown Residential High. This district is for multi-unit development at densities from 25.1 to 40 units per acre with a maximum of 30 units for lots smaller than a half acre. Retail and office development and hotels are not permitted.

2. Update Table 20.100.002 – Land Use Regulations, Downtown Districts, as indicated below to remove the Downtown Core (DC) Sub-district:

TABLE 20.100.002: LAND USE REGULATIONS—DOWNTOWN DISTRICTS					
<i>Use Classification</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Regulations</i>
Residential Uses					
Single-Unit Dwelling	<i>See sub-classifications below</i>				
<i>Single Unit Detached</i>	(1)	P	P	C	
<i>Second Unit</i>	(1)	P	P	P	See Section 20.350.033 Second Dwelling Units
<i>Single Unit Semi-Attached</i>	(1)	P	P	P	
<i>Single-Unit Attached</i>	MUP(2)	P	P	P	
Multiple-Unit Residential	<i>See sub-classifications below</i>				
<i>Duplex</i>	MUP(2)	P	P	P	
<i>Multi Unit</i>	P/MUP(4)	P	P	P	
<i>Senior Citizen Residential</i>	P/MUP(4)	P	P	P	
Domestic Violence Shelter	P(5)	P(5)	P(5)	P(5)	See Section 20.350.015 Domestic Violence Shelter
Family Day Care Home	<i>See sub-classifications below</i>				
<i>Large</i>	MUP	P	P	P	See Section 20.350.018 Family Day Care, Large
<i>Small</i>	P	P	P	P	
Group Residential	MUP	-	-	C	See Section 20.350.020 Group Residential Facilities
Residential Care Facilities	<i>See sub-classifications below</i>				

TABLE 20.100.002: LAND USE REGULATIONS—DOWNTOWN DISTRICTS

<i>Use Classification</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Regulations</i>
<i>General</i>	C	C	C	C	See Section 20.350.020 Group Residential Facilities
<i>Limited</i>	C(6)	P(6)	P(6)	P(6)	
<i>Senior</i>	MUP	C	C	MUP	See Section 20.350.020 Group Residential Facilities
Single Room Occupancy	(1)	-	-	(1)	
Public and Semi-Public Uses					
Colleges and Trade Schools, Public or Private	P	-	-	C	
Community Assembly, 2000 Square Feet or Less	C	MUP	MUP	MUP	See Section 20.350.012 Community Assembly Facilities
Community Assembly, More Than 2000 Square Feet	C	C	C	C	See Section 20.350.012 Community Assembly Facilities
Community Garden	P	P	P	P	
Cultural Institutions	C	C	C	C	
Day Care Centers	P	C	C	C	See Section 20.350.014 Day Care Centers
Government Offices	P	-	-	C	
Hospitals and Clinics	<i>See sub-classifications below</i>				
<i>Clinics</i>	MUP(7)	-	-	-	See Section 20.350.012 Clinics in Downtown Core
Park and Recreation Facilities, Public	P	P	P	P	
Social Service Facilities	MUP	C	C	C	See Section 20.350.034 Social Service Facilities
Commercial Uses					
Animal Care, Sales and Services	<i>See sub-classifications below</i>				
<i>Pet Stores</i>	P	-	-	-	See Section 20.350.005 Animal Care, Sales, and Services
<i>Veterinary Services</i>	C	-	-	-	See Section 20.350.005 Animal Care, Sales, and Services

TABLE 20.100.002: LAND USE REGULATIONS—DOWNTOWN DISTRICTS

<i>Use Classification</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Regulations</i>
Automobile/Vehicle Sales and Services	<i>See sub-classifications below</i>				
<i>Automobile/Vehicle Rentals.</i>	C	-	-	-	See Section 20.350.006 Automobile Rental Facilities in Hotels
<i>Automobile/Vehicle Sales and Leasing.</i>	C	-	-	-	See Section 20.350.008 Automobile/Vehicle Sales and Leasing
<i>Service Station</i>	C	-	-	-	See Section 20.350.007 Automobile/Vehicle Service Stations and Washing and Section 20.350.013 Convenience Market
Banks and Financial Institutions	<i>See sub-classifications below</i>				
<i>Banks and Credit Unions</i>	MUP	-	-	-	
Business Services	P	-	-	-	
Commercial Entertainment and Recreation	<i>See sub-classifications below</i>				
<i>Amusement Arcade</i>	MUP	-	-	-	
<i>Indoor Entertainment</i>	C	-	-	-	
<i>Indoor Sports and Recreation</i>	C	-	-	C	
Eating and Drinking Establishments	<i>See sub-classifications below</i>				
<i>Coffee Shops/Cafes</i>	P	-	-	-	See Section 20.350.029Outdoor Seating
<i>Restaurants, Full Service</i>	P	-	-	-	See Section 20.350.029Outdoor Seating
<i>Restaurants, Limited Service</i>	C	-	-	-	See Section 20.350.029Outdoor Seating
Food and Beverage Retail Sales	P	-	-	-	
<i>Convenience Market</i>	C	-	-	-	See Section 20.350.013Convenience Market
Funeral Parlors and Mortuaries	C	-	-	-	
Live-Work Units	P	-	-	-	See Section 20.350.023Live-Work Units
Lodging	<i>See sub-classifications below</i>				

TABLE 20.100.002: LAND USE REGULATIONS—DOWNTOWN DISTRICTS

<i>Use Classification</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Regulations</i>
<i>Bed and Breakfast</i>	MUP	MUP	MUP	MUP	See Section 20.350.010 Bed and Breakfast Lodging
<i>Hotels and Motels</i>	C	-	-	-	
Maintenance and Repair Services	P	-	-	-	
Offices	<i>See sub-classifications below</i>				
<i>Business and Professional</i>	P	-	-	-	
<i>Medical and Dental</i>	P	-	-	-	
<i>Walk-In Clientele</i>	P	-	-	-	
Personal Services	<i>See sub-classifications below</i>				
<i>General Personal Services</i>	P	-	-	-	Section 20.350.030 Personal Services
Retail Sales	<i>See sub-classifications below</i>				
<i>General Sales</i>	P	-	-	-	
<i>Second Hand Store</i>	C	-	-	-	
Employment Uses					
Recycling Facilities	<i>See sub-classifications below</i>				
<i>Collection Facility</i>	P	-	-	-	See Section 20.350.032 Recycling Facilities
Transportation and Utilities Uses					
Light Fleet-Based Services	C	-	-	-	See Section 20.350.036 Taxi and Limousine Services
Utilities, Major	C	C	C	C	
Utilities, Minor	P	P	P	P	
Other Applicable Use Regulations					
Accessory Uses	See Section 20.300.002 Accessory Buildings and Structures				
Home Occupations	P	P	P	P	See Section 20.350.021 Home Occupations
Nonconforming Use	See Chapter 20.320 Nonconforming Uses, Structures, and Lots				
Temporary Use	See Chapter 20.340 Temporary Uses				

TABLE 20.100.002: LAND USE REGULATIONS—DOWNTOWN DISTRICTS

<i>Use Classification</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Regulations</i>
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Limitations:

1. Permitted if existing. New units not allowed.
2. Limited to sites with a maximum gross site area of 4,000 square feet.
3. Prohibited on the ground floor except residential uses located south of Baden Avenue, banks, and walk-in offices which are subject to approval of a Use Permit.
4. Permitted if retail, restaurants, personal services, or other active pedestrian-oriented use is located on the ground floor, otherwise Minor Use Permit is required. Minor Use Permit may only be approved if the Review Authority first finds that, based on information in the record, it is infeasible to locate retail, restaurants, personal services, or other active pedestrian-oriented use on the ground floor.
5. Limited to facilities serving a maximum of 10 victims and may not be located within 300 feet of any other domestic violence shelter.
6. Subject to state licensing requirements.
7. Clinic uses may not occupy the ground floor, except along Grand Avenue, west of Maple Avenue, which are subject to the approval of a Conditional Use Permit.
8. Living space may not occupy ground floor.
9. Limited to upper stories unless at least 50 percent of ground floor street frontage is occupied by food service use.
10. Limited to Single-Family Detached units.

3. Update Table 20.100.003 – Development Standards, Downtown Districts as indicated below to remove the Downtown Core (DC) Sub-district:

TABLE 20.100.003: DEVELOPMENT STANDARDS—DOWNTOWN DISTRICTS

<i>Standard</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Standards</i>
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Lot and Density Standards

Minimum Lot Size (sq ft)	5,000	5,000	5,000	5,000	
<i>Corner Lot</i>	5,000	6,000	6,000	6,000	
Minimum Lot Width (sq ft)	50	50	50	50	
<i>Corner Lot</i>	50	60	60	60	
Minimum Lot Depth (sq ft)	n/a	80	80	80	
Minimum Density (units/net acre)	14.1	5.1	15.1	20.1	
Maximum Density (units/net acre)	40, 21.8 on lots less than 10,000 sq ft	15 (A)	25 (A)	40, 30 on lots less than 1 acre (A)	See Chapter 20.390 Bonus Residential Density

Building Form and Location

Maximum Height (ft)					
<i>Main Building</i>	50	28 (B)	35	50 (C)	See Section 20.300.006 Height and Height Exceptions

TABLE 20.100.003: DEVELOPMENT STANDARDS—DOWNTOWN DISTRICTS

<i>Standard</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Standards</i>
<i>Accessory Building</i>	20	12 (D)	12 (D)	12 (D)	See Section 20.300.006 Height and Height Exceptions
Maximum Number of Stories	n/a	2	3 (E)	4	
Minimum Yards					
<i>Front</i>	0	15	15	15	See Section 20.300.011 Projections into Required Yards
<i>Interior Side</i>	0, 10 when abutting an R district	5	5	5 for the first two stories, 10 thereafter (C)	See Section 20.300.011 Projections into Required Yards
<i>Street Side</i>	0	10	10	10	See Section 20.300.011 Projections into Required Yards
<i>Rear</i>	0, 10 when abutting an R district	20 (F)	20 (F)	10 for the first two stories, 15 thereafter (C)	See Section 20.300.011 Projections into Required Yards
Maximum Yards					
<i>Front or Street Side</i>	10 (H)	n/a	n/a	n/a	
<i>Interior Side</i>	n/a	n/a	n/a	n/a	
Maximum Lot Coverage (% of lot)	50	80	90	90	See Chapter 20.040 Rules of Measurement
Maximum Floor Area (FAR)	n/a	.70 or to allow 2,000 sq ft, whichever is greater (I)	1.25	n/a	See Chapter 20.040 Rules of Measurement
Additional Standards					
Usable Open Space (sq ft per residential unit)	100	n/a	n/a	n/a	See Supplemental Regulations 20.100.004 (D)(10)
Minimum Private Open Space (sq ft per residential unit)	n/a	100	100	80	

TABLE 20.100.003: DEVELOPMENT STANDARDS—DOWNTOWN DISTRICTS

<i>Standard</i>	<i>DMX</i>	<i>DRL</i>	<i>DRM</i>	<i>DRH</i>	<i>Additional Standards</i>
Minimum Common Open Space (sq ft per residential unit)	n/a	100	100	100	
Minimum Amount of Landscaping (% of site)	10	n/a	10	10	See Section 20.300.007 Landscaping

4. Update Section 20.100.003 – Development Standards to remove Downtown Core (DC) Sub-district references and read as follows:

Additional Downtown Development Standards

A. Density Bonuses.

1. 20 percent for residential developments located within a ¼ mile of a fixed-guideway transit (BART or Caltrain station or City-designated transit corridor).
2. Additional density up to a maximum of 50 units per acre for a senior citizen housing development as defined in Sections 51.3 and 51.12 of the State Civil Code.

B. Increased Height. Allowable height may be increased to a maximum of 35 feet with Minor Use Permit approval only if the following findings can be made:

1. The height of the proposed structure does not exceed the average height of structures on adjoining lots;
2. The proposed structure will not substantially interfere with solar access or privacy available to residences to the side, rear, or directly across the street;
3. The design includes architectural details, articulation, and other features to minimize the visual impact of the additional bulk created by the increased height; and
4. The height, bulk, and mass of the proposed structure is comparable to that of the surrounding neighborhood.

C. Transitional Standards. Where a DRH district is near an RL or DRL district, the following standards apply:

1. The maximum height within 40 feet of an RL or DRL district is 30 feet. The maximum height within 50 feet of an RL or DRL district is 40 feet.
2. The building setback from the RL or DRL district boundary shall be 10 feet for interior side yards and 15 feet for rear yards.
3. A landscaped planting area, a minimum of five feet in width, shall be provided along all RL or DRL district boundaries. A tree screen shall be planted in this area with trees planted at a minimum interval of 15 feet.

Figure 20.100.003(C): Transitional Standards (Image to remain but removed for Ordinance formatting)

D. Accessory Building Height. The average height between the floor slab plate and ridge pole is limited to 12 feet. If floor joist type of construction is used, the height limit may be increased to 15 feet.

E. Limitations on Third-Story Structures. Third stories in the DRM district are subject to the following standards:

1. Any third story must be either set back a minimum of 10 feet from all interior lot lines or located inside a pitched roof with a slope of at least 1:3.
2. Dormers are permitted on third stories, provided that they do not exceed 15 feet in width and do not occupy more than 20 percent of the total roof area.

F. Reduced Setbacks.

1. *Existing Structures.* When the existing rear yard setback is less than 20 feet, additions to such structures may conform to the existing setback, provided that the addition is located no closer than 15 feet to the rear property line.
2. *Through Lots.* On a through lot with the rear yard abuts a lane, required rear yard setback may be reduced to 15 feet for a residential structure oriented toward the lane.

G. Building Frontage. In the DMX District, buildings shall be located between zero and 10 feet from street-facing property lines for at least 70 percent of the linear street frontage.

Figure 20.100.003(H) Building Frontage (Image to remain but removed for Ordinance formatting)

I. Small Lots. In the DRL District, maximum floor area ratio (FAR) on lots less than 3,000 square feet in size is increased to allow a minimum of 1,800 square feet of living area and a 200 square foot garage, for a total floor area of 2,000 square feet.

C. Revise Chapter 20.330 On-site Parking and Loading to read as follows:

1. Revise Section 20.330.006 On-site Parking and Loading, Parking Reductions as follows:

A. Transit Station Areas. For any land use except residential single-unit and duplex development, if any portion of the lot is located within ¼ mile of a BART or Caltrain station, the number of required parking spaces may be reduced by 25 percent of the normally required number of spaces stated in Table 20.330.004 with Conditional Use Permit approval.

1. Transit Village (TV) District Exception. This parking reduction does not apply in the TV District. Parking in the TV District is subject to the requirements and reductions in Subsection 20.250.004(N) (“Required Parking”).

2. Downtown District Exception. This parking reduction does not apply in the Downtown Districts. Parking in the Downtown Districts is subject to the requirements and reductions in Section 20.330.007 (“Downtown Parking”).

2. Revise Section 20.330.007 On-site Parking and Loading, Downtown Parking, Required Parking as follows:

A. Required Parking. Each land use in a Downtown District shall be provided at least the number of on-site parking spaces stated in Table 20.330.007. The parking requirement for any use not listed in Table 20.330.007 shall be the same as required for the land use in any other district as stated in Table 20.330.004.

3. Update Table 20.330.007 – Required Parking Spaces, Downtown Districts:

Land Use Classification	Required Parking Spaces	
Single-Unit, Detached or Attached		
<i>Less than 900 sq ft and less than 3 bedrooms</i>	1 space per dwelling unit, 2 spaces maximum per unit	<u>General Requirements for all Single-Unit Residential Parking:</u> For new construction, required parking up to 2 spaces must be within a garage. For existing development, all existing garage spaces, up to a maximum of two spaces, must be maintained. A carport shall not be substituted for a required garage except for existing dwellings on lots adjacent to a lane.
<i>900 to 2,500 sq ft or 3 or 4 bedrooms</i>	2 spaces per dwelling unit, minimum and maximum per unit	
<i>2,501 sq ft or more than 4 bedrooms</i>	3 spaces per dwelling unit, minimum and maximum per unit	
Second Unit	1 space for each. See Section 20.350.033 Second Dwelling Units	
Multi-Unit Residential		
<i>Studio and less than 500 sq ft</i>	1 space per unit maximum	<u>General Requirements for all Multi-Unit Residential Parking:</u> One covered space shall be designated for each unit.
<i>One-bedroom or 500 to 800 sq ft</i>	1 space minimum, 1.5 spaces maximum per unit	
<i>Two-bedroom or 801 to 1,100 sq ft</i>	1.5 spaces minimum, 1.8 spaces maximum per unit	
<i>Three or more bedrooms and 1,101 sq ft or larger</i>	1.5 spaces minimum, 2 spaces maximum per unit	
Lodging		
<i>Hotels and Motels</i>	3 for every 5 units. Additional parking required for ancillary uses, such as restaurants, according to the parking requirements for the ancillary use.	
Eating and Drinking Establishments *		
<i>Bars/Night Clubs/Lounges</i>	1 per 100 sq. ft. of customer seating area.	

Land Use Classification	Required Parking Spaces
<i>Coffee Shops/Cafes</i>	1 per 150 sq. ft. of customer seating area.
<i>Restaurants, Full Service</i>	1 per 100 sq. ft. of customer seating area.
<i>Restaurants, Limited Service</i>	1 per 150 sq. ft. of customer seating area
Food and Beverage Retail Sales *	1 per 400 sq. ft. of floor area
Offices	
<i>Business and Professional</i>	1 per 400 sq. ft. of floor area.
<i>Medical and Dental</i>	1 per 300 sq. ft. of floor area.
<i>Walk-In Clientele</i>	1 per 400 sq. ft. of floor area.
Personal Services	1 per 400 sq. ft. of floor area.
Retail Sales *	1 per 400 sq. ft. of floor area. 1 per 750 sq. ft. of floor area for appliance and furniture stores.
Clean Technology	2 per 1000 sq. ft. minimum, 2.5 per 1000 sq. ft. maximum
Research and Development	2 per 1000 sq. ft. minimum, 2.5 per 1000 sq. ft. maximum

* No parking required for the first 1,500 sq. ft. of customer seating area, or floor area, as applicable

4. Revise Section 20.330.007 On-site Parking and Loading, Downtown Parking to add a Shared Parking subsection as follows:

D. Shared Parking. Where a shared parking facility serving more than one use will be provided, the total number of required parking spaces may be reduced up to 50 percent with a Conditional Use Permit, if the Planning Commission finds that all of the following are true:

1. The peak hours of use will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces;
2. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if parking for each use were provided separately;
3. If the Chief Planner requires a parking demand study, the study shall be prepared by an independent traffic engineering professional approved by the City supports the proposed reduction; and
4. In the case of a shared parking facility that serves more than one property, a parking agreement has been prepared consistent with the provisions of Off-Site Parking Facilities.

D. Revise Section 20.490.004 Use Permit Required Findings as follows:

20.490.004 Required Findings

The review authority must make all of the following findings in the affirmative in order to approve or conditionally approve a Use Permit application. The inability to make one or more of the findings in the affirmative is grounds to deny an application.

- A. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Ordinance and all other titles of the South San Francisco Municipal Code;
- B. The proposed use is consistent with the General Plan and any applicable specific plan;
- C. The proposed use will not be adverse to the public health, safety, or general welfare of the community, nor detrimental to surrounding properties or improvements;
- D. The proposed use complies with any design or development standards applicable to the zoning district or the use in question as may be adopted by a resolution of the Planning Commission and/or the City Council;
- E. The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and reasonably foreseeable future land uses in the vicinity;
- F. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints; and
- G. An environmental determination has been prepared in accordance with the California Environmental Quality Act.
- H. If the proposal includes a request for increased density or FAR pursuant to the provisions of SSFMC Section 20.280.004(A), in addition to any other findings this chapter requires, the decision-making body must also make the following findings:
 - 1. The proposal would result in a project whose proposed public benefits and requested development incentives are suitable to the site and relate appropriately to adjacent uses and structures.
 - 2. The proposed project would be consistent with the accepted list of public benefits outlined in SSFMC Section 20.280.004A1, and such benefits would not otherwise result through provisions of the City's policies, ordinances or other requirements.
 - 3. The proposal reflects a fair financial balance of costs and benefits to the applicant and the City.

E. Revise Section 20.620.005 “Handicraft/Custom Manufacturing” definition (Employment Use Classifications) as follows:

20.620.004 Commercial Use Classifications

Handicraft/Custom Manufacturing. Manufacture of a wide range of products to serve niche or specialty markets. Includes the manufacture of crafts, art, sculpture, stained glass, jewelry, apparel, electronic components, medical instrumentation or devices, nanotechnology components and similar at a smaller scale than Industry sub-classifications. Custom manufacturing facilities may use innovative technology such as advanced robotics, artificial intelligence, 3-D printing, automation, and sustainable and green processes and typically require only a small amount of raw materials, area and power. These facilities do not generate excessive noise, particulate matter, vibration, smoke, dust, gas fumes, odors, vehicle traffic or other nuisances.

SECTION III. SEVERABILITY.

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, the remainder of this Ordinance, including the application of such part or provision to other persons or circumstances shall not be affected

thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council of the City of South San Francisco hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid, or unenforceable.

SECTION IV. PUBLICATION AND EFFECTIVE DATE.

Pursuant to the provisions of Government Code Section 36933, a summary of this Ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this Ordinance is scheduled to be adopted, the City Clerk shall (1) publish the Summary, and (2) post in the City Clerk’s Office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this Ordinance, the City Clerk shall (1) publish the summary, and (2) post in the City Clerk ’s Office a certified copy of the full text of this Ordinance along with the names of those City Council members voting for and against this Ordinance or otherwise voting. This Ordinance shall become effective thirty (30) days from and after its adoption.

* * * * *

Introduced at a regular meeting of the City Council of the City of South San Francisco, held the 28th day of January, 2015.

Adopted as an Ordinance of the City of South San Francisco at a regular meeting of the City Council held the 11th day of February, 2015 by the following vote:

AYES: _____

NOES: _____

ABSTENTIONS: _____

ABSENT: _____

Attest: _____
Krista Martinelli, City Clerk

As Mayor of the City of South San Francisco, I do hereby approve the foregoing Ordinance this 11th day of February, 2015.

Mayor

Attachments

1. Exhibit A - Chapter 20.280 Downtown Station Area Specific Plan District

EXHIBIT A

CHAPTER 20.280 DOWNTOWN STATION AREA SPECIFIC PLAN DISTRICT