

SHAPE SSSF

TONIGHT'S ROADMAP

1. **Review the General Plan Update Process and Community Engagement**
2. **Discuss the Structure, Organization, and Comments received for the:**
 - **General Plan**
 - **Climate Action Plan**
 - **Zoning Code**
 - **Environmental Impact Report**
3. **Questions**



PLAN UPDATES



General Plan Update

- Sets the 20-year vision for the city
- Provides policy direction for future decision-making across 12 chapters
- Establishes pattern of future development in the city (where, what kind, and how much)
- **Public Review Period: March 1 – May 31**

Climate Action Plan Update

- Acts as the City’s greenhouse gas reduction program
- Inventories current emissions and estimates future emissions
- Establishes greenhouse gas reduction measures
- Assesses the effectiveness of greenhouse gas reduction measures at meeting State targets
- **Public Review Period: March 1 – May 31**

Zoning Code Update

- Establishes development standards and process
- **Public Review Period: June 7 – August 10**

Environmental Impact Report

- Evaluates and discloses the potential impact of plan buildout
- **Public Review Period: June 24 – August 9**

GENERAL PLAN PROCESS



Existing Conditions (Summer, 2019):

In this initial phase of the planning process, the General Plan Update team assessed the current conditions and policies of South San Francisco to gain a greater understanding of the city's key issues, community assets, and future opportunities and trends.



Downtown Vision Concept (Photo from Downtown Station Area Specific Plan, Dyett and Bhatia)

Listening and Visioning (Spring 2019–Spring 2020):

Community input through workshops, stakeholder interviews, and focus groups lead the development of a long-term Vision, Core Values, and Guiding Principles for the General Plan. All the policies and programs within the General Plan are guided by these three features.



in Spanish

Alternatives (Summer–Fall 2020):

In this stage, different land use and transportation development alternatives were created for the community to assess the trade-offs between different future growth patterns in South San Francisco and to identify which alternative best meets the community's Vision. Through a series of community meetings evaluating three alternatives, the planning team finalized a preferred alternative in November 2020. This process also informed the development of the Final Preferred Land Use Plan.

Westborough Sub-Area Meeting



Policy Development (Fall 2020–Fall 2021):

Goals, policies, and implementation actions for all chapters of the General Plan were developed by the planning team and presented as Policy Frameworks. These Policy Frameworks were introduced through ten virtual meetings and short videos and were then posted on the project website to gather public feedback that shape the development of the final version of these policies, goals, and actions.

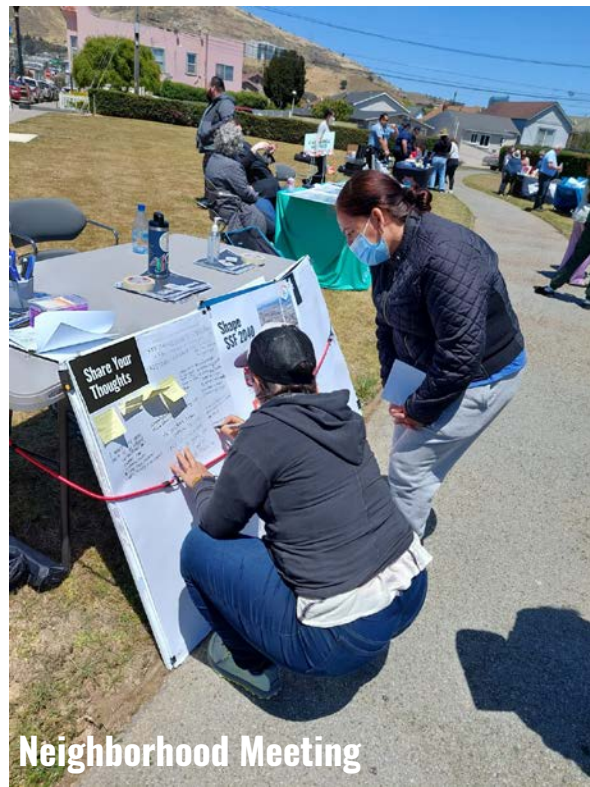
Review + Adopt (Winter 2021–Summer 2022):

The last stage of the planning process includes the publishing of the Public Review draft of the General Plan for City Council, Planning Commission, and community review. Additionally, an Environmental Impact Report (EIR) is prepared and published to evaluate the potential impact of the General Plan. This phase also includes preparing and publishing updates to the City's Zoning Code and revising the City's Climate Action Plan. Once all these documents are reviewed and adopted, the final South San Francisco General Plan is released!

COMMUNITY ENGAGEMENT



- Community Workshops (13)
- Neighborhood Meetings (19)
- Pop-Up Events (6)
- Spanish-Language Meetings (5)
- Community Advisory Committee Meetings (27)
- Planning Commission and City Council Meetings (9)
- Other Commission Meetings (4)
- Online Surveys (20)
- Education Videos (8)
- Stakeholder Meetings (25)
- Executive Summaries (2, each in 4 languages)



Neighborhood Meeting



Community Workshop



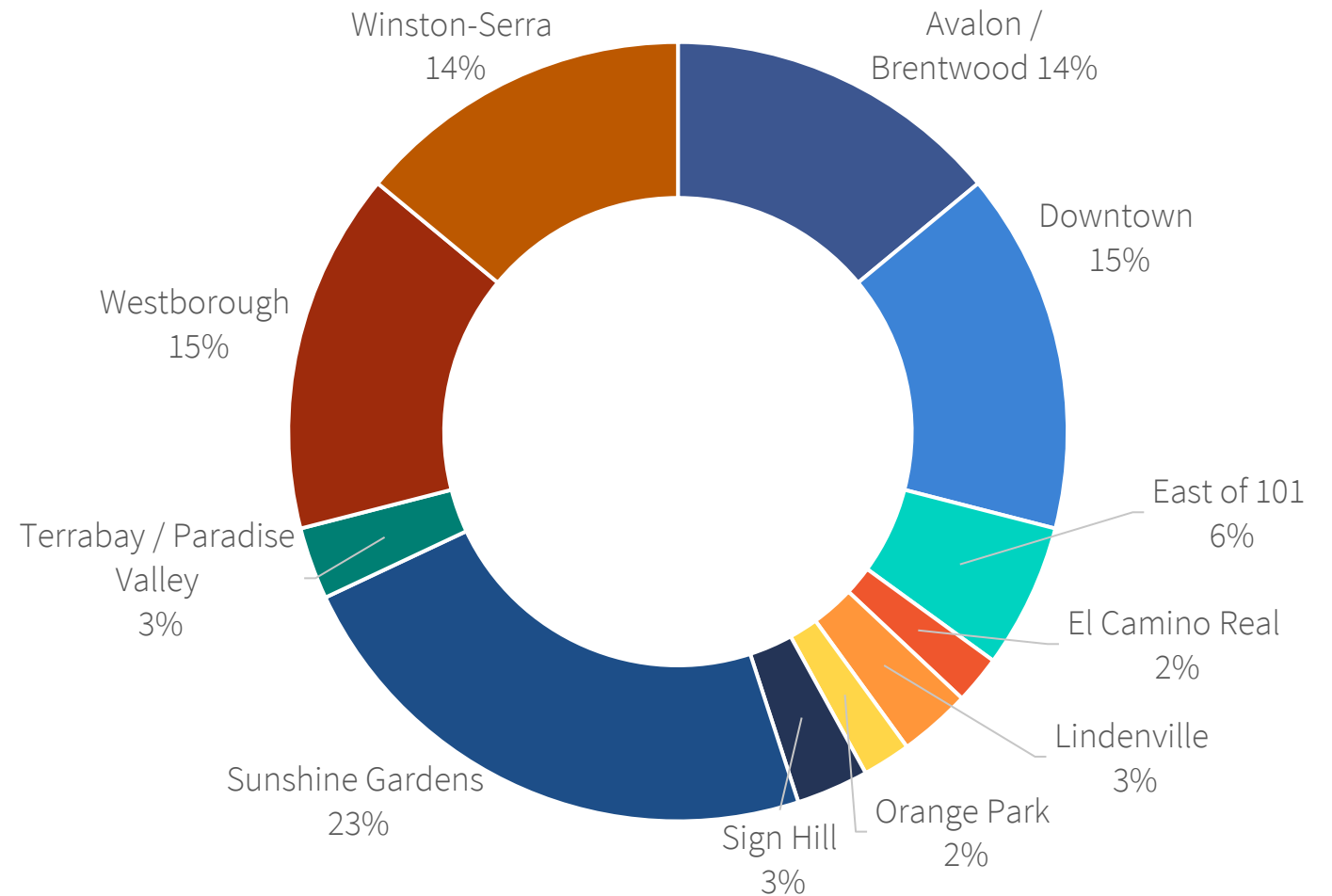
Downtown Pop-Up Event

ENGAGEMENT TOUCH POINTS



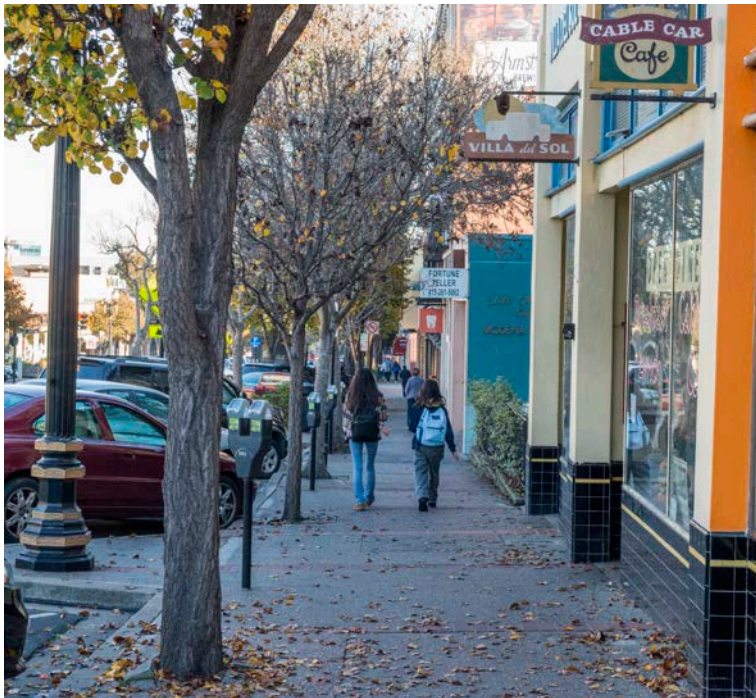
- Over 1,600 participants during in person and virtual meetings
- Over 500 people responded to online surveys

Neighborhood of Residence



Vision

South San Francisco is a place where everyone can thrive. Its high quality of life, diverse and inclusive community, livable neighborhoods and excellent services, culture of innovation, and environmental leadership ensure all people have the opportunity to reach their full potential.



VALUES

Livability

We cherish our high quality of life. Residents of all ages, income levels, and abilities are able to comfortably live in a variety of housing options and can easily access quality parks, recreational facilities, libraries, and community services. We can travel via safe and reliable transportation options, including walking, biking, and public transit.



Orange Memorial Park

Diversity + Inclusion

We celebrate our diversity. We proactively promote diversity and inclusion for all races, ethnicities, genders, sexual orientations, abilities, ages, religions, and cultural and socioeconomic backgrounds. We strive to ensure equitable access to services and resources for all, build collaborative partnerships, and promote civic engagement.



Pride month at City Hall

Sustainability

We strive to build and maintain a healthy and safe city. Our actions reduce climate pollution, adapt to climate disruptions, preserve natural resources, foster a prosperous and just economy, and meet the needs of current and future generations to ensure all people have the opportunity to reach their full potential.



City Hall

Innovation

We encourage innovation, creative thinking, and state-of-the-art solutions. We pilot new tools and technologies and forge public-private partnerships that improve the well-being of residents and the efficiency of City operations and businesses.

GENERAL PLAN ORGANIZATION



Our Plan
describes the community vision future for the future, planning process, and plan structure



Our Place
contains elements that focus on the built environment of South San Francisco



Our People
contains elements that focus on the safety and well-being of the people of South San Francisco



Our Environment
contains elements that focus on the natural environment and environmental aspects that affect South San Francisco's natural environment



Our Plan to Get There
summarizes the implementation actions to achieve the Vision and critical goals of the General Plan

GENERAL PLAN CHAPTERS



Our Plan

- 1. Our Vision for the Future**
- 2. Our Story**
- 3. Our Conversation**
- 4. Our Plan**

Our Place

- 5. Land Use and Community Design**
- 6. Sub-Areas**
- 7. Housing**
- 8. A Prosperous Economy for All**
- 9. Mobility and Access**
- 10. Abundant and Accessible Parks and Recreation**

Our People

- 11. Equitable Community Services**
- 12. Community Health and Environmental Justice**
- 13. Community Resilience**

Our Environment

- 14. Climate Protection**
- 15. Environmental and Cultural Stewardship**
- 16. Noise**

Our Plan to Get There

- 17. Implementation**

LAND USE AND COMMUNITY DESIGN



PART II: OUR PLACE

CHAPTER 5

Land Use and Community Design



WHERE WE WANT TO BE IN THE FUTURE



A strong local economy that offers employment opportunities



An attractive public realm



A diverse supply of housing types affordable to different income levels



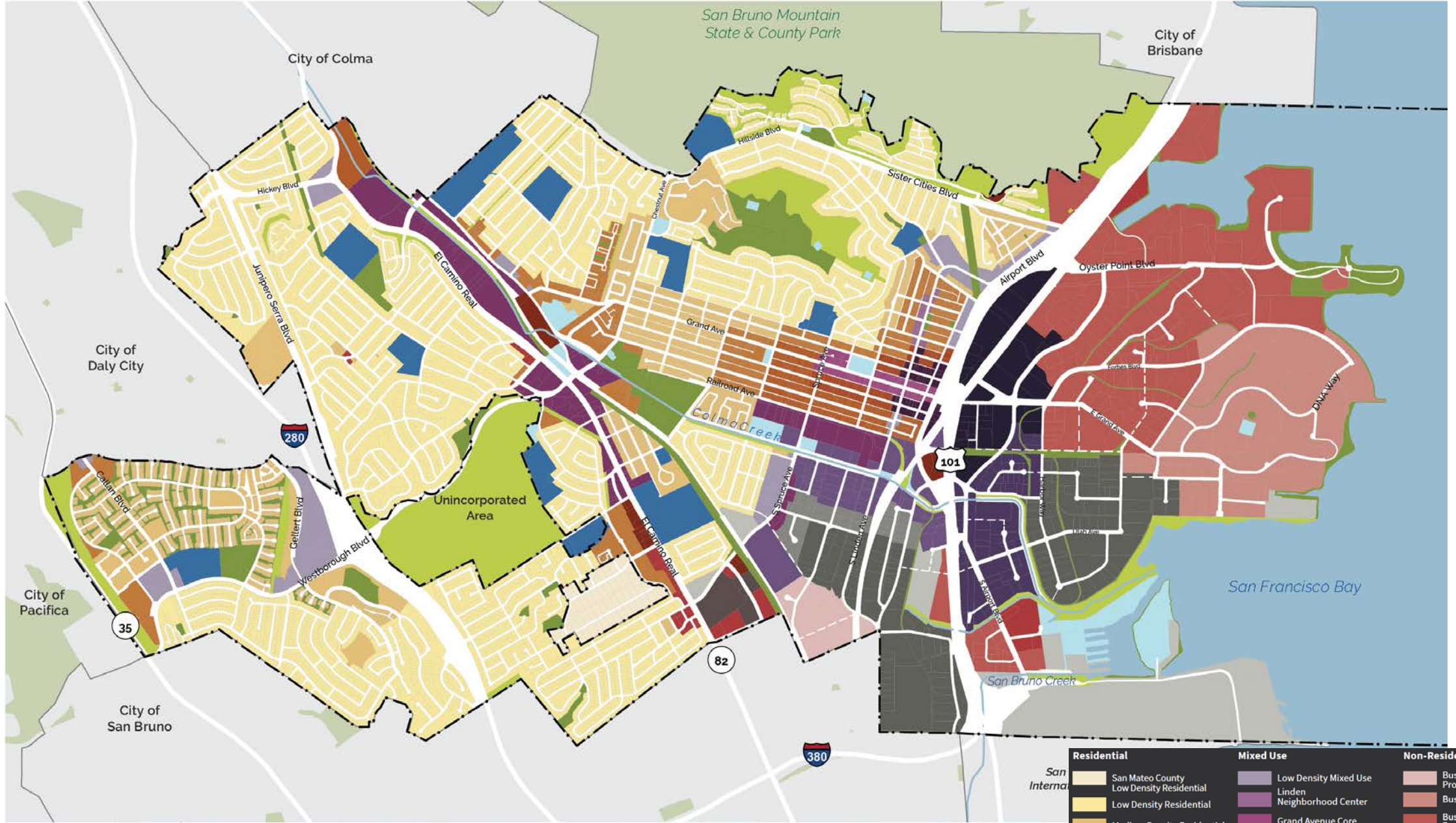
Amenities that enhance quality of life



Convenient and equitable access to services and jobs



A sustainable and resilient built environment



Civic/Other			Residential			Mixed Use			Non-Residential		
	Planned Development		Public		San Mateo County		Low Density Mixed Use		Business and Professional Office		Mixed Industrial
	Transportation		School		Low Density Residential		Linden Neighborhood Center		Business Technology Park		Mixed Industrial High
	Proposed Network Updates & Revisions		Parks and Recreation		Medium Density Residential		Grand Avenue Core		Business Technology Park High		Industrial Transition Zone
			Open Space		Medium High Density Residential		Medium Density Mixed Use		Community Commercial		
					High Density Residential		High Density Mixed Use		Oyster Point Coastal Commercial		
					Downtown Residential Core		East of 101 Mixed Use				
					Urban Residential		Downtown Transit Core				
							East of 101 Transit Core				

LAND USE DESIGNATIONS

MOBILITY AND ACCESS



CHAPTER 9 Mobility and Access

PART II: OUR PLACE

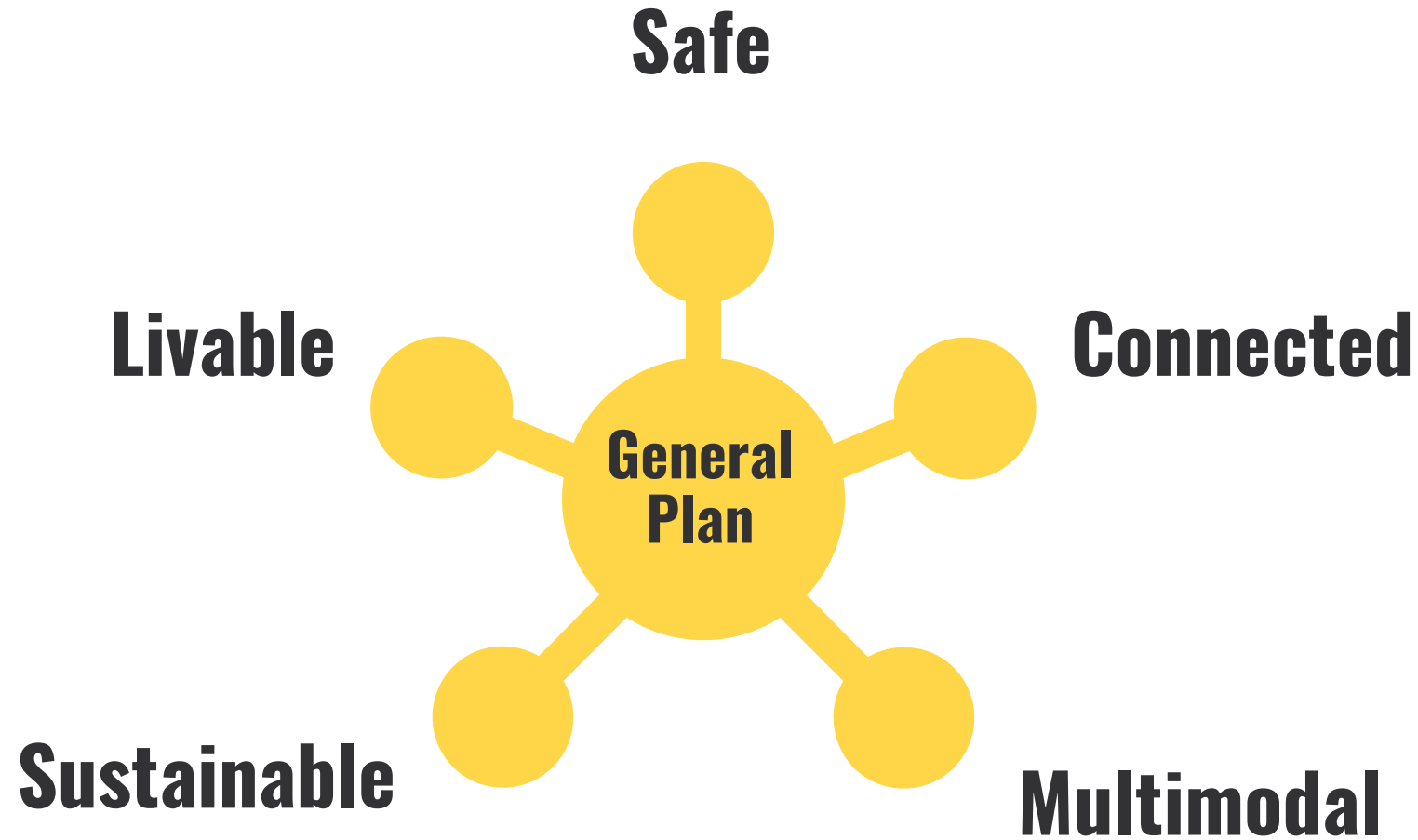
Reliable Transit Access



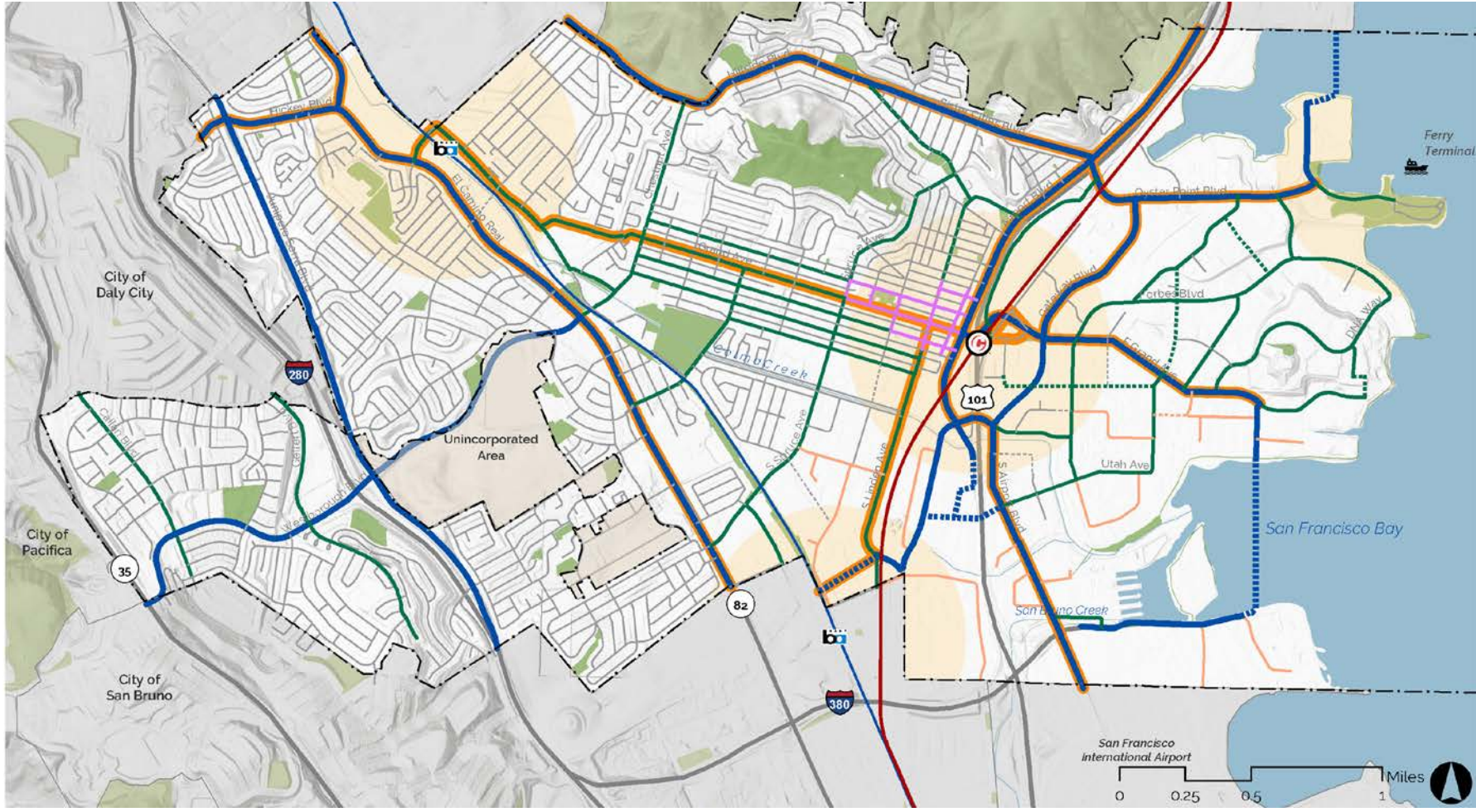
Multimodal Travel

MOBILITY AND ACCESS 9

WHERE WE WANT TO BE IN THE FUTURE

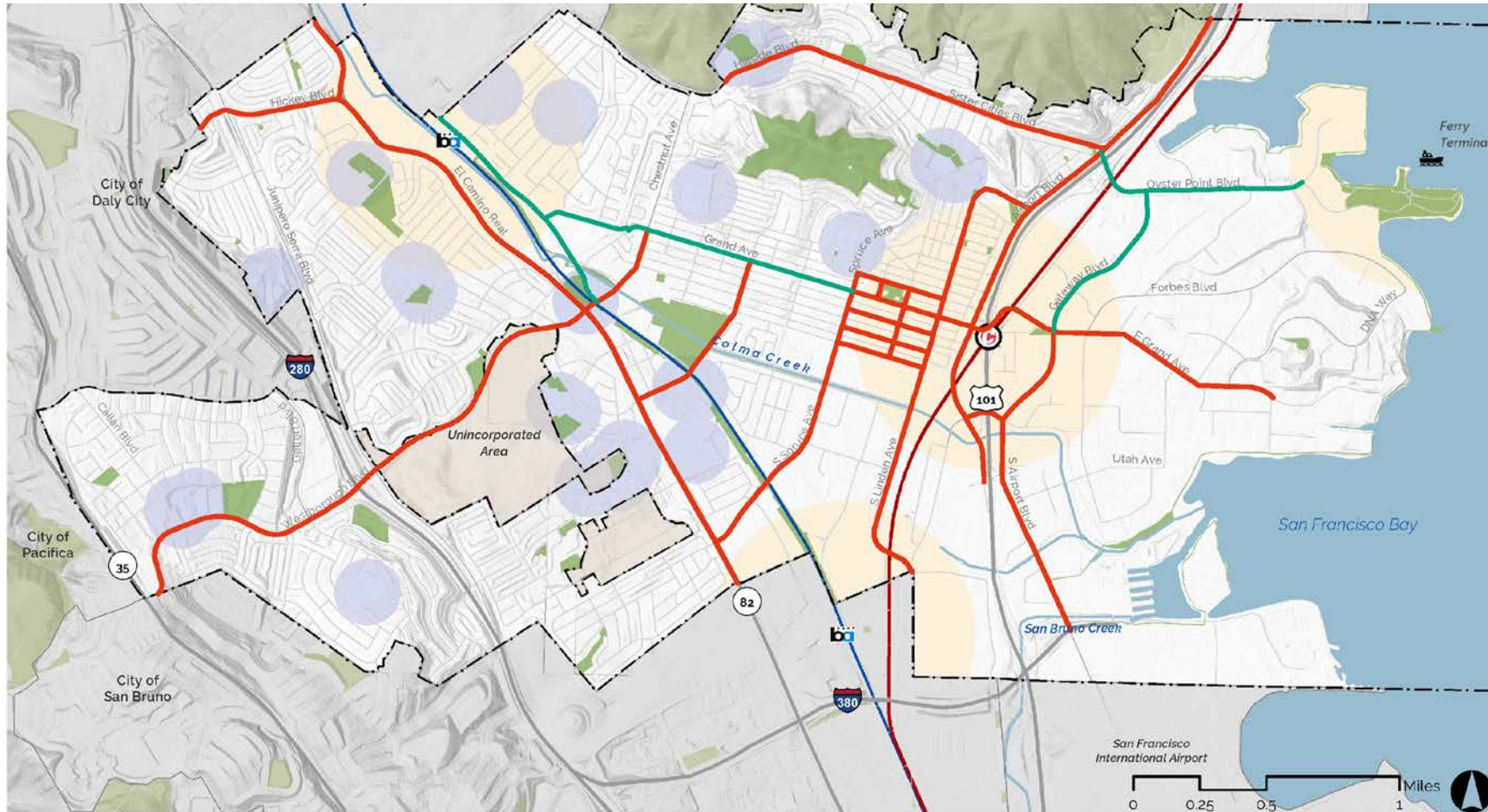


MULTIMODAL NETWORK







- ### Roadway Typologies
- Existing Boulevard (Arterial)
 - Existing Connector (Collector)
 - Existing Main St (Collector)
 - Existing Industrial
 - Existing Neighborhood (Local)
 - - - - - Potential Boulevard
 - - - - - Potential Connector
 - - - - - Potential Industrial
 - - - - - Potential Neighborhood
 - ▬ Transit Priority Corridor
 - 1/2 Mile Transit Zone

DATA-DRIVEN EVALUATION AND PRIORITIZATION



Priority Layers

-  High Injury Network
-  Complete Streets Opportunities
-  1/8 Mile School & Community Zone
-  1/2 Mile Transit Zone



SOUTH
SAN FRANCISCO
THE INDUSTRIAL CITY

Quality of Life Chapters

ABUNDANT AND ACCESSIBLE PARKS AND RECREATION



Example Priority Actions

- Sunshine Gardens shared use agreement with SSFUSD
- Downtown park, including temporary pop-ups
- Trail implementation on Colma Creek, Centennial Way, and more
- Expanded enrichment, childcare, preschool, art and other programs
- Child Care Master Plan, Art Master Plan, Park and Rec Master Plan, and pool implementation

EQUITABLE COMMUNITY SERVICES



Example Priority Actions

- Promotores program
- Dedicated staff for equity and inclusion, multi-lingual staff, and training
- Partnerships and participation in national equity networks
- Service targeting, expanded educational and arts opportunities
- Commission on Racial and Social Equity Plan implementation

COMMUNITY HEALTH AND ENVIRONMENTAL JUSTICE



Example Priority Actions

- Promotores program
- Partnerships with the County, SSFUSD, and health care providers
- Continued participation in the mental health care response
- Healthy development guidelines
- Healthy food expansion, grocery and farmers' market, school nutrition
- Truck routing and idling
- Unhoused population support

COMMUNITY RESILIENCE



Example Priority Actions

- Continued regional coordination / collaboration and planning
- Emergency Operations Center upgrades
- Cooling and resiliency hub program
- Community Emergency Response Team – Promotores collaboration
- Shoreline protection and nature-based solutions for protection and resiliency
- Hazard Mitigation Plan Implementation

CLIMATE PROTECTION



Example Priority Actions

- All electric code for non-residential development
- Building efficiency and retrofit programs for existing buildings
- High efficiency water fixtures and landscaping
- Organics waste diversion
- Climate Action Plan implementation

ENVIRONMENTAL AND CULTURAL STEWARDSHIP



Example Priority Actions

- Park and open space management for biodiversity
- Bird safe design and planting guidelines for wildlife and reduced water use
- Urban Forest Plan and Green Infrastructure Plan implementation
- Historic district design guidelines
- Cultural and historic resource education, maps, markers, and other resources

PUBLIC COMMENT GP

- Received over 300 comments on the General Plan
- Tabulated in Comment and Response Summary Table



Attachment: Comment and Response Summary

Public Draft General Plan Comment and Response Summary

Comment	Plan Section	Chapter	Page Number	Response	Action to be Taken
1 Land acknowledgment (Native American heritage).	Front Matter	0	2	Add a new two page spread and the following land acknowledgment: "LAND ACKNOWLEDGEMENT STATEMENT We acknowledge that the City of South San Francisco is located on the unceded ancestral homeland of the Ramaytush Ohlone peoples who are the original inhabitants of the San Francisco Peninsula. We wish to pay our respects by acknowledging the Ancestors, Elders, and relatives of the Ramaytush Community and by affirming their sovereign rights as First People."	Make change
2 CHEJ is chapter 12 in plan, Community Resilience is chapter 13. The ToC lists Community Resilience as 12 and CHEJ as 13.	Front Matter	0	5	Update Table of Contents	Make change
3 Housing and dining needed along Mission Rd, close to BART station and bus stops.	Our Story	1	19	Goal SA-10 has policies that aim to develop the area close to BART station to have mixed uses, including housing and dining. No change recommended.	No change
4 Shops, dining and housing needed along Mission Rd, El Camino, and BART station, where people can shop and dine without needing a car and have access to public transportation for other uses. Trees needed too.	Our Story	1	19	Goal SA-11 calls for the development of mixed use, pedestrian-oriented centers in El Camino Real that have residential, commercial, and dining uses. No change recommended.	No change
5 The paragraph near the "1950" mark says "subarea", we are using sub-area in all other places.	Our Story	2	20	Change from "subarea" to "sub-area"	Make change
6 Revise text for mobility chapter title consistency: "The Multimodal Mobility Element improves the mobility of people throughout the city. The Mobility Element establishes the transportation framework for active transportation (walking and biking), transit ridership, and auto travel."	Our Plan	4	42	Revise as follows: "The Mobility and Access Element improves the mobility of people throughout the city. The Mobility and Access Element establishes the transportation framework for active transportation (walking and biking), transit ridership, and auto travel."	Make change
7 Most people that tried to preserve the mountain are now gone - even though there is a need for housing, you can't keep developing and maintaining the environment. No place for animals to go	Our Place	4	60	San Bruno Mountain is a State and County Park protected by the County of San Mateo and other known sites of Indigenous burial grounds are protected. No change recommended.	No change
8 Plan for the future of the mountain (native American burial) - building more houses in the future?	Our Place	4	60	San Bruno Mountain is a State and County Park protected by the County of San Mateo and other known sites of Indigenous burial grounds are protected, see Goals ES-10 and ES-11. No change recommended.	No change
9 Pat Murray noted that she is receiving questions as to why school district properties are included as sites for housing? She asked if this facilitates potential future rezoning for consistency with the General Plan.	Our Place	4	60	The General Plan Land Use Designations and Zoning Districts would allow housing on these sites. No change recommended.	No change

RECOMMENDED REVISED AND NEW POLICIES AND PROGRAMS



■ Revised Policies

- Encouraging housing size diversity (LU-3.3)
- Connectivity, TDM, and adequate utilities for E 101 and Lindenville (LU-5.5, LU-6.8, SA-16.4)
- Buffering Serra Vista school site (SA-38.1)
- Workforce development programs also target residents with disabilities (PE-6.1)
- Sidewalk design (LU-8.3)
- Centennial way visibility (PR-6.6)
- Park and maintenance targets (PR-7.1, PR-8.1)
- Shuttle services to parks (PR-8.8)
- Community services (ECS-3.2)
- Educational partnerships (ECS-5.1)
- Sea level rise projections (CR-2.1)
- Flood proofing for new development (CR-2.5)

■ New Policies

- Age-friendly design retrofits and affordable housing (LU-3.10, LU-3.11)
- Adequate street lighting (LU-8.12)
- Interaction between bike/ped priority streets and truck routes (MOB-2.3)
- Park amenity upgrades (PR-5.5)
- Health-related outcomes of parks (PR-7.12)
- County childcare and preschool partnership (PR-9.6)
- Park maintenance and funding (PR-11.10)
- Language accessibility for City programs (ECS-3.6)
- Access to clean drinking water (CHEJ-5.4)
- Trees policies for maintenance (ES-4.8), native, climate adaptive trees (ES-4.9), and survey requirement for applications (ES-4.10)
- Regenerative design practices (ES-5.10)

■ New Programs

- Open street pilot (MOB-2.1.6)
- Adopt a park program (PR-8.12)
- Age-friendly designation (ECS-3.7.1)
- Historic evaluation (ES-9.5.1)

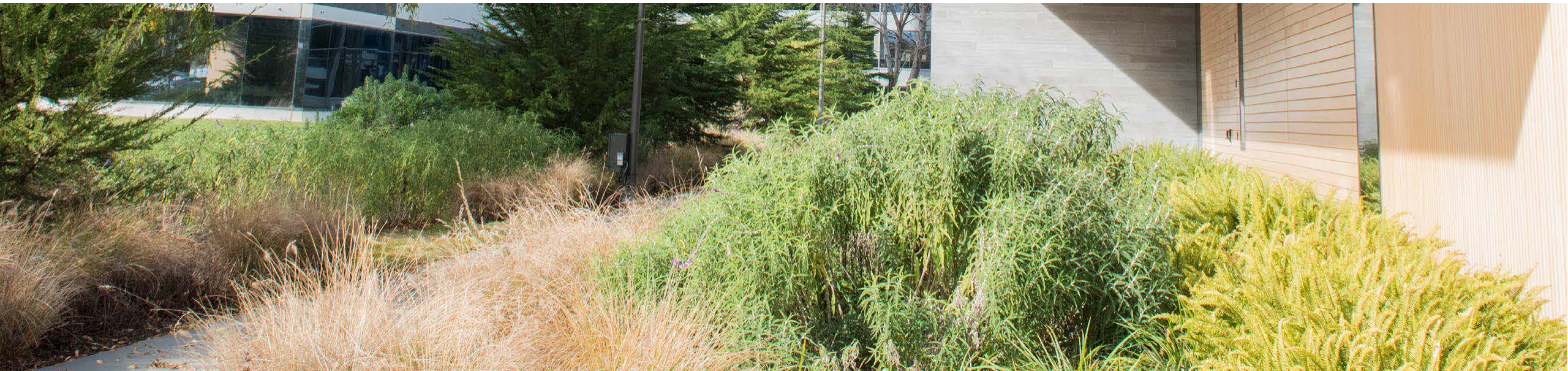
CITY OF SOUTH SAN FRANCISCO CLIMATE ACTION PLAN



KEY CLIMATE ACTION SECTORS



- 1 Clean energy**
- 2 Buildings (existing and new)**
- 3 Transportation and land use**
- 4 Water and wastewater**
- 5 Solid waste**
- 6 Carbon sequestration**
- 7 City leadership**





Phase 1

Foundational focus on maintaining South San Francisco's access to carbon free electricity by expanding participation in Peninsula Clean Energy.

Clean energy is key to reducing emissions from both buildings and transportation and meeting the City's long-term goals.

Phase 2

Meanwhile, significantly reduce emissions from energy by making buildings more energy efficient while electrifying appliances and infrastructure.

At the same time, reduce transportation emissions by expanding electric vehicle adoption and shifting away from single occupancy vehicles.

Phase 3

To take advantage of the City's access to carbon free electricity and experience all the co-benefits associated with it, the community will phase out natural gas infrastructure and fossil fuel-based transportation. This transition will include electrifying new and existing buildings and transitioning to electric vehicles.

Phase 4

Additionally, the City will also expand zero waste and sustainable consumption programs. These programs will divert organic waste from landfills, where it produces potent methane emissions, and will help community members to buy less generally, which reduces upstream emissions from material production and consumption.

Phase 5

Throughout this process, there will be efforts to pursue local carbon sequestration projects, including expanding local tree planting programs and adopting nature-based solutions that protect and restore natural systems and naturally capture and store carbon. Carbon sequestration is vital in reaching carbon neutrality and will help South San Francisco close any gaps left by other initiatives.

PUBLIC COMMENT ON CAP



- Received over 80 comments on the Climate Action Plan
- Tabulated in Comment and Response Summary Table
- Key Comments Received:
 - Establish a list of priorities, including:
 - Low-hanging fruit, easy wins to build momentum
 - Community outreach, education, and awareness
 - Rebate programs and partnerships with external partners
 - First / last mile to transit
 - Sustainability Advisory Committee

Attachment: Comment and Response Summary


Public Draft Climate Action Plan Comment Summary

#	Comment	Chapter	Public Draft Page #	Adoption Draft Page #	Response	Action to be Taken
1	The goal should not just be to free ourselves from fossil fuels, but also other unsustainable options like many biofuels. Too often we trade one bad energy source for another.	1	7	7	No change recommended.	No change
2	Move equity to the front of the report to emphasize it's importance and include discussion of the "equity priority communities" identified in the GP	1	7	7	<p>Add section: "Equitable Program Implementation" Achieving climate equity will require careful design and execution of policies and programs to improve outcomes for disadvantaged populations in all stages of CAP implementation. When equity is prioritized, climate mitigation strategies can address and lessen existing social, racial, and health disparities.</p> <p>Implementation of this CAP will be guided by two equity guardrails: 1. A majority of the local benefits resulting from CAP implementation will be focused in disadvantaged communities by meeting priority community needs, improving public health, building on community assets and values, and increasing community resilience. 2. Required measures do not present an undue cost burden on those least able to afford implementation. Financial and technical assistance will be prioritized for disadvantaged communities and sensitive populations, including renters, to allow them to participate in CAP programs and fully realize all benefits.</p> <p>For more details, see Section 5.2."</p>	Make change
3	How do we get to net 0 in 2035?	2	23	24	The CAP provides a pathway to achieve a 9% mass emissions reduction compared to 1990 levels in 2030 and a 63% reduction in 2040. Reaching carbon neutrality by 2035 would require a massive short-term investment in the electrification of buildings and electric vehicles. No change recommended.	No change
4	Include a list of priority CAP measures	4	26	27	The CAP will incorporate a section describing and identifying a list of priority actions. These include: BNC 2.1, BE 1.3, BE 2.1, BE 2.3, BE 2.4, TL 2.2, TL 2.6, TL 2.8, TL 2.9, and CL 2.6.	Make change
5	Making existing buildings more efficient (priority)	4	26	27	The CAP will incorporate a section describing and identifying a list of priority actions. These include: BNC 2.1, BE 1.3, BE 2.1, BE 2.3, BE 2.4, TL 2.2, TL 2.6, TL 2.8, TL 2.9, and CL 2.6.	Make change
6	Residential natural gas is priority	4	26	27	The CAP will incorporate a section describing and identifying a list of priority actions. These include: BNC 2.1, BE 1.3, BE 2.1, BE 2.3, BE 2.4, TL 2.2, TL 2.6, TL 2.8, TL 2.9, and CL 2.6.	Make change
7	Retrofitting existing buildings is a priority	4	26	27	The CAP will incorporate a section describing and identifying a list of priority actions. These include: BNC 2.1, BE 1.3, BE 2.1, BE 2.3, BE 2.4, TL 2.2, TL 2.6, TL 2.8, TL 2.9, and CL 2.6.	Make change
8	Making transit more accessibility (priority)	4	26	27	The CAP will incorporate a section describing and identifying a list of priority actions. These include: BNC 2.1, BE 1.3, BE 2.1, BE 2.3, BE 2.4, TL 2.2, TL 2.6, TL 2.8, TL 2.9, and CL 2.6.	Make change
9	Priorities: 1) electrification, commercial reach code 2) burnout ordinance 3) last mile solutions and bus headways	4	26	27	The CAP will incorporate a section describing and identifying a list of priority actions. These include: BNC 2.1, BE 1.3, BE 2.1, BE 2.3, BE 2.4, TL 2.2, TL 2.6, TL 2.8, TL 2.9, and CL 2.6.	Make change
10	Prioritize low hanging fruit to generate momentum for the plan	4	26	27	The CAP will incorporate a section describing and identifying a list of priority actions. These include: BNC 2.1, BE 1.3, BE 2.1, BE 2.3, BE 2.4, TL 2.2, TL 2.6, TL 2.8, TL 2.9, and CL 2.6.	Make change

PRIORITY IMPLEMENTATION ACTIONS



Number	Strategy
BNC 2.1	All-Electric Reach Code for Nonresidential New Construction
BE 1.3	Energy Efficiency Programs
BE 2.1	Existing Building Electrification Plan
BE 2.3	Burnout Ordinance
BE 2.4	All-Electric Major Renovations
TL 2.2	TDM Program
TL 2.6	Complete Streets Policy
TL 2.8	Transit Station Access
TL 2.9	Transit Service Levels
CL 2.6	Community Education about Greenhouse Gas Reduction Incentives



SOUTH
SAN FRANCISCO
THE INDUSTRIAL CITY

Zoning Code

UPDATE OVERVIEW

- Maintains same overall organization and numbering system
- Close to "one-to-one" with the General Plan Land Use diagram
- Carries forward existing use-based zoning districts and regulations as appropriate in non-change areas
- Establishes transect districts in the "change areas" to best accommodate the General Plan's vision for character and flexibility of development
- Creates new citywide Design Standards for all residential development to address new State law
- Facilitate reinvestment in the community and development of housing for all segments



CONVENTIONAL APPROACH (DIVISION II)



- Regulates land uses, lot size, coverage, and dimensions, building height, and other standards
- Uses tend to be separated, such as residential separate from commercial or industrial

2009.0000 Land Use Regulations

2009.0001 General Use Districts

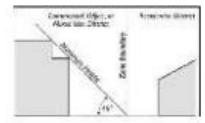
2009.0002 Medium Density Residential Districts

2009.0003 Single-Family Residential Districts

2009.0004 Development Standards - BCRAM District

Table 2009.0002
Land Use Regulations - Commercial, Office, and Mixed-Use Districts

Use District	CV	RM	RM	RM	RM	RM	RM	RM
Residential Type								
By Use District								
Single-Family	1	1	1	1	1	1	1	1
Two-Family	1	1	1	1	1	1	1	1
Three-Family	1	1	1	1	1	1	1	1
Four-Family	1	1	1	1	1	1	1	1
Five-Family	1	1	1	1	1	1	1	1
Six-Family	1	1	1	1	1	1	1	1
Seven-Family	1	1	1	1	1	1	1	1
Eight-Family	1	1	1	1	1	1	1	1
Nine-Family	1	1	1	1	1	1	1	1
Ten-Family	1	1	1	1	1	1	1	1
Eleven-Family	1	1	1	1	1	1	1	1
Twelve-Family	1	1	1	1	1	1	1	1
Thirteen-Family	1	1	1	1	1	1	1	1
Fourteen-Family	1	1	1	1	1	1	1	1
Fifteen-Family	1	1	1	1	1	1	1	1
Sixteen-Family	1	1	1	1	1	1	1	1
Seventeen-Family	1	1	1	1	1	1	1	1
Eighteen-Family	1	1	1	1	1	1	1	1
Nineteen-Family	1	1	1	1	1	1	1	1
Twenty-Family	1	1	1	1	1	1	1	1

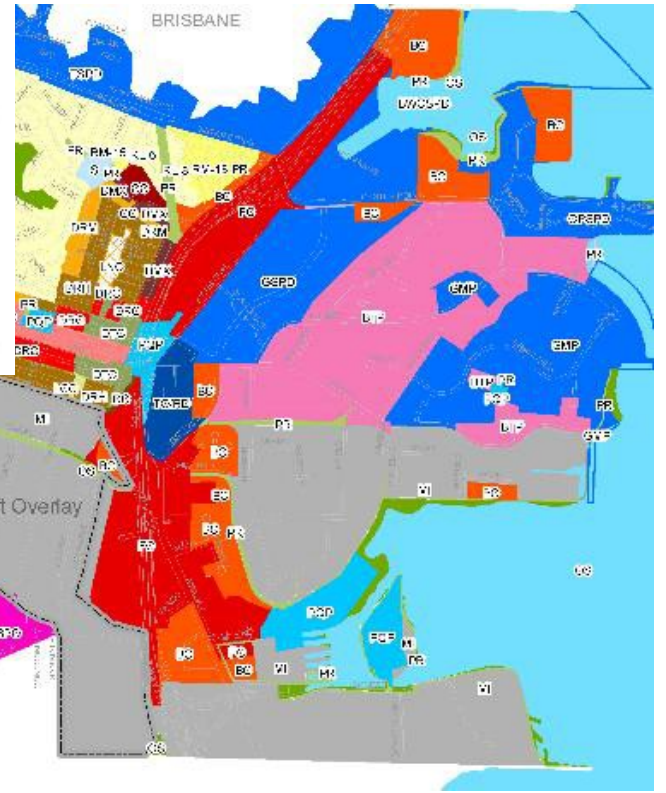
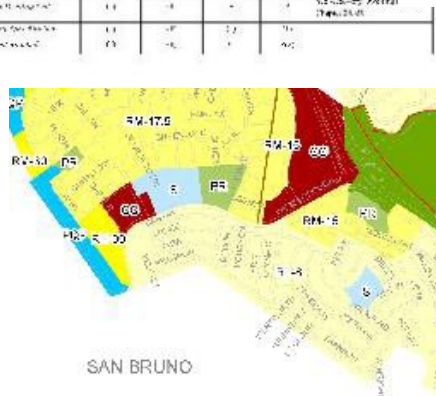


2009.0004 Development Standards - BCRAM District

2009.0005 Development Standards - BCRAM District

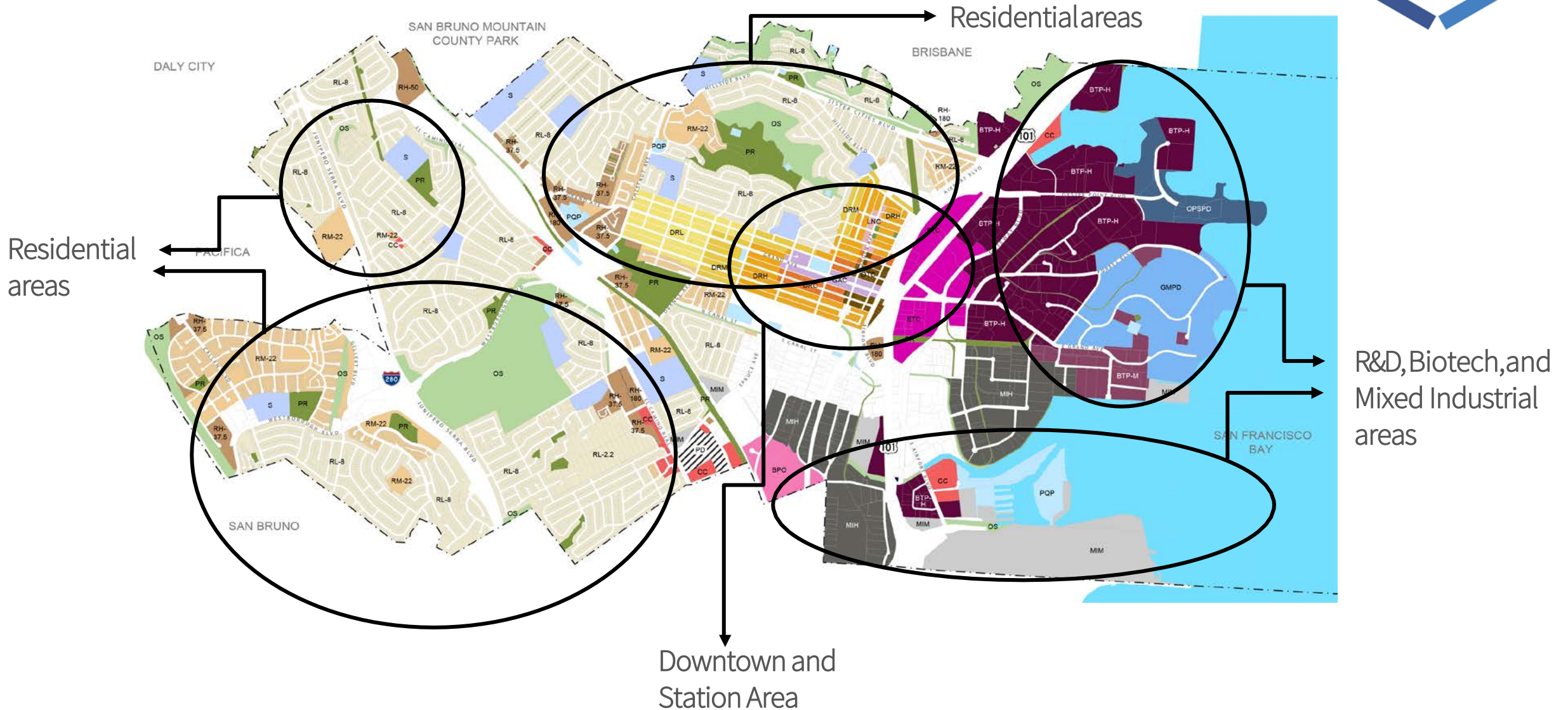
Table 2009.0004
Development Standards - BCRAM District

Standard	BCRAM	Other Districts
Minimum Lot Area	2,000 sq ft	Varies by district
Minimum Lot Width	25 ft	Varies by district
Minimum Lot Depth	25 ft	Varies by district
Minimum Front Setback	5 ft	Varies by district
Minimum Side Setback	5 ft	Varies by district
Minimum Rear Setback	5 ft	Varies by district
Maximum Building Height	35 ft	Varies by district
Maximum Floor Area Ratio (FAR)	0.5	Varies by district
Maximum Number of Units	1	Varies by district
Maximum Density	1 unit/acre	Varies by district
Maximum Coverage	25%	Varies by district
Maximum Height	35 ft	Varies by district
Maximum Floor Area Ratio (FAR)	0.5	Varies by district
Maximum Number of Units	1	Varies by district
Maximum Density	1 unit/acre	Varies by district
Maximum Coverage	25%	Varies by district
Maximum Height	35 ft	Varies by district



South San Francisco Code Pages

CONVENTIONAL APPROACH (DIVISION II)

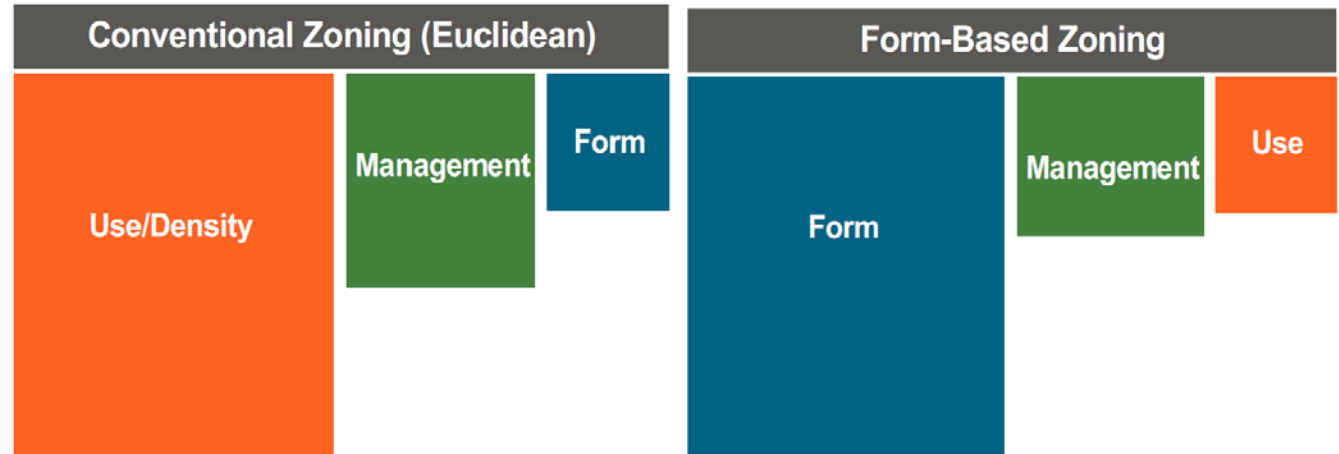


FORM-BASED APPROACH (DIVISION III)



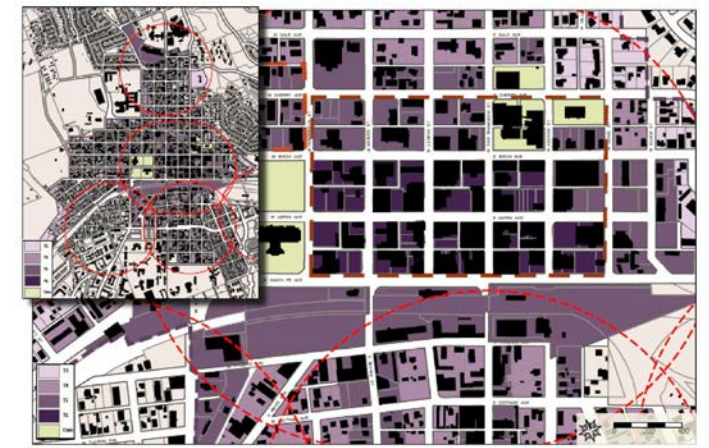
Emphasize design, scale, and relationships of buildings and public space

- Seeks to achieve a specific urban form and to shape a high-quality built environment
- Prioritizes building form over use to develop walkable areas
- Does not replace state and local building codes
- Meets state requirements of the Housing Accountability Act for objective standards
- Addresses the relationship of private development to public space
- Establishes palette of forms and for increased predictability

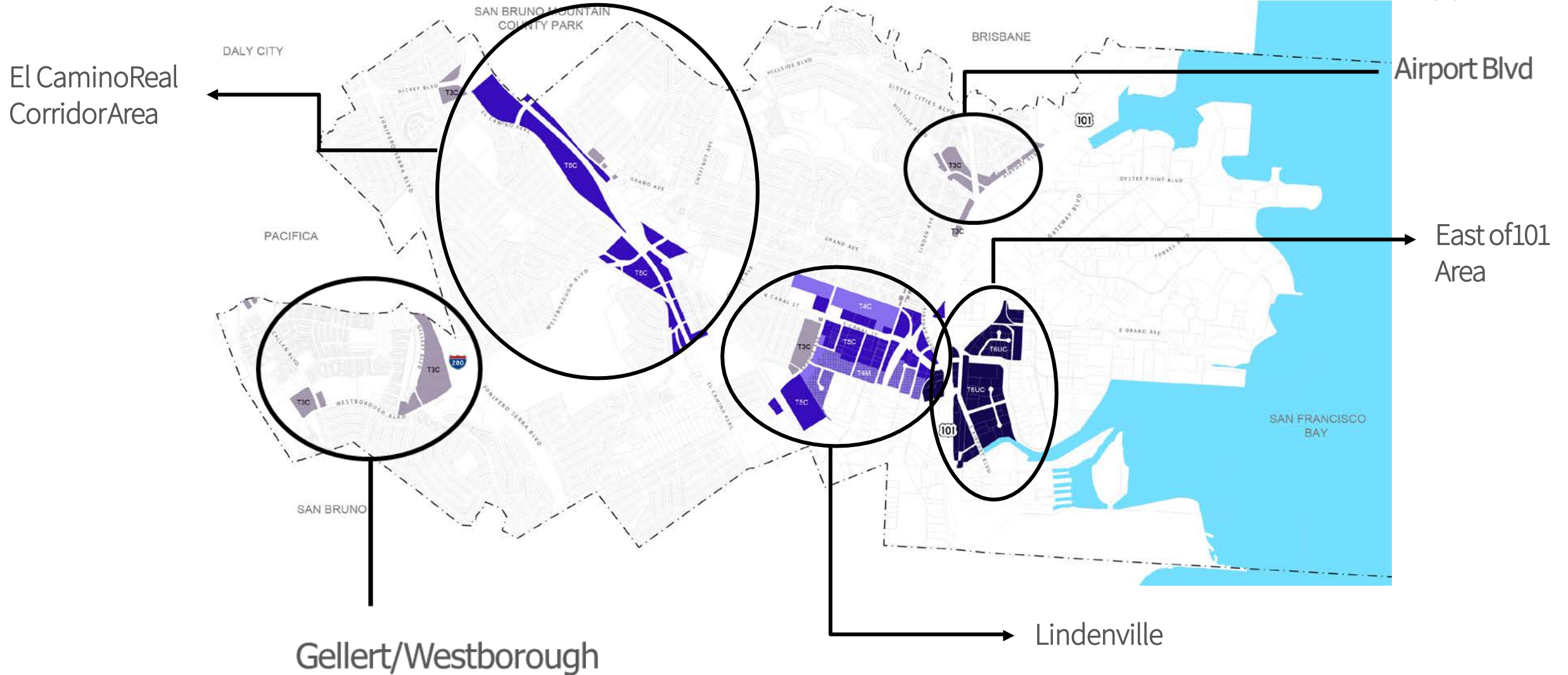


Elements of an FBC

1. Form-Based (Transect) Zones
2. Building Types
3. Frontage Types
4. Open Space Types



FORM-BASED APPROACH (DIVISION III)



FORM-BASED APPROACH (DIVISION III)



Intent, intensity and character of each zone

Building placement and parking location standards

“Keyed” standards

20.135.020.F: T4 Corridor Zoning District (T4C)

1. Intent
The T4C zoning district establishes a mixed-use urban corridor along key rights-of-way west of highway 101 and outside of the Downtown. The district supports medium- to high-intensity mixed-use development along active, busy streets, with buildings that transition in scale to surrounding residential neighborhoods. Diverse formages provide a relationship between private development and the public realm and a consistent formage along the key rights-of-way.

2. Density and Floor Area Ratio
Residential Density (du/acre): 80 min., 120 max.
FAR: 0.5 min.; 3.5 max.
0.5 max. for non-residential uses

3. Building Placement
Build-to Area
Front: 0 ft min., 10 ft max.
Building Placement in Front Build-to Area: Primary building must extend across a min. 70% of the width of the build-to area.
Street side: 0 ft min., 10 ft max.
Building Placement in Street Side Build-to Area: Primary building must extend across a min. 30% of the width of the build-to area.
Primary Building Setbacks
Interior side: 0 ft min.
Rear: 0 ft min.
Lot Coverage: 70% max.

4. Building Height
85 ft max. unless otherwise limited by Building Type, see Section 20.135.030 (“Building Types”).

5. Parking Setback
Front: 40 ft min.
Street Side: 0 ft min.
Interior Side: 0 ft min.
Rear: 0 ft min.
Curb Cut Access

6. Allowed Building Type
Triplex/Fourplex
Rowhouse
Multiplex
Flex Low-Rise
Flex Mid-Rise

7. Additional Standard
Publicly-accessible civic development site. For more information, see Section 20.135.030 (“Civic Development Standards”).
For general site development landscaping, and building Development Standards, see Section 20.135.030 (“Site and Building Design”).
For general parking and “On-Site Parking and Loading” standards, see Section 20.135.040 (“On-Site Parking and Loading”).

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20.135.030.G: Livework

1. Description
The livework building type is an attached or detached structure that consists of one dwelling unit above and/or behind a flexible ground floor space that can be used for service, retail, or other commercial or light industrial uses as allowed by the zone. Both the ground-floor flex space and the unit above are owned by one entity. Livework is appropriate for incubating neighborhood-serving commercial uses and allowing flexibility for corridor and neighborhood areas to respond to market demands and opportunities.

2. Zones Allowed
T3N, T3C, T4C, T4M, T5C, T6UC

3. Development Site Size
Width: 15 ft min.
Depth: 80 ft min., 100 ft max.

4. Building Size and Massing
Width: 15 ft min., 35 ft max.
Depth: 60 ft max.

5. Building Height
Stories: 3 stories max. Allowed building height may be further restricted by zone, see Section 20.135.020 (“Transect Zoning District”).
Ground Floor: 12 ft min. floor-to-ceiling.
Upper Floors: 9 ft min. floor-to-ceiling.

6. Pedestrian Access
Primary pedestrian access must be provided from the public right-of-way.

7. Allowed Frontage Types
Dooryard: See Sec. 20.135.040.E
Shopfront: See Sec. 20.135.040.G
Terrace: See Sec. 20.135.040.J

8. Parking Configuration and Access
Retained parking spaces may be exposed surface parking, carports, or detached or attached garages. Parking shall be accessed from a rear lane or alley where possible.

9. Open Space
Area: 100 sq ft per unit. May be common or private; may be attached to individual units, located on a balcony, deck, or rooftop.
Minimum dimension: 8 ft when located on ground level, 6 ft when located above ground level.

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20.135.050.E: Plaza

1. Description
A plaza is a formal space available for civic purposes and commercial activities that supplements streetlife, adds vibrancy to mixed-use areas, and functions as a meeting and gathering space. Plazas are typically formal spaces with interior green spaces and defined edges made primarily of hardscape materials. Plazas are spatially defined by a combination of formages and rights-of-way.

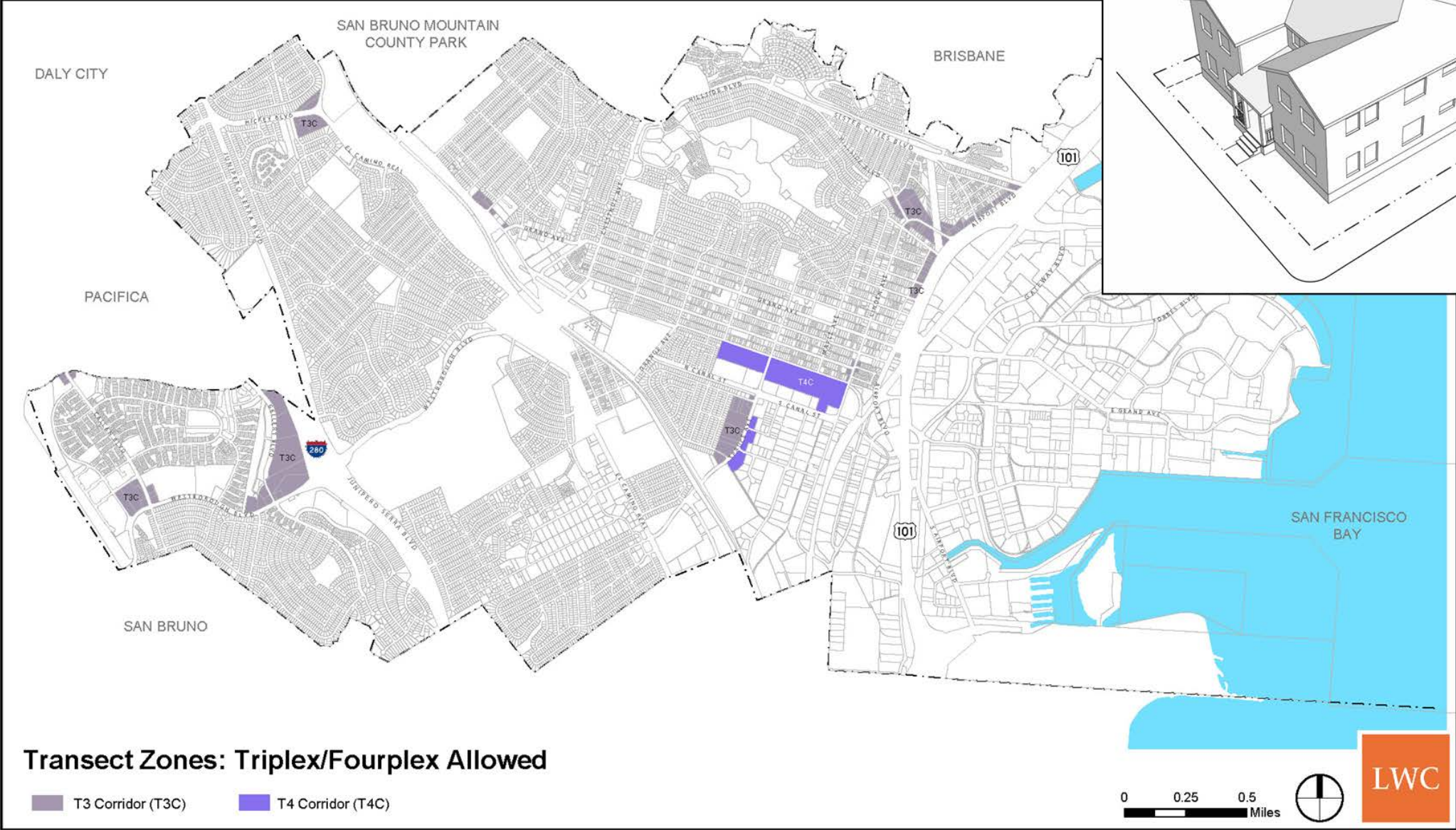
2. Zones Allowed
T3N, T3C, T4C, T4M, T5C, T6UC

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Graphics and photos

Building form standards

Triplex/Fourplex Building Type Allowed



Transect Zones: Triplex/Fourplex Allowed

■ T3 Corridor (T3C) ■ T4 Corridor (T4C)

0 0.25 0.5 Miles



Rowhouse Building Type Allowed



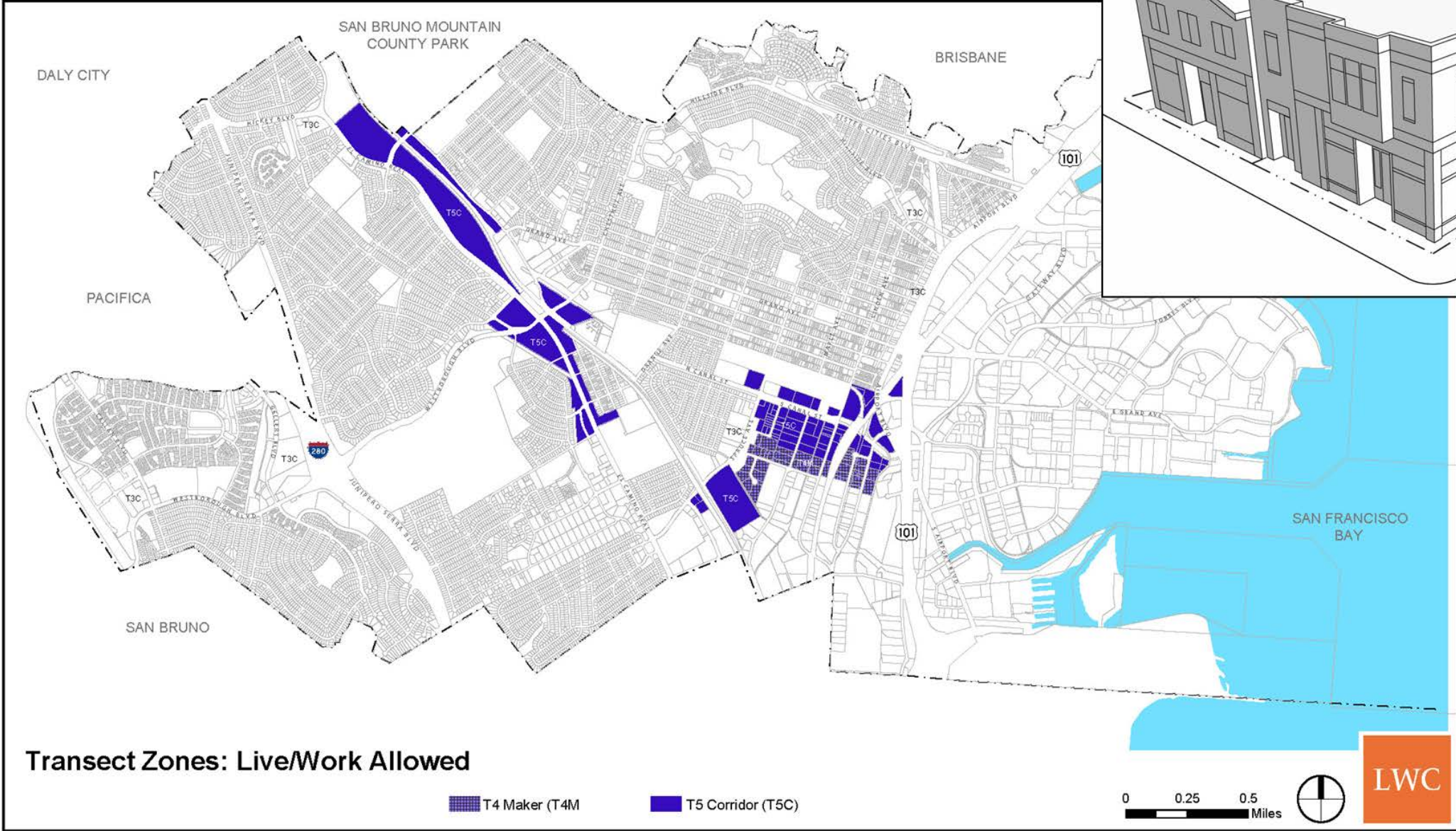
Transect Zones: Rowhouse Allowed

- T3 Corridor (T3C)
- T4 Corridor (T4C)

0 0.25 0.5 Miles

The bottom right corner of the map includes a scale bar showing 0, 0.25, and 0.5 miles. Next to it is a north arrow symbol. To the right of the north arrow is the LWC logo, which consists of the letters "LWC" in white on an orange square background.

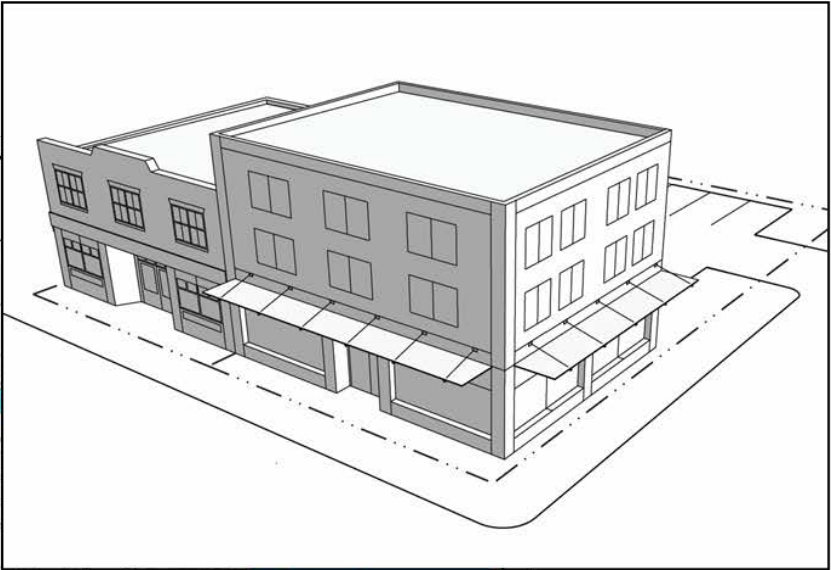
Live/Work Building Type Allowed



Multiplex Building Type Allowed



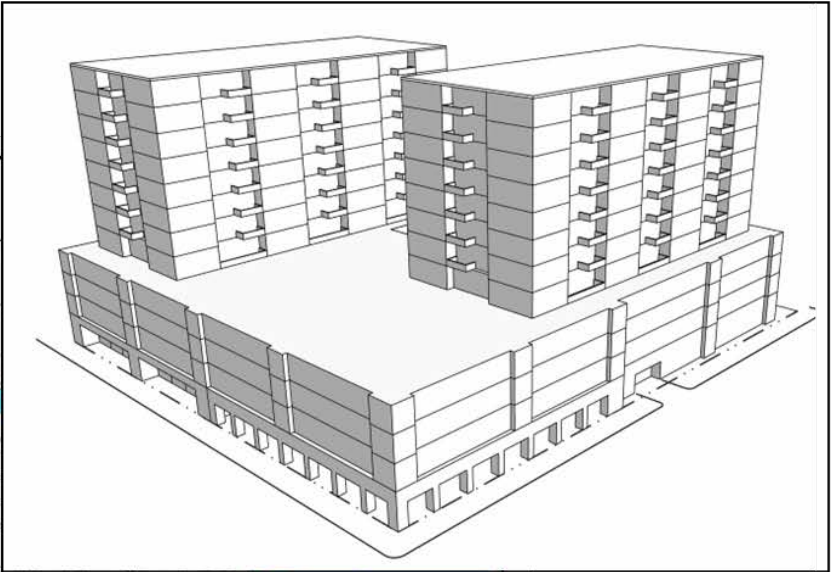
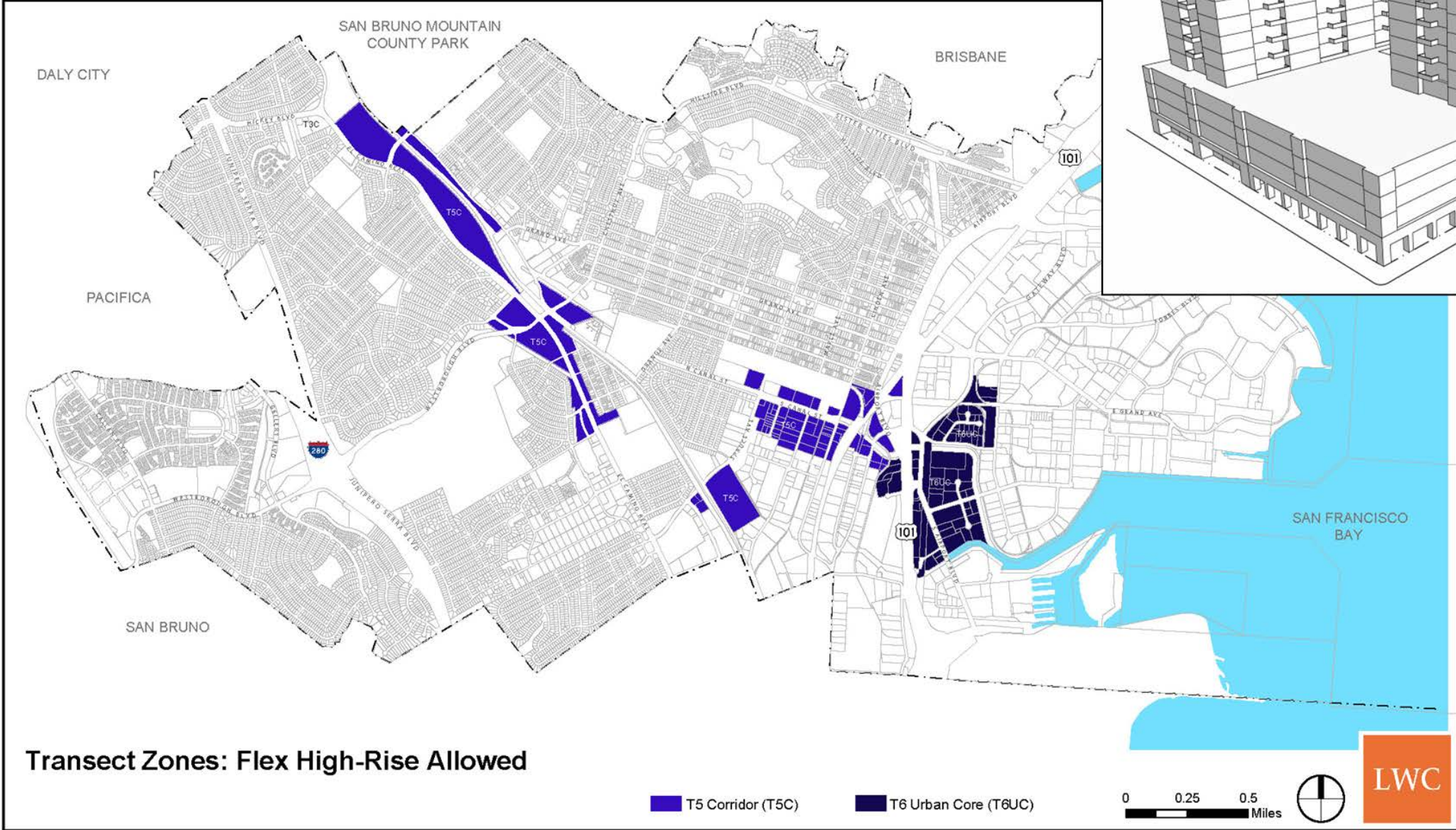
Flex Low-Rise Building Type Allowed



Flex Mid-Rise Building Type Allowed



Flex High-Rise Building Type Allowed



NEW AND ENHANCED DESIGN STANDARDS
































New Standards

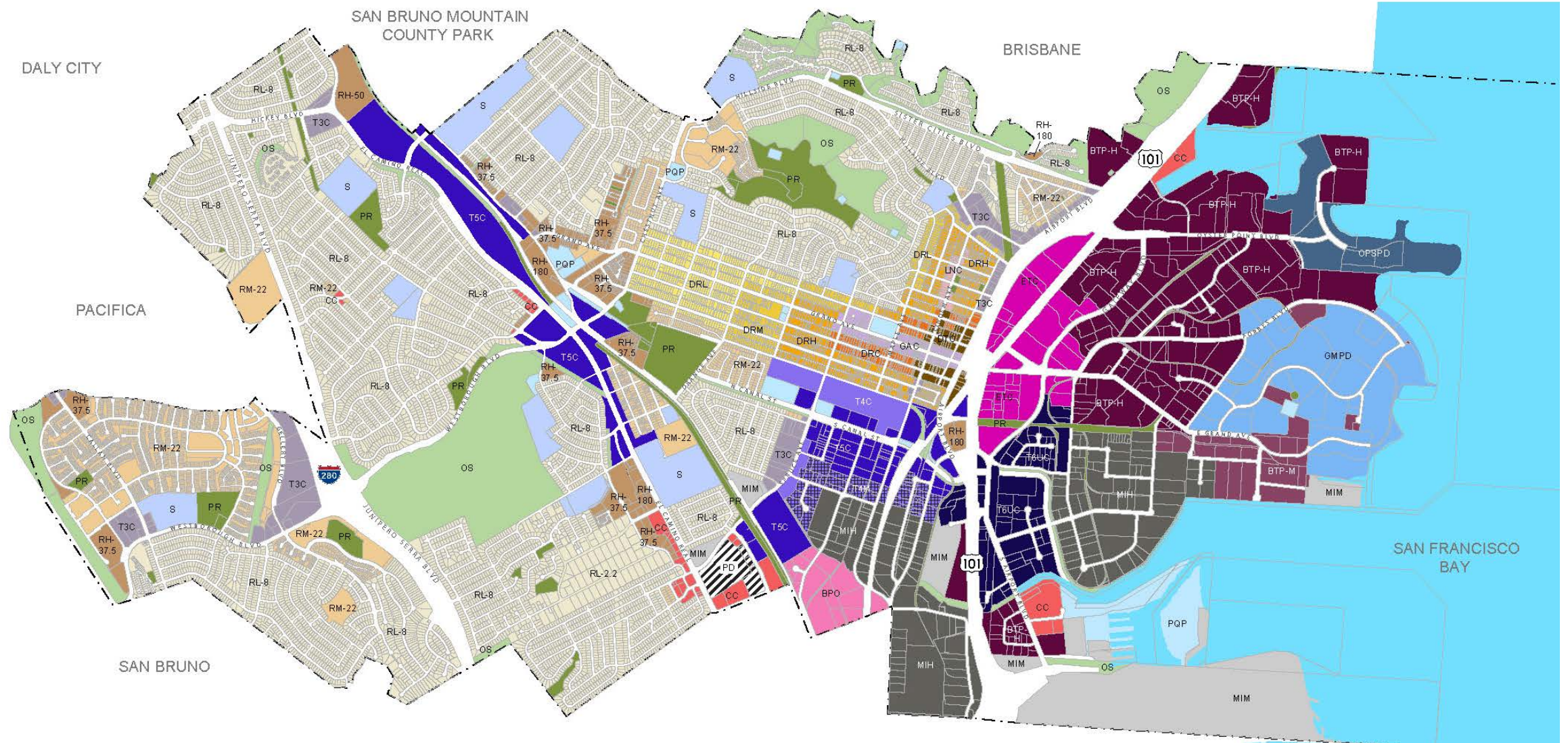
- Form-Based Districts
 - Building form palette
 - Frontage form palette
 - Public open space palette
- Height transitions between districts
- Requirement for public open space
- Art/landscape requirement on zero lot-line facades

Enhanced Standards

- Building modulation/articulation for mixed use and multi-family based on façade length
- Entrances
- Open space design
- Parking access and design
- Standards specific to uses
- Signs regulations

ZONING MAP

- | | | | |
|---|---|---|--|
|  Low Density Residential (RL) |  Linden Neighborhood Center (LNC) |  Mixed Industrial Medium (MIM) |  T3 Corridor (T3C) |
|  Medium Density Residential (RM) |  Grand Avenue Core (GAC) |  Mixed Industrial High (MIH) |  T4 Corridor (T4C) |
|  High Density Residential (RH) |  Downtown Transit Core (DTC) |  Public/Quasi-Public (PQP) |  T4 Maker (T4M) |
|  Downtown Residential-Low (DRL) |  Community Commercial (CC) |  School (S) |  T5 Corridor (T5C) |
|  Downtown Residential-Medium (DRM) |  East Transit Core (ETC) |  Parks and Recreation (PR) |  T6 Urban Core (T6UC) |
|  Downtown Residential-High (DRH) |  Business and Professional Office (BPO) |  Open Space (OS) |  Planned Development (PD) |
|  Downtown Residential Core (DRC) |  Business Technology Park-Medium (BTP-M) |  Oyster Point Specific Plan District (OPSPD) | |
| |  Business Technology Park-High (BTP-H) |  Genentech Master Plan District (GMPD) | |



PUBLIC COMMENT ON ZONING CODE



- Received about 60 comments on the Zoning Code
- Tabulated in Comment and Response Summary Table
- Key Comments Received/Changes Made:

Attachment: Comment and Response Summary

South San Francisco Zoning Code Update - Comments on Public Review Draft
 Lisa Wise Consulting, Inc.
 August 29, 2022

#	Source	Chapter/Section	Subsection	Div/ Page	Comment	Recommendation from Source	LWC Action
1	Valley Oak Partners	20.010.002	F	1.1	We believe that the intent and location of the T3C zone by the city makes a lot of sense, particularly in light of the single-story residential adjacent to much of Spruce Ave. However, the density range of 40-60 du/acre seems incongruous with this goal and can lead to incompatible forms and structures adjacent to the existing residential. For example, at 40-60 du/acre allowed in the T3C zone, an owner/developer could utilize State Density Bonus Law by providing 18 affordable units at low income to achieve a 20% density bonus and construct 215 total units with eligible concessions and development standard waivers. This would result in a structure and building form as shown on Exhibit A of this Memo.	We believe that a density range of 15-25 du/acre would more appropriately support the transitional concept of the T3C zone while still achieving the City's housing goals.	With triplex, fourplex, rowhouse, and flex low as allowed building types, reducing the min density is appropriate. As there is no conflict with housing element, min. density reduced to 20 du/acre.
2	Genemtech	20.100.002	Table 20.100.002	1.37	A priority expressed by several stakeholders early in the General Plan process was for the General Plan Update and revised Zoning Ordinance to address Resolution 84-97 (ideally eliminating it, or, at minimum, providing clarification). We understand that "Freight/Truck Terminal and Warehouse" and "Parcel Hub" have been added as terms with definitions, and that these uses are conditionally permitted in the M-M and M-M districts. Please clarify whether Resolution 84-97 remains in effect and that "freight forwarding" is not permitted or is only grandfathered in for parcels in the RTP districts. The resolution does not appear to be discussed in the Draft General Plan. "Chemical, Mineral, and Explosives Storage" is not permitted in the two RTP districts. Please clarify that this does not limit biotech companies from storing necessary chemicals for R&D/manufacturing on site.		The resolution will be repealed. This will be clarified in Staff report and/or resolution. Text OK as is, and freight forwarding will be like every other nonconforming use. The definition of Chemical, Mineral, and Explosives Storage updated to clarify that it excludes such uses ancillary to an R&D use.
3	Community member	20.135.020	E.2. T3C Zone Density	11, 5	Community member was not able to achieve the minimum density in his zone (T3C) with a Rowhouse building type. Also, Rowhouse Building Type page indicates a typical density of 15-30 du/acre, which is below the stated minimum for the T3C.		See comment 1.
4	Valley Oak Partners	20.135.020	E.2. T3C Zone Density	11, 5	Given this unique excess capacity, the city could revise and lower the density range in the T3C area and not risk falling below the 4,747 unit RHNA benchmark. Lowering the T3C density would allow the construction of a product type more compatible with adjacent residential even after accounting for any density increases allowed by the State Density Bonus Law.		
5	Summerhill	20.135.020	1.5. Parking Setback	11, 9	Limiting projects to a single 20' wide curb cut for a frontage is incompatible with Flex Mid-Rise design, particularly on intersections with only one frontage. It will prevent the development of projects as it will prevent the creation of secondary driveways for refuse pick-up, move-ins, and other associated uses.	We recommend removing the limit of 1 curb cut per street frontage or adding "a second curb cut is permitted on interior lots".	In T3C and T6UC, standard edited to be "max. 1 per street frontage up to 300 ft, max. 2 per street frontage exceeding 300 ft."
6	Valley Oak Partners	20.135.030	T3C Description vs. Density Range	11, 18	The three building types (Triplex/Fourplex, Rowhomes & Flex Low Rise) would not be able to achieve the minimum density of 40 du/acre. Generally speaking, for a site that is not constrained by topography or shape, we find the average Rowhome density to be 15-25 du/acre. It appears the city concurs with this finding, as on the "Rowhome" summary page (on 100-page #14 of attachment 1e), it notes Rowhomes as "typically providing 15-30 du/acre". We have seen attached Rowhomes that push into the high 20 du/acre, but these require a majority of the units having carless garages, as well as being much narrower, less functional unit types.		See comment 1.

- T3C Zone - reduce min. density to 20 du/acre
- T3C and T4C zones – MUP for ground level residential uses removed
- T5C and T6UC zones - allow 2 curb cuts for large block frontages
- T5C and T6UC zones - combine private and common open space requirement
- Flex Mid-Rise and Flex High-Rise building types - increase max. building dimension to 350 and 500 ft, respectively
- Flex High-Rise building type – access can be from frontage or public open space
- Min. Density – no let loss on any parcel
- Max. façade length - increased for consistency with building type dimensions.

PUBLIC COMMENT ON ZONING CODE



- Key Comments Received/Changes Made:

- ALUCP Consistency – section added
- Creek access - required, and counts as a greenway
- Rooftop equipment – requirement removed in the SLR
- Sunken ground-level structured parking – requirement removed in the SRL
- Regulations for refuse/pick-up areas – clarify for outdoor spaces only
- Private storage area – requirements reduced
- Guest parking in multi-family - requirement removed
- Parking stall dimensions – reduced
- Columns on corners – emphasized
- Parking "stackers" - emphasized
- Site Clearance Review – added review of application for historic resources
- Community Benefits – created three categories of requirements based on additional FAR

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SOUTH
SAN FRANCISCO
THE INDUSTRIAL CITY

Environmental Impact Report

CEQA PROCESS AND MILESTONES



- Feb. 3, 2021: Notice of Preparation (NOP) issued
 - Feb. 3- March 22, 2021 -Public review period
 - Feb. 17, 2021 - Scoping Meeting held
- Jan. 14, 2022: Revised NOP issued
 - Jan. 14- Feb. 28, 2022 – Second public review period
 - Jan. 31, 2022 - Second Scoping Meeting held
- Feb. 28, 2022: NOP review period closed
 - 16 comment letters received
- June 24, 2022 – Aug. 9, 2022: Draft EIR issued for public review

- July 7, 2022: Public Meeting to solicit comments on the Draft Program EIR

- Aug. 9, 2022: Public review period closed

EIR SUMMARY



- GPU is largely self-mitigating
 - Policies, actions, and strategies are designed to protect the environment and environmental resources.
- Significant unavoidable impacts
 - Project-level and cumulative vehicle miles traveled
 - Project –level and cumulative roadway safety
 - Project-level and cumulative conflicts with 2017 Bay Area Clean Air Plan
 - Project-level and cumulative criteria air pollutants.
- Three alternatives were considered
- A Statement of Overriding Considerations, documenting potential benefits of adoption, has been prepared for the significant and unavoidable impacts

DRAFT EIR PUBLIC REVIEW



- The City received 4 comment letters
 - California Department of Transportation (Caltrans)
 - California Geological Survey (CGS)
 - San Francisco International Airport (SFO)
 - Butchalter (business law firm)
- Summary of comment letters
 - Caltrans – provided information about how vehicle miles traveled (VMT) can be reduced, by increasing housing in priority areas, and by providing more bicycle and pedestrian facilities and first mile/last mile connections
 - CGS – provided updated links to mapping for landslide and liquefaction hazards
 - SFO – clarified requirements for residential uses located in proximity to the airport, including consultation with C/CAG and FAA, as well as maintaining consistency with the ALUCP.
 - Butchalter - represents a property owner (Healthpeak) located in the east of 101 area. Expressed general support for the GPU and Zoning Code amendments and confirmed Healthpeak's intention to implement TDM measures. Requested clarification of parking requirements as well as funding sources for identified transportation improvements (Roebing Road).

FINAL EIR



- Contents of Final EIR:
 - Responses to environmental comments received regarding the project
 - Mitigation Monitoring and Reporting Program (MMRP)
 - Errata containing minor corrections and changes to the EIR in response to comments
- City staff has prepared a Finding of Fact for each identified impact, as well as a Statement of Overriding Considerations for the impacts determined to be significant and unavoidable.
- The Final PEIR is under consideration for recommended certification by the City Council



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Staff Recommendation

STAFF RECOMMENDATION



1. Adopt a Resolution recommending that the City Council certify the Environmental Impact Report, including adoption of the Statement of Overriding Considerations, for the 2040 General Plan Update, Climate Action Plan Update and Zoning Ordinance Update.
2. Adopt a Resolution making findings and recommending that the City Council adopt the 2040 General Plan Update and Climate Action Plan Update.
3. Adopt a Resolution recommending that the City Council introduce an Ordinance repealing certain sections of Title 20 of the South San Francisco Municipal Code and adopt the Zoning Ordinance Update, including a new Title 20 and Zoning Map.



THANK YOU!

