

Exhibit A - General Plan Amendments

2: LAND USE

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	180.0	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	-	-	1.0	-	2.5 ⁵
Commercial					
Transit Office/R&D Core	1.5	-	1.5-2.5	-	3.5 8.0
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 Resolution 19-2010, adopted February 10, 2010; Resolution 31, 2010, adopted March 24, 2010; Resolution 47-2011, adopted March 23, 2011; Resolutions */-2011 and 99-2011, adopted July 27, 2011; Resolution 15-2015, adopted January 11, 2015; Resolution 31-2018, adopted February 28, 2018.

Table 2.2-2: Standards for Density and Development Intensity

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 8.0 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 Resolutions 19-2010, adopted February 10, 2010; Resolution 31, 2010, adopted March 24, 2010; Resolution 47-2011, adopted March 23, 2011; and Resolution 15-2015, adopted January 11, 2015.

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.

(Section added by Resolution 15-2015, adopted January 15, 2015)

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~~8.0 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