



LINDENVILLE

Specific Plan

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LINDENVILLE

Specific Plan



CITY OF SOUTH SAN FRANCISCO
LINDENVILLE SPECIFIC PLAN

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ACKNOWLEDGEMENTS

City Council

Flor Nicolas, *Mayor*
Mark Nagales, *Vice Mayor*
Mark Addiego, *Councilmember*
James Coleman, *Councilmember*
Eddie Flores, *Councilmember*

Planning Commission

Alex Tzang, *Chair*
Norm Faria, *Vice-Chair*
John Baker
Michelle Evans
Sarah Funes-Ozturk
Aysha Pamukcu
Sam Shihadeh

City Staff

Tony Rozzi, *Economic & Community Development Deputy Director*
Billy Gross, *Principal Planner*
Lisa Costa Sanders, *Project Administrator*

Sharon Ranals, *City Manager*
Christina Fernandez, *Chief Sustainability Officer*
Nell Selander, *Economic & Community Development Director*
Jess Magallanes, *Fire Chief*
Valerie Sommer, *Library Director*
Greg Mediati, *Parks & Recreation Director*
Scott Campbell, *Police Chief*
Eunejune Kim, *Public Works Director*

Technical Working Group

Dave Bockhaus
Angela Duldulao
Jason Hallare
Ian Hardage
Eli Kaplan
Eunejune Kim
Greg Mediati
Ethan Mizzi
Erin O'Brien
Audrey Park
Matthew Ruble
Brian Schumacker
Nell Selander
Nicholas Talbot
Susan Tam
Millie Tolleson
Mike Toscano
Makena Wong

Consultant Team

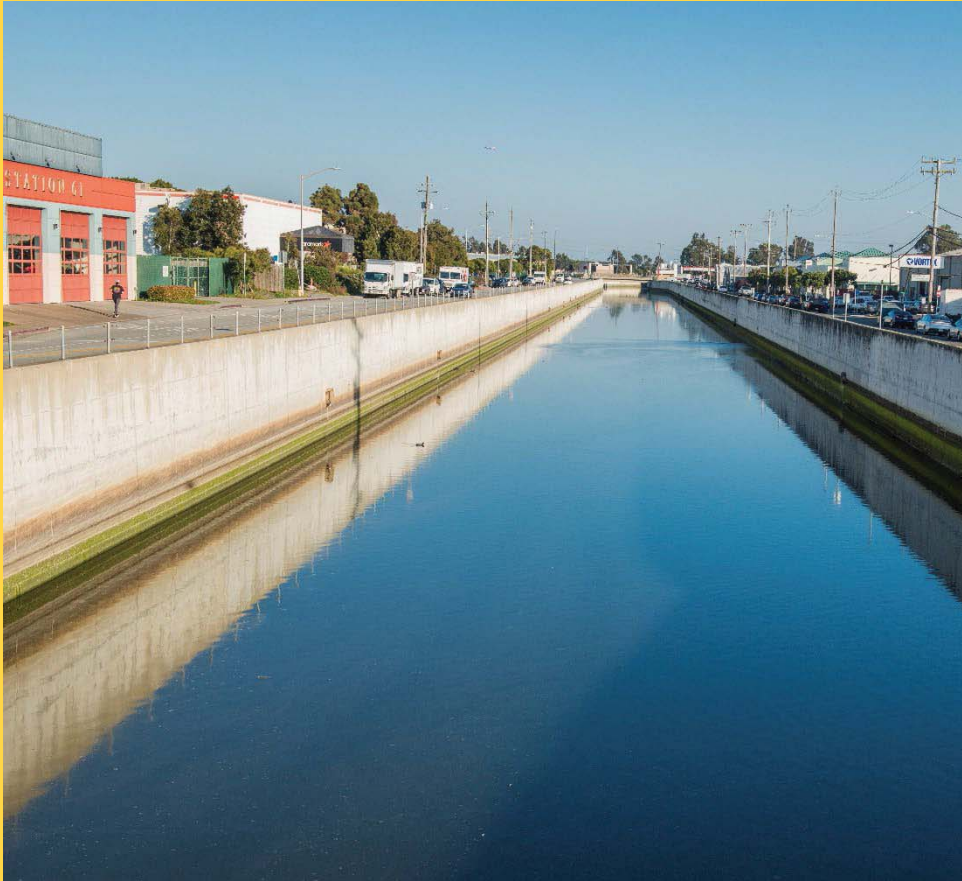
RAIMI + ASSOCIATES
SERA ARCHITECTS
FEHR & PEERS
SHERWOOD DESIGN ENGINEERS
STRATEGIC ECONOMICS
DAVID J POWERS & ASSOCIATES
LOTUS WATER
PLAN TO PLACE

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CHAPTER 1

INTRODUCTION

The regional setting and history of Lindenville help tell the story of the plan area today and set the stage for the future.

1.1 ABOUT LINDENVILLE

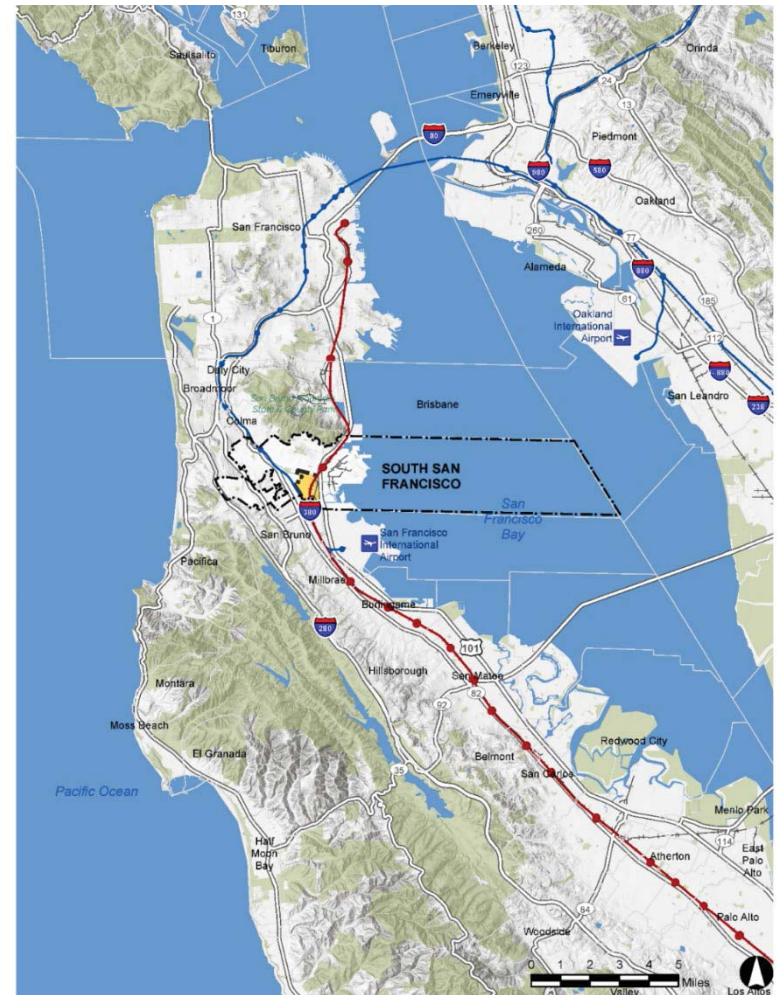
Plan Area and Regional Location

The Lindenville Specific Plan Area is an approximately 400-acre area located in the southern portion of the City of South San Francisco. As shown in Figure 2, Lindenville is bounded by U.S. Highway 101 (US-101) to the east, the City of San Bruno and Centennial Way Trail to the south, Fir Avenue and Magnolia Avenue to the west, and Railroad Avenue to the north. Colma Creek runs through the northern portion of the Plan Area en route from San Bruno Mountain to the San Francisco Bay. Lindenville has historically served as the industrial heart of South San Francisco, supporting light industrial, manufacturing, and service and repair businesses, all of which contribute to the city's legacy as "The Industrial City."

Lindenville is south of the Downtown neighborhood, which is home to many of the City's administrative offices, locally-owned shops and businesses, and cultural institutions. Lindenville is west of the East of 101 neighborhood, which is home to a biotech and research & development (R&D) employment hub with over 200 biotech companies in its northern section and the other industrial hub of the city in its southern section. South Spruce Avenue and South Linden Avenue are the primary street corridors that connect Lindenville to Downtown and to the City of San Bruno to the south. Centennial Way Trail follows the Bay Area Rapid Transit (BART) path, connecting the South San Francisco and San Bruno Stations (both adjacent to the specific plan area) to create a pedestrian and bicyclist connection between the southwestern portion of Lindenville to the western neighborhoods of the city. Bus service is provided by San Mateo County Transit District (SamTrans), connecting Lindenville to the rest of the city and County, and to the San Bruno and South San Francisco BART stations located outside of the Plan Area. The Caltrain commuter rail services further connect the city to the San Francisco Peninsula to the north and Santa Clara County to the south. In addition to US-101, Lindenville is in close proximity to California State Route 82 (SR- 82 or El Camino Real), Interstate 380 (I-380), and Interstate 280 (I-280). These multi-modal connections also extend to the San Francisco International Airport (SFO), which lies four miles south of the city and is accessible by driving and public transportation. South San Francisco's regional context is shown in Figure 1.

The South San Francisco 2040 General Plan identifies Lindenville as a sub-area of the city and includes policies and actions for the development of the sub-area.

Figure 1: Lindenville Regional Context



Historical Context

The land now known as South San Francisco was inhabited by the Ramaytush Ohlone people, specifically the Urebiure Tribe who lived at the base of San Bruno Mountain until the late eighteenth century, when Spanish settlers moved into their land.^{1,2} During the 1800s, the area was owned by the Mexican government, then divided into ranches mostly used for cattle grazing, dairy operations, stockyards, and packing plants. In 1890, the South San Francisco Land and Improvement Company acquired land in the area to develop a town next to the packing plants.

With the completion of the Southern Pacific Railroad between San Francisco and San Jose in 1907, South San Francisco's convenient transportation access made it a prime location for industrial uses, including steel manufacturing. The City of South San Francisco incorporated in 1908, with industrial uses located to the east of the Southern Pacific Railroad and residences to the west in a grid pattern in the Downtown area. Around this time, Colma Creek still supported wildlife, recreational uses, and movement through South San Francisco.

During the first half of the twentieth century, steel manufacturers, shipbuilders, lumber companies, and other industries began to call South San Francisco home. Most factories and industrial buildings during this time were located in the area east of San Bruno Road (now US-101), with some companies establishing manufacturing buildings in Lindenville, such as Morrill Ink and South City Lumber.³

Population boomed during the first and second World Wars. During World War II, Bethlehem Steel and other military contractors had nearly 10,000 workers at their plants and factories in South San Francisco. The U.S. Government constructed emergency housing for Federal wartime defense workers in Lindenville in 1942, specifically on the land between what is now Victory Avenue and Railroad Avenue. At its peak, this site had 720 units housing over 4,000 people.⁴ These homes were constructed so cheaply and poorly that they were abandoned in 1957 and later demolished.⁵ These parcels were replaced with industrial uses in the 1960s, and no residential uses have been allowed or developed in Lindenville since.

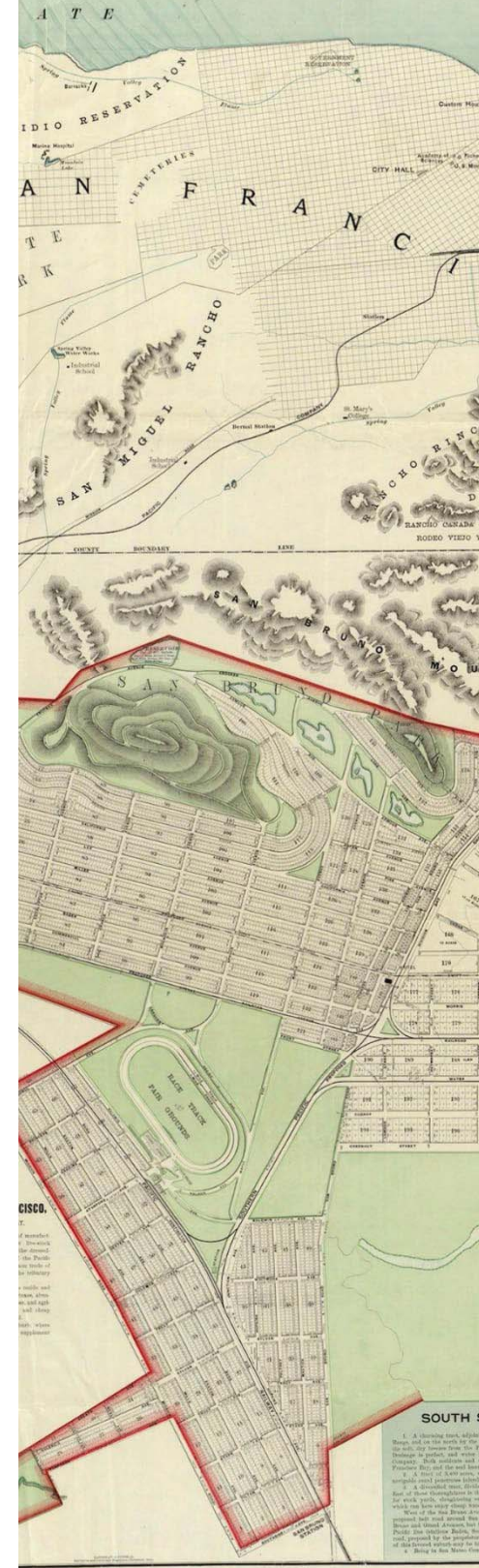
¹ "History of South San Francisco," City of South San Francisco, 2019, <http://www.ssf.net/home/showdocument?id=128>.

² "The Ramaytush Ohlone," The Association of Ramaytush Ohlone, 2021, <https://www.ramaytush.org/ramaytush-ohlone.html>.

³ The Making of 'The Industrial City,'" Historical Society of South San Francisco, <https://ssfhistory.org/city-history>.

⁴ "Lindenville," City of South San Francisco, <https://www.ssf.net/home/showpublisheddocument/5462/636466152034700000>.

⁵ "Lindenville Ends in a Burst of Profit," San Francisco Chronicle, 1957, https://sfchronicle.newsbank.com/search?text=lindenville&content_added=&date_from=&date_to=&pub%5B0%5D=142051F45F422A02.



Trends and Challenges

The San Francisco Bay Area region has undergone significant change in the last few decades, with many cities like South San Francisco seeing shifting demands for industrial space, increased demand for affordable and transit-oriented housing, and recognizing the need to prepare for environmental challenges.

Fluctuations in the Bay Area's traditional industrial sector have resulted from a multitude of factors, such as a reduction in available industrial land, shifts in production processes, aging infrastructure, and the repurposing of industrial sites for other uses. South San Francisco's economy is anchored by a thriving biotech community, and employment growth in the city has been primarily driven by jobs in biotechnology and logistics businesses, mostly located in the East of US-101 sub-area. Lindenville is primarily made up of industrial space, representing 40% of the citywide industrial inventory and 15% of all industrial space in San Mateo County. There is a strong demand for industrial space throughout San Mateo County, but businesses are competing for a shrinking supply of space as industrial properties are redeveloped for office, life science, and residential uses.

Housing demand and population demographics have also shifted, as the extraordinary demand across the region for housing has been exacerbated by rising costs in new home construction, higher land prices, steep escalations in housing cost in the rental and buyers' market alike, and population growth. South San Francisco has historically provided relatively affordable housing and a diverse mix of housing for its residents. Although housing costs in South San Francisco are lower than San Mateo County overall, apartment rents and home sales prices are rapidly increasing in the city and

County. The City is considering a broad range of possible solutions to address the issues of housing production and affordability, in addition to identifying areas that are appropriate for future housing development. The General Plan identifies Lindenville as an opportunity area to introduce new residential uses that can help meet local and regional housing goals. Likewise, there is a regional push to locate higher-density housing near public transportation and in walkable, mixed use neighborhoods. These transit-orientated communities (TOCs) bring high-quality transit together with development, affordable housing, open space, and mobility choices. Development of housing in Lindenville is a great opportunity, but also presents significant challenges, including connectivity to existing and future mobility networks; resident access to open spaces, everyday needs, and public services; and land use compatibility with industrial uses.

Climate change, including sea level rise and extreme heat are being felt in the Bay Area. Sea level rise and storm flooding through the Navigable Slough and Colma Creek are potential threats to all types of existing and future uses in these areas. The potential threats of rising tides and stormwater runoff are further exacerbated by the conditions of existing infrastructure and the large areas of impervious surfaces in this area. There are opportunities to plan for a resilient Lindenville. Implementing strategies such as stormwater infrastructure improvements, natural habitat restoration along Colma Creek, and an expanded urban tree canopy are key to mitigating the impacts of climate change and improving the area's resilience to the variety of extreme and hazardous weather conditions expected to impact South San Francisco.



1.2 SPECIFIC PLAN DEVELOPMENT

The impetus behind the Lindenville Specific Plan began with the 2040 General Plan Update. The General Plan Update envisioned significant change in Lindenville, including introducing residential, mixed use, and high-density employment land uses in the Plan Area. As a part of the General Plan Update community engagement process, City staff heard the desire from the community to preserve small businesses and industrial uses but also to provide opportunities for arts and the creative economy to grow in South San Francisco.

In 2022, the City received a grant from the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC / ABAG) and the State Department of Housing and Community Development (HCD) to evaluate expanding the successful Downtown Station Area Specific Plan Priority Development Area (south of the existing downtown area) into Lindenville and provide opportunities for new housing development. This empowered the City of South San Francisco to embark on developing a Specific Plan for Lindenville following the adoption of the General Plan in late 2022. The Specific Plan will implement the vision of the General Plan by creating specific directives, strategies, and standards that aim to develop Lindenville into a resilient and walkable mixed use district.

Planning Process

The development of the Lindenville Specific Plan occurred in four stages that began in 2022.

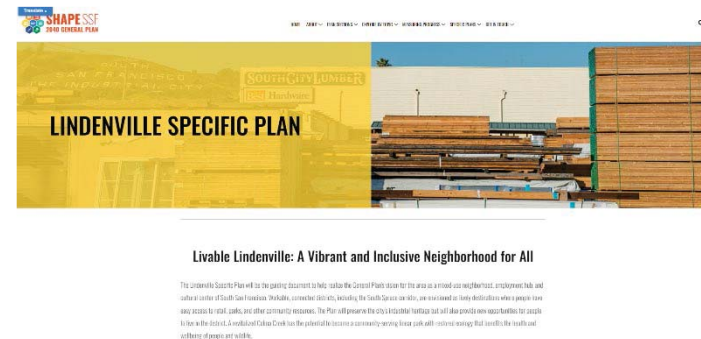
- **Project Initiation.** In this initial phase, the planning team analyzed the existing conditions of Lindenville to understand the key issues, opportunities, and emerging trends of the Plan Area. This phase included a series of community outreach events where the team shared background information and gathered feedback on community priorities related to Lindenville.
- **Land Use Alternatives.** To compare distinct approaches for accommodating new residential and mixed uses while still supporting Lindenville's current uses, different land use, mobility, open space, and urban design alternatives were prepared. Public feedback on the alternatives was gathered through workshops and a series of City Council, committee, and commission meetings, and this led to the development of a preferred land use plan in Winter 2023.
- **Development of Preferred Plan, Technical Analysis, and Policies.** The technical analysis of the preferred plan covered a range of study areas, such as sea level rise, traffic, health, and economic impacts in Lindenville. Likewise, the goals, policies, and development standards in the Draft Specific Plan built off of the community input heard throughout the planning process and the technical analysis.
- **Plan Release and Adoption.** The last phase of the planning process includes the release of the Public Review Draft of the Specific Plan for City Council, Planning Commission, and community review. The Plan will be presented at commission meetings and community workshops before the final plan goes before City Council for adoption.

Community Engagement

Throughout the Specific Plan process, the planning team conducted a variety of engagement activities that included public workshops, pop-up events, stakeholder interviews, and Council, committee, and commission meetings. In order to hear from community members, stakeholders, and businesses of different backgrounds, the planning team used a variety of engagement platforms throughout the planning process. Both in-person and virtual events and meetings were organized, and interactive surveys and features of the project website were used. Whenever possible, meetings and materials were available in a bilingual (Spanish/ English) format.

PROJECT WEBSITE

The ShapeSSF website houses the interactive and digital version of the recently adopted South San Francisco General Plan and was used to support the development of the Lindenville Specific Plan. Used throughout the engagement process, the project website connected community members to project updates, upcoming events, project documents and media, and online surveys.



Lindenville Specific Plan on ShapeSSF.com

COMMUNITY WORKSHOPS AND POP-UPS

Interactive workshops and events were held in-person and virtually, and they were planned around key phases of the planning process. In Fall 2022, the first virtual workshop provided a reintroduction of the vision for Lindenville developed through the General Plan Update, in addition to inviting participants to share their priorities and ideas for the area. In-person workshops were held in 2023 and provided opportunities for the public to respond to the land use alternatives and the public draft plan. Throughout the process, “pop-up” workshops were held at popular locations and well-attended events in Lindenville in order to meet with community members at convenient times and locations.



Pop-up at the South San Francisco Concert in the Park

ONLINE SURVEYS

Community surveys were conducted in most phases of the planning process, either as live polling questions in workshops or through the project website. The initial online survey (available on the website from September to October 2022 and in English and Spanish) gathered community feedback on the guiding priorities for the plan, where they desire change and improvement, and what type of changes they would like to see. The land use alternatives survey (available on the website from December 2022 to February 2023 and in English and Spanish) asked the public to review and provide feedback on three land use alternatives and the various “kit of parts” elements that make up each alternative.

TECHNICAL WORKING GROUP

The City formed a Technical Working Group (TWG) to receive high-level feedback on the Plan’s key topics. The Technical Working Group was made up of representatives from various City departments, other local agencies, such as San Mateo County Flood & Sea Level Rise Resiliency District (One Shoreline), San Francisco International Airport (SFO), Metropolitan Transportation Commission and Association of Bay Area Governments (MTC/ABAG), and SamTrans. The planning team met with the TWG six times to receive feedback on plan concepts related to land use, mobility, open space, utilities and infrastructure, and economic development.

STAKEHOLDER MEETINGS AND OFFICE HOURS

Meetings were held with various property owners, business leaders, developers, and community members to identify key issues, opportunities, and constraints in Lindenville. The listening sessions also inform the project direction and engagement strategies to strengthen relationships with stakeholders and community members. Listening sessions were held in July 2022, December 2022, and May 2023 with local stakeholders. In addition, City staff hosted open office hours in December 2022 to meet with community members and provide information about the project.

BOARD AND COMMISSION MEETINGS

The planning team attended City board and commission meetings to provide updates on the project and gather input. The planning team presented the Draft Land Use Alternatives and/or the Specific Plan Public Review Draft to the Parks and Recreation Commission, Cultural Arts Commission, Bicycle and Pedestrian Advisory Committee, the Youth Commission, Commission on Racial and Social Equity, and the Colma Creek Citizens Advisory Committee.

CITY COUNCIL AND PLANNING COMMISSION UPDATES

The planning team presented to City Council and Planning Commission and received direction on key phases of the project. The planning team presented the Draft Land Use Alternatives to Planning Commission and City Council, with City Council providing input as to their preferred land use direction. The Draft Preferred Plan and the Specific Plan Public Review Draft were also presented to City Council and Planning Commission.

1.3 PLAN OVERVIEW

Regulatory Compliance and Authority

The Lindenville Specific Plan has been prepared in compliance with the South San Francisco General Plan, City ordinances, and regulations, and the California Environmental Quality Act (CEQA). The Specific Plan guides land use and development decision-making processes for the area. The Specific Plan does not replace or augment building safety codes or other non-planning related codes. All applications for new construction, substantial modifications or improvements to existing buildings, and changes in land use shall be reviewed for conformance with this Specific Plan.

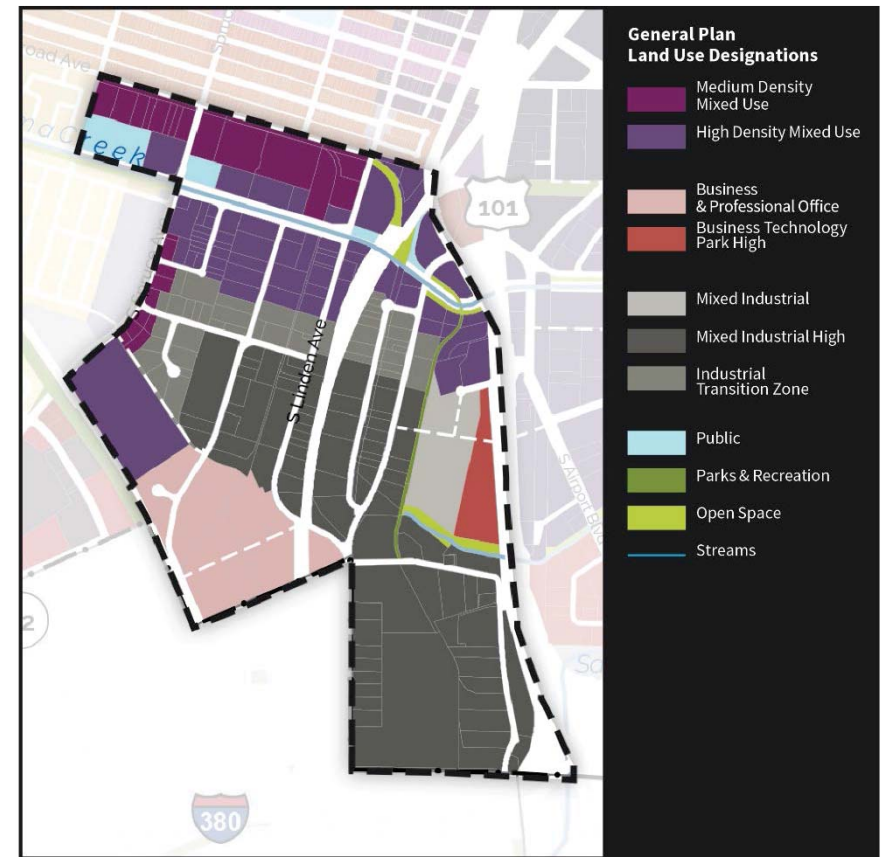
This Specific Plan is further authorized through California Government Code Sections 65450 through 65457, which allows the City of South San Francisco to prepare a specific plan for the purpose of implementing the city-wide general plan within a defined area. An Addendum to the City of South San Francisco's Environmental Impact Report (EIR) for the updated General Plan and Zoning Code was prepared that includes updates based on the Lindenville Specific Plan.

Existing and previously entitled developments may have their own approvals and requirements, which may supersede the requirements in this plan, unless additional approvals are required or entitlements have expired.

Relationship to General Plan

Lindenville was identified as a sub-area in the General Plan's Sub-Areas Element, which details a vision, goals, and a range of policies and implementation actions related to housing, employment, connectivity, and open space for Lindenville (see Figure 3). The Lindenville Specific Plan will be the guiding document to help realize the General Plan's vision for the area as a mixed-use neighborhood, employment hub, and cultural center of South San Francisco. The General Plan will be updated as a result of some of the changes proposed in this Specific Plan, so that all City plans are consistent with one another and work together to further City goals.

Figure 3: General Plan Lindenville Sub-Area



Relationship to Other City Plans

SOUTHLINE SPECIFIC PLAN

The Southline development in southern Lindenville is guided by the Southline Specific Plan, which sets standards and requirements for the development of office space, open space, and a new street connection within the Southline Plan Area. Though Southline is physically located within the Lindenville sub-area, the standards of the Lindenville Specific Plan will not apply to the Southline Specific Plan.



CLIMATE ACTION PLAN

The City's Climate Action Plan, updated in 2022, contains strategies and actions to achieve carbon neutrality by 2045 by increasing waste diversion, reducing energy and water use, and increasing resiliency across multiple sectors. It also sets out to create a more sustainable community, to equitably mitigate and address the impacts of climate change, and to realize the co-benefits of climate mitigation actions.

PUBLIC ART MASTER PLAN

The City's Public Art Master Plan (Master Plan) will guide the development of new cultural arts programming, the future of art in public places, and creation of an arts district in Lindenville. The Master Plan identifies a vision, goals, and recommendations for the City to enhance and support the artists working in, and the creative endeavors happening in, South San Francisco. The team provided feedback on the creative community's needs from a future arts district in Lindenville such as: affordable live/workspaces for creative entrepreneurs; activated ground floors that allow exhibition venues, performance spaces, workshops, and classrooms; partnerships between the City, developers, and arts groups to encourage public art.



PARKS & RECREATION MASTER PLAN

Adopted in 2015, the South San Francisco Parks & Recreation Master Plan has a long-term vision, goals & recommendations, and an implementation framework for improving and maintaining the City's park system. The proposed park and open space network identifies a potential linear park in Lindenville, a rails-to-trails conversion spanning from South Maple Avenue to South Canal Street. The Parks and Open Space Chapter of the Specific Plan expands on the park typologies and recommendations presented in the Master Plan.

URBAN FOREST MASTER PLAN

Adopted in 2020, the Urban Forest Master Plan guides the management, enhancement, and growth of South San Francisco's urban forest and the community tree resource. The plan includes short-term actions and long-term goals that aim to recognize the best management practices that promote tree health and community safety, increase the health and resiliency of the urban forest, and expand the capacity of City departments that manage the urban forest.

URBAN WATER MANAGEMENT PLAN

The Urban Water Management Plan (UWMP) for the South San Francisco District was published by the California Water Service in 2021. The UWMP is a foundational document and source of information about the City's water supply and reliability, projected water demands, potential vulnerabilities, and demand management programs.

RESILIENT SOUTH CITY

Resilient South City is a community-based proposal to create more public green space and continuous public access along Colma Creek. It strives to reduce the impacts of flooding, mitigate against sea-level rise vulnerability, restore native flora and fauna, and create more amenities and healthy lifestyle opportunities by connecting a public corridor from Orange Memorial Park to a new public park at the shoreline. Lindenville is situated between these destinations, with interventions such as new shared trails, expanded marshland, and reconfigured streets proposed at Colma Creek intersections in Lindenville.

COLMA CREEK RESTORATION & ADAPTATION PROJECT

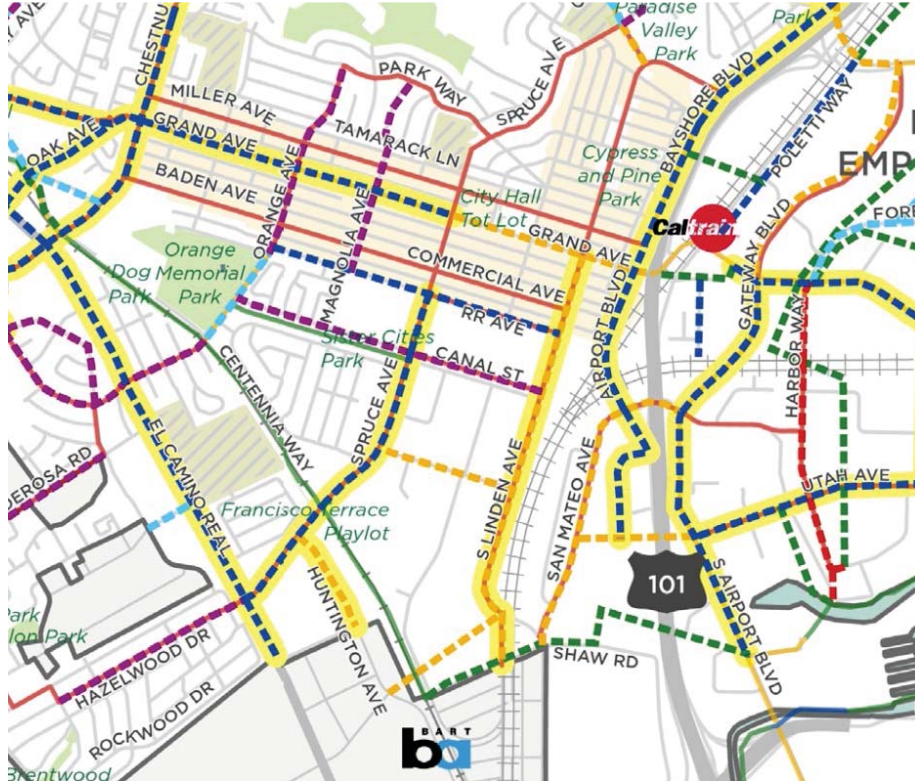
The Colma Creek Restoration & Adaptation Project builds on the Resilient South City visioning work by proposing engineering and design plans to reshape the banks of Colma Creek to restore and expand tidal marshes and habitats. Additionally, the restoration project will provide flood mitigation benefits and expanded recreational opportunities along the Lindenville portions of Colma Creek. The restoration concepts detailed in this project have been carried forth and expanded upon in the Parks and Open Space chapter of the Specific Plan.



ACTIVE SOUTH CITY

Active South City is an update to the City's Bicycle and Pedestrian Master Plan. The plan lays out project and program recommendations meant to increase the safety and comfort of people bicycling and walking in South San Francisco. Within Lindenville (see Figure 4), Active South City proposes the addition of dedicated bike lanes and a shared-use path to improve the connectivity of the neighborhood to Downtown and San Bruno BART. The plan's goals, policies, and proposed improvements are carried forth in the Mobility chapter of the Specific Plan.

Figure 4: Recommended Bikeways, Active South City Plan



Source: Active South City Plan

Regional Plans and Policies

PLAN BAY AREA 2050

Adopted in 2021, Plan Bay Area 2050 is a regional plan that aims to integrate sustainable land use, housing, and transportation strategies within the nine-counties of the San Francisco Bay Area. South San Francisco was identified as a Priority Development Area (PDA), defined as: places near public transit planned for new homes, jobs, and community amenities. Key benefits available to PDA areas are CEQA streamlining and access to a variety of federal, State, and regional funding sources.

MTC TRANSIT-ORIENTED COMMUNITIES (TOC)

MTC's regional TOC Policy seeks to support transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work and access services, such as education, childcare, and healthcare. The Policy applies to areas within one half-mile of the South San Francisco and San Bruno BART and Caltrain stations and consists of four elements: 1) minimum required densities; 2) housing policies; 3) parking management; and 4) transit station access and circulation.

AIRPORT LAND USE COMPATIBILITY PLAN

SFO's ALUCP was prepared by the City/County Association of Governments of San Mateo County (C/CAG), the airport land use commission for SFO, and adopted in 2012. State law requires airport land use commissions to prepare and adopt an ALUCP for each public use and military use within their jurisdiction. The SFO ALUCP provides standards, criteria, and policies on which the compatibility of proposed local agency land use policy actions are determined. It also establishes boundaries for SFO that define safety, airspace protection, and noise areas for policy implementation.

1.4 PLAN STRUCTURE

The Lindenville Specific Plan is divided into the following chapters.

CHAPTER 1: INTRODUCTION

This Chapter provides an overview of Lindenville, its existing conditions, and the development of the Specific Plan.

CHAPTER 2: VISION FOR LINDENVILLE AND HOW WE WILL ACHIEVE IT

This Chapter lays out the Specific Plan's framework and strategies to realize the General Plan's Vision for Lindenville.

CHAPTER 3: LAND USE AND HOUSING

This Chapter defines the land use districts within Lindenville, in addition to the land use standards, the transfer of development rights, and the housing program.

CHAPTER 4: DEVELOPMENT STANDARDS

This Chapter includes standards to regulate site and building design and development. It establishes block standards, site design and lot standards, height, massing, building frontage design, building placement, and other aspects of architecture. Standards are requirements that must be adhered to for all development.

CHAPTER 5: PARKS AND OPEN SPACE

The Parks and Open Space Chapter describes the goals, policies, standards, and guidelines to create an inclusive open space network in Lindenville that provides more recreational opportunities for residents, workers, and visitors while contributing to the area's blue-green infrastructure system.

CHAPTER 6: MOBILITY

The Mobility Chapter establishes multimodal strategies and areawide policy to redesign Lindenville around a layered transportation network. The Chapter defines a complete streets typology and network, and contains standards for designing new streets, parking, and Transportation Demand Management strategies.

CHAPTER 7: INFRASTRUCTURE

The Infrastructure Chapter guides future investment in stormwater, water, sanitary sewer, and other infrastructure projects.

CHAPTER 8: IMPLEMENTATION

The Implementation Chapter includes capital improvement projects, funding and financing strategies, and a list of implementation actions to realize the Specific Plan vision. It assigns a timeline, responsible department, and funding source to each implementation action.

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2.1 VISION FOR LINDENVILLE

2.2 MAJOR STRATEGIES TO ACHIEVE THIS VISION

CHAPTER 2

VISION FOR LINDENVILLE AND HOW WE WILL ACHIEVE IT

The vision describes where we want to be in the future and how we get there. The major plan strategies provide the framework for Lindenville's evolution.

2.1 VISION FOR LINDENVILLE

The Vision established by the General Plan was developed through extensive community input from City Council, Planning Commission, and local stakeholders. The Specific Plan sets out to continue the city's industrial legacy, but also create a Mixed Use Neighborhood and allow for the enhancement of existing features, such as the revitalization of Colma Creek into a community-serving linear park with restored ecology, and the development of new spaces for housing, creative and artistic uses, and improved pedestrian and bicyclist paths.

The policy set forth in the Lindenville Specific Plan is consistent with the goals of the General Plan, but it refines the land use pattern and creates specific development standards and implementation policies that put those ideas into action.



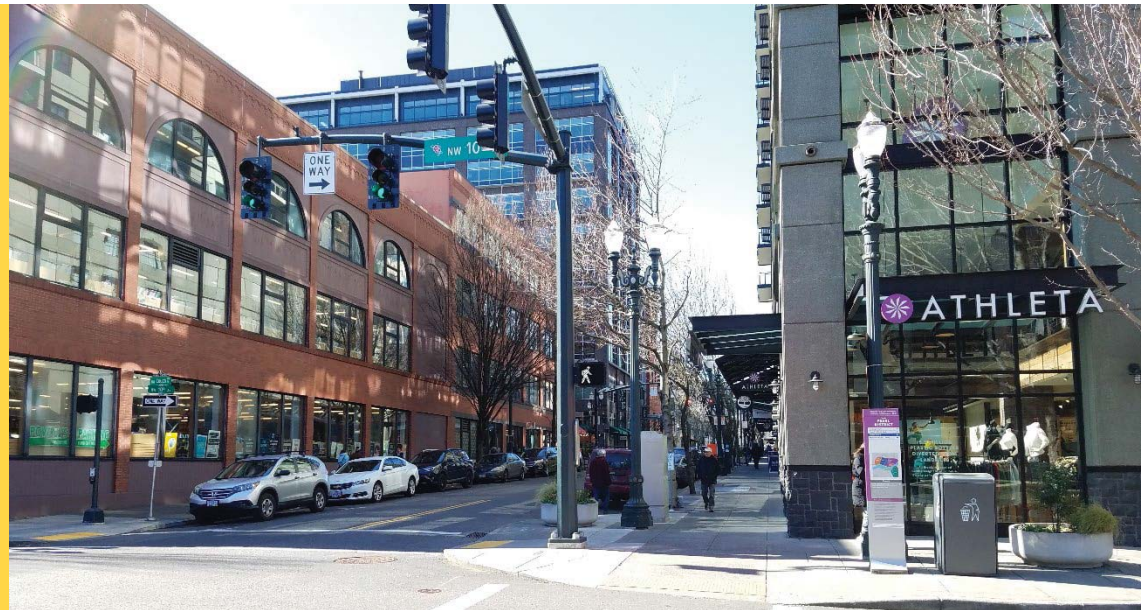
2.2 MAJOR STRATEGIES TO ACHIEVE THIS VISION

As South San Francisco begins to prepare for climate change impacts and as demands change in the housing and industrial sectors, Lindenville presents a unique opportunity to balance multiple priorities through development and land use changes, infrastructure improvements, and implementation actions that can have multiple benefits.

The following cross-cutting strategies will be used to guide the future changes in Lindenville, create the Mixed Use Neighborhood the community has envisioned, retain an industrial core while allowing some higher-density employment, and reach the goals the Specific Plan sets for Lindenville. These strategies support the Vision and are implemented by the more detailed standards, guidelines, and actions found in following chapters.

WHAT DO WE MEAN WHEN WE SAY MIXED USE?

Mixed use can be defined in two ways: neighborhood and vertical mixed use. Neighborhood, or horizontal mixed use, describes an area with housing adjacent to retail, commercial, and other uses. While an individual parcel might have only one use, the area of proximate parcels may have a diversity of uses. Vertical mixed use describes parcels with buildings that have homes on the upper floors and a distinct use on the ground floor. The Mixed Use Neighborhood of Lindenville is expected to have both types of mixed use development patterns.



Establishing Character Areas

The Specific Plan establishes four distinct Character Areas; the Mixed Use Neighborhood, the South Spruce Avenue Corridor, the Employment Area, and the South Linden Avenue Arts and Makers District (see Figure 5). Standards and policies for each area are intended to guide the “look and feel” of each of these places, specifying the attributes that make each of these places distinct and unique.

Each area contains standards to implement the Vision for Lindenville, and to create a unified sense of place and address land use compatibility. Guidance for the areas covers land uses, mobility, open space and blue-green infrastructure, and urban design, as these are some of the building blocks for a complete neighborhood.

Likewise, building design standards aim to create character, distinction, and visual interest within Lindenville. Materials and craft maintain a strong link to Lindenville’s industrial past. New developments are encouraged to use colors and materials that reference the former industrial uses of buildings.

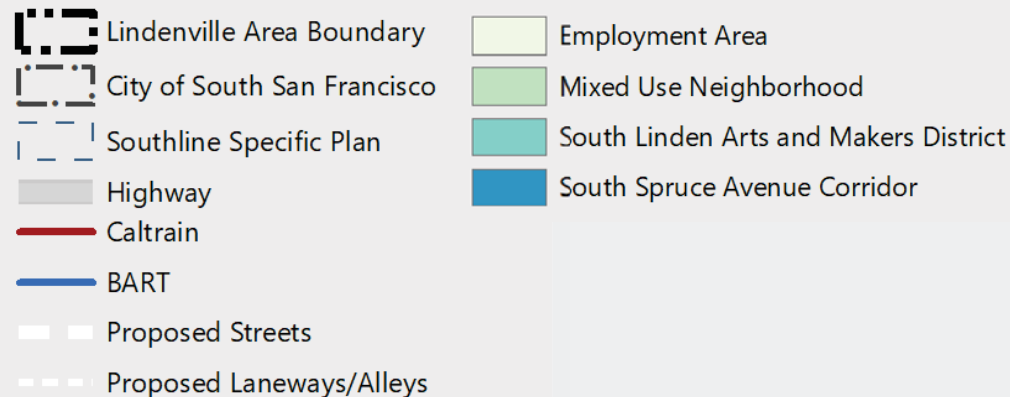
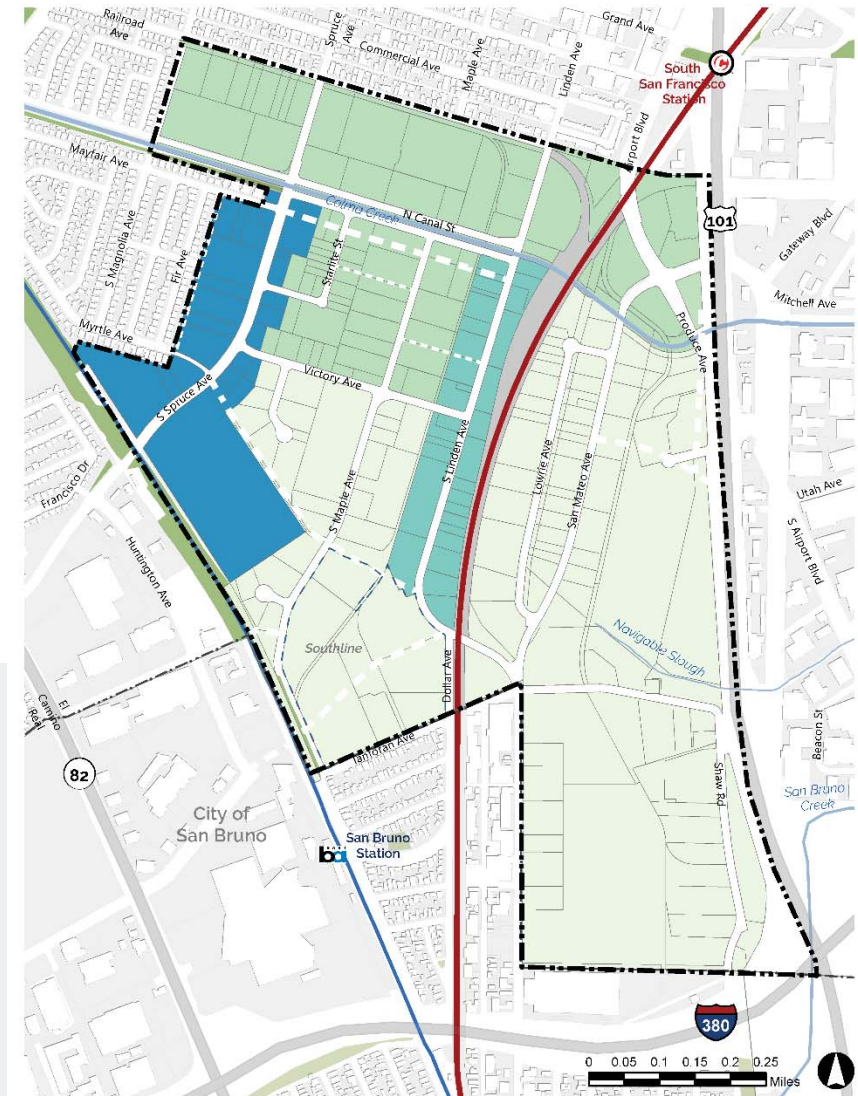


Figure 5: Lindenville Character Areas



Creating A Complete Neighborhood

The Mixed Use Neighborhood in Lindenville will help the City achieve its sustainability goals and provide more neighborhood choice in South San Francisco. Allowing mixed use land uses will spur the creation of new housing opportunities and community services, which when paired with local job centers and mobility and open space improvements, creates a complete and walkable neighborhood, where people can easily reach destinations within a short walk or bike ride (see Figure 6). The introduction of housing in Lindenville also creates opportunities for people to live closer to work, help reduce traffic congestion by internalizing trips, and increase housing production to enable the City to meet its housing goals.

PROMOTING HOUSING AFFORDABILITY

The Mixed Use Neighborhood allows for the construction of a variety of housing types with distinct height and density standards. Townhomes and less intensive building types may be located in areas adjacent to existing residential, while mid-rise apartment buildings can be placed along transit corridors or adjacent to commercial uses. Live-work types are allowed throughout Lindenville, including along South Linden Avenue in the South Linden Avenue Arts and Makers District. Allowing these distinct housing options can create rental and ownership opportunities within Lindenville, in turn creating a community with people of different income levels and family types. The Plan sets a goal of 20% of housing units built within Lindenville to consist of deed-restricted affordable housing for households at or below moderate-income levels. The affordable housing strategies incorporated into the Plan to meet this goal include targeting the use of citywide affordable housing production tools and funding sources, assisting affordable housing developers in overcoming development constraints, and incentivizing commercial and market-rate housing developers to produce affordable units. Policies and actions related to affordable housing are included in the Land Use and Housing Chapter.

Figure 6: Complete Neighborhood Diagram



PROVIDING SUPPORTIVE SERVICES AND USES

Residents of a complete neighborhood should be able to dine, shop, socialize, and fulfill daily needs all within a short walk or bike ride. Allowing mixed use development creates opportunities for nonresidential uses and services to set up shop alongside residential uses or at a walkable or bikeable distance from residential areas. These supportive uses will generally be located in the South Linden Avenue Arts and Makers District and within the Mixed Use Neighborhood. People are more incentivized to live in the Mixed Use Neighborhood when there is supportive infrastructure, like public transit, expanded bike lanes, and improved sidewalks, that can connect them to neighborhood-serving uses and job centers. This Plan supports the creation of complete neighborhoods by requiring active ground floor uses in strategic locations and allowing a diversity of resident-supporting land uses in Lindenville.

Building on the Industrial Legacy

The changing economy has led to a decline in small businesses, light industrial, and other flex employment uses across the region. There is a strong demand for industrial space throughout San Mateo County and South San Francisco, but businesses are competing for a shrinking supply of space as industrial properties are redeveloped.

Building on Lindenville's industrial legacy, the Specific Plan continues the locally and regionally important industrial uses and jobs while also encouraging the adaptation of existing older industrial areas into new and modern industrial spaces, crafting a second-generation Lindenville, "The Industrial City 2.0." Lindenville retains the logistics, manufacturing, and warehousing uses it is known for, but the policies and standards of the Specific Plan allow for more flexibility that can support emerging industrial and creative uses. This can maintain the diversity of business types operating in Lindenville and keep South San Francisco at the forefront of innovation. The Specific Plan retains the same capacity for industrial uses as set by the City's General Plan and includes strategies to prevent the displacement of existing Lindenville businesses. Some of the business retention strategies include increasing City outreach and assistance to local businesses and supporting renovations and new construction needed to meet the evolving needs of industrial businesses.

Cultivating Arts and Cultural Identity

Lindenville contains a burgeoning group of artists, makers, and creative businesses that enhance the identity of the Plan Area, in particular South Linden Avenue. Following the direction laid out in the General Plan and the Public Arts Master Plan, this Specific Plan establishes an overlay that facilitates the retention and creation of new creative uses in the South Linden Avenue Arts and Makers District. Accompanying guidelines to the overlay seek to create a lively and flexible District that has active ground floor uses and a variety of building types that support a range of creative industries. The Arts and Makers District requires arts and maker uses on the ground floor of buildings and minimizes the regulatory requirements for the adaptive reuse of existing buildings along South Linden Avenue. The South Linden Avenue Arts and Makers District additionally serves as a transitional area between the existing, traditional industrial spaces in Lindenville and the new, mixed use residential uses in the northern portion of the Plan Area. When paired with mobility and infrastructure improvements, the enhanced South Linden Avenue corridor better connects Downtown South San Francisco to the San Bruno BART Station south of Lindenville.



Building Climate Resilience

Human-induced climate change has begun to affect climate systems and created extreme weather events in cities throughout the world. South San Francisco has witnessed changes in sea level rise, precipitation, and heatwaves. Lindenville faces flood risk that is likely to be exacerbated by rising sea levels and increased intensity of precipitation and extreme storm events. There are multiple potential sources of flood risk surrounding Lindenville, with the San Francisco Bay to the west, Colma Creek running through the north section of the Plan Area, and Navigable Slough in the southeast Plan Area.

Climate change will increase pressure on the existing infrastructure systems managed by various agencies, particularly the stormwater system. Opportunities to increase system resilience throughout Lindenville include reducing impervious coverage with new development, increasing detention capacity, and using green infrastructure in parks and streets to remove pollutants and reduce runoff volumes entering the stormwater system. While green stormwater infrastructure can lessen impacts from increased rainfall and sea level rise, interventions within Lindenville alone will not fully mitigate these potential impacts. Watershed wide improvements, both up and downstream from Lindenville, will be required to minimize the potential extent of future flooding. This will require proactive initiatives with OneShoreline, surrounding communities, and State and federal agencies.

Lindenville is also susceptible to urban heat island effects due to the extensive impervious and low albedo surface areas and its lack of tree canopy. These conditions can exacerbate heat stress within the Plan Area during extreme heat events. The widespread commercial and industrial land uses (which require large expanses of asphalt and concrete) and building typologies (which require more roof space than typical residential neighborhoods) in Lindenville contribute to the substantially high percentage of impervious coverage.

The Specific Plan's blue-green infrastructure network works with the open space network in creating new parks and green spaces in Lindenville that are

regenerative, enhanced with stormwater management strategies, and designed to increase Lindenville's urban forest canopy. Strategies to build climate resilience are woven into all of the chapters of the Specific Plan and have influenced the development of the policies, actions, and standards of the Specific Plan.



Enhancing Open Spaces

Open space and blue-green infrastructure enhance the quality of life, improve ecology, and support resilience in Lindenville. While blue-green infrastructure improvements could solely mitigate flood risk, pairing the infrastructure with open space improvements provides multiple benefits. The open space network contains existing green spaces and new public park and open space typologies that can be used by residents and workers of all ages and abilities. New mini and linear parks located throughout the Mixed Use Neighborhood create places for residents to gather, engage in recreation, and foster health. Additionally, the open space network connects to the Centennial Way Trail and other active transportation features that connect to Orange Memorial Park and to the Bay Trail. These active mobility connections provide opportunities for physical and passive recreation and reduce greenhouse gas emissions from motorized vehicles. Other open space improvements, such as the naturalization of creek and flood channels, help to restore the ecology of waterways and habitats, increase the biodiversity and resiliency of the area, and create new recreation opportunities.

The open space framework is based on the following strategies:

- **Colma Creek Greenbelt.** Colma Creek Greenbelt is a nature-based enhancement to the Colma Creek flood channel that provides an active transportation connection through multi-use trails, facilitates passive recreation and gathering opportunities, and provides plant and animal habitat while addressing the area's stormwater and floodwater management needs.
- **Neighborhood Park.** A new neighborhood park north of Colma Creek that is a local destination, providing publicly-accessible spaces and facilities for community gatherings, cultural events, recreation, and the social needs of both locals and visitors.
- **Lindenville Linear Park.** The Lindenville Linear Park runs north to south, connecting the Colma Creek Greenbelt and the Centennial Way Trail via green-lined pedestrian and bike path.
- **Mini Parks and Plazas.** Mini parks and plazas provide smaller-scale open space throughout Lindenville that support community gathering spaces adjacent to new development.



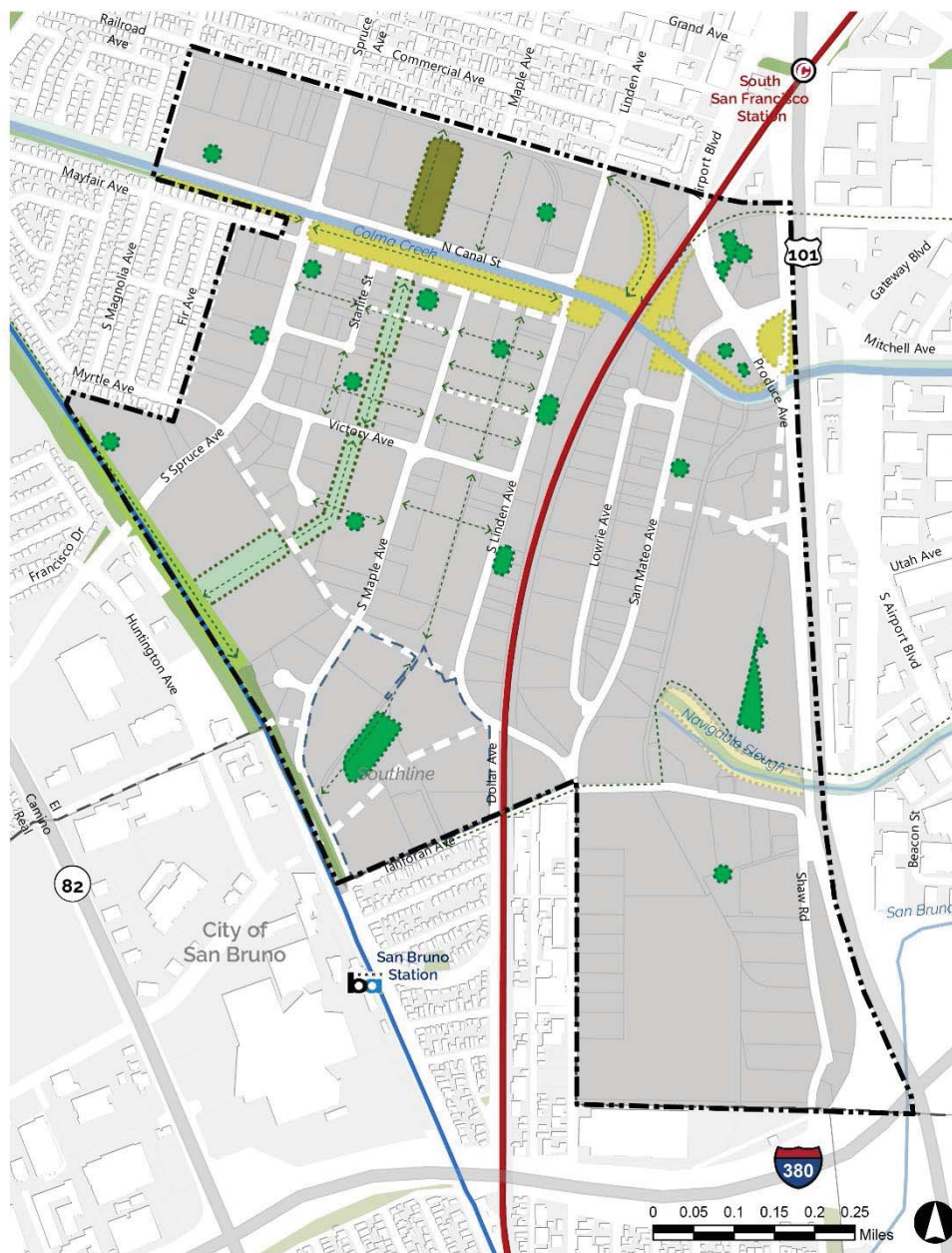


Figure 7: Parks and Open Space Framework Plan

- Colma Creek Greenbelt
- Neighborhood Park
- Lindenville Linear Park
- Mini Parks / Plazas
- Centennial Way Trail
- Open space at Navigable Slough
- Open space beyond borders
- Trails / Greenways

Promoting Health and Environmental Justice

Lindenville has historically supported light industrial, manufacturing, and service and repair businesses, which all contribute to the City’s legacy as the “Industrial City.” This legacy, plus its location adjacent to regional transportation infrastructure, has created environmental conditions that need to be mitigated to ensure the health and wellbeing of current and future residents and workers, and to create a healthier community overall. Lindenville has a disproportionately high pollution burden from diesel particulate matter and traffic, two pollution sources that stem from the area’s industrial and logistics uses and its proximity to high-volume roadways. The high proportion of freight truck traffic traveling to, from, and through the area disperse diesel particulate matter, and exhaust from non-diesel vehicles contains many toxic chemicals that may pose health risks to Lindenville’s residents and workers. The area’s industrial legacy also means that there are sites contaminated with hazardous chemicals that require remediation. These historically contaminated sites, and the storage and disposal of hazardous substances, pose threats to soil health, groundwater quality, and human health. South San Francisco faces sea level rise from multiple sources, but the low-lying areas in Lindenville also risk exposure to runoff containing toxic chemicals from rising groundwater.

Healthy communities are places that foster positive health outcomes for all who live, work, and play in them. Good nutrition, physical activity, and access to healthcare all influence health. However, health is also influenced by many other factors, including safe and sanitary housing and low exposure to pollution. A neighborhood’s physical, social, and economic environments combine to make residents healthier and more resilient to long-term changes and short-term shocks. Considering the overall pollution burden of Lindenville, the Plan includes policies and design standards meant to protect residents and building occupants from air pollution and industrial pollutants present in the soil. The policies, actions, and standards of the Specific Plan have been developed through an environmental justice lens and with the intent to make Lindenville a healthy, livable community.

Connecting Communities

The mobility network of Lindenville is designed to be multimodal, safe, and connected while advancing sustainability and livability goals. Street space is limited throughout Lindenville, with each street presenting an opportunity to prioritize walking, biking, transit, truck, and regional auto access. In the layered network presented in the Specific Plan, each mobility mode is prioritized within a subset of streets to offer high quality infrastructure for that mode, it is tied directly to the anticipated future land uses and local and regional mobility improvements.

Street design standards call for bike and pedestrian improvements throughout many street types, but they also allow for flexible curbside zones that can better serve the transit agencies, businesses, and people who use those streets. Bike (Figure 9), pedestrian, and transit improvements (Figure 8) in particular help to create a walkable and bikeable environment that is safe and comfortable for people of all ages and abilities. These improvements are focused in and around the Mixed Use Neighborhood. By having safer mobility options, more residents and workers can be incentivized to use them over single occupancy vehicles, which furthers the Plan’s climate and sustainability goals and promotes reduction in greenhouse gas emissions. Likewise, due to the industrial and auto-oriented nature of the Plan Area, many streets in Lindenville continue to accommodate auto and truck travel to US-101 and I-380. The layered network approach ensures all Lindenville residents, workers, and visitors can travel throughout the Plan Area and are connected to the rest of the city and region.

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3.1 GOALS AND POLICIES

3.2 LAND USE VISION

3.3 LAND USE

3.4 DEVELOPMENT INTENSITY

3.5 HEIGHT

3.6 ACTIVE GROUND FLOORS

3.7 ARTS AND MAKERS

**3.8 DEDICATION AND EASEMENT
REQUIREMENTS**

CHAPTER 3

LAND USE AND HOUSING

This Specific Plan envisions bold change in Lindenville; whereas the Lindenville of today is auto-oriented, employment-focused, and lacking in parks and open spaces, the future Lindenville is creative, resilient, and livable. The Plan strategically balances a variety of uses: it establishes a new Mixed Use Neighborhood to provide new housing opportunities, retains an industrial core to support an ecosystem of businesses, and facilitates an Arts and Makers District on South Linden Avenue to foster a hub of creativity and vitality.

This Chapter establishes land use and housing goals, policies, and standards to guide the City as Lindenville changes. First it describes land use, open space and blue-green infrastructure, and mobility frameworks for Lindenville character areas. Then, the Chapter establishes land use districts and associated standards related to uses, densities and intensities, building height, and active ground floor uses. It also outlines procedures related to transfer of development rights and dedication and easement requirements and defines standards to enhance Lindenville’s arts and cultural identity.

3.1 GOALS AND POLICIES

The following goals and policies expand upon and refine those in the General Plan. These goals and policies will guide policymakers to achieve the Lindenville described in the vision for the future.

GOAL LU-1: Lindenville provides a range of housing types for different income levels focused on supporting affordable housing production.

Policy LU-1.1: Housing diversity. Allow a diverse mix of housing building types in Lindenville, including live-work, townhomes, and multifamily building types.

Policy LU-1.2: Affordable housing production goal. Work toward meeting a goal that at least 20% of housing units built in the Lindenville Specific Plan area consist of deed-restricted housing affordable to households at or below moderate income levels. This goal is an areawide average target across all development that occurs in the Specific Plan area. The goal has no direct relationship to the City’s inclusionary housing requirements, which may change over time.

Policy LU-1.3: Household and housing unit diversity. Encourage construction of diverse housing unit types and sizes to accommodate a variety of household sizes, types, and income levels.

Policy LU-1.4: Inclusionary housing requirements. Maintain and apply South San Francisco’s inclusionary housing requirements (including in-lieu fees) to all residential development in Lindenville and regularly study potential increases to inclusionary requirements citywide as development conditions change over time.

Policy LU-1.5: Alternative mitigations. Encourage developers in Lindenville to pursue alternative mitigations to the inclusionary housing policy and Affordable Housing Commercial Linkage Fee when these alternatives—such as land dedication or direct construction of housing—will produce a greater number of affordable housing units and/or provide a deeper level of affordability.

Policy LU-1.6: Incentives. Incentivize commercial and residential developers to maximize affordable housing production through transfer of development rights (TDR) requirements, use of the State Density Bonus, use of commercial development bonuses (under AB 1551), and through use of community benefits programs.

Policy LU-1.7: Fee waivers and reductions. In alignment with citywide policy and applicable State laws, explore implementation of a citywide waiver or deferral policy for planning, building, and impact fees for affordable housing developments and, on a case-by-case basis, for market-rate developments that exceed inclusionary requirements or meet inclusionary housing requirements but would not be feasible without fee waivers or deferrals.

Policy LU-1.8: Prioritization of local funding. Prioritize deployment of City affordable housing funding resources in Lindenville, including distribution of Affordable Housing Trust Funds and adjustments to any City Notice of Funding Availability scoring to favor projects in Lindenville and other high priority sites within the city.

Policy LU-1.9: Flexible use of local funding. Deploy the City's Affordable Housing Trust Fund flexibly and responsively for affordable housing development within Lindenville, to assist with affordable housing development costs not covered by outside funding sources or costs for required off-site and district-wide improvements.

Policy LU-1.10: Land acquisition. When feasible, use City funding resources to acquire land for affordable housing development within Lindenville.

Policy LU-1.11: City-owned properties. If City-owned properties in Lindenville become available for redevelopment, prioritize development of affordable housing units, public facilities, parks and open space, and/or blue-green infrastructure at these sites.

GOAL LU-2: Residents, employees and visitors have many options to fulfill their everyday needs in Lindenville, including shopping, dining, and enjoying open spaces.

Policy LU-2.1: Create a mixed use corridor along South Spruce Avenue. Create a mixed use corridor along South Spruce Avenue with commercial uses, housing, and gathering spaces.

Policy LU-2.2: Require active building frontage types. Require active building frontage types along South Spruce Avenue to foster a walkable corridor with engaging facades.

Policy LU-2.3: Require active ground floor uses. Require publicly-accessible active ground floor uses along South Spruce Avenue via the Active Ground Floor Use Overlay between approximately Starlite Street and South Canal Street to provide nearby residents and employees with convenient access to goods and services.

Policy LU-2.4: Neighborhood compatibility. Require development adjacent to existing residential land uses to provide buffering and building step-downs to reduce building incompatibility.

GOAL LU-3: The City supports businesses through City programs and the retention of a core area of light industrial and service uses that provide jobs for South San Francisco residents.

Policy LU-3.1: Retention of existing businesses in Lindenville. As redevelopment of properties occurs, City policies and actions must prioritize the retention of any existing businesses within the city.

Policy LU-3.2: Business outreach and assistance. Focus economic development resources, including financial resources, City staff time, and business outreach efforts, on assisting businesses subject to displacement due to new development. Target businesses least likely to find or afford new space in South San Francisco, including those engaged in activities such as cleaning, repair, construction, and food or commodity product manufacturing.

Policy LU-3.3: Minimize land use compatibility conflicts. Minimize land use compatibility conflicts that discourage attraction and retention of production, distribution, and service and repair businesses in areas zoned for industrial use.

Policy LU-3.4: Buffer residential neighborhoods from industrial uses. Buffer heavy and light industrial uses, such as general services, light manufacturing, and storage uses, from residential neighborhoods.

Policy LU-3.5: Retain industrial uses. Within the Mixed Industrial High area, ensure that a full range of industrial uses continue to be permitted as conforming uses and limit non-industrial uses.

Policy LU-3.6: Encourage lot assembly. Encourage lot assembly to allow businesses to grow and expand in Lindenville.

GOAL LU-4: Industries, artists, institutions, and programs that spur the creative economy are supported districtwide and through a South Linden Avenue Arts and Makers District Overlay.

Policy LU-4.1: Incentivize makers and artists. Incentivize growth of live-work and commercial spaces suitable and affordable for makers and artists through establishing flexible development requirements, encouraging adaptive reuse, and incentivizing community benefits that support the arts.

Policy LU-4.2: Affordable live-work arts and makers space. Support the creation of deed-restricted affordable live-work spaces by including these spaces as a priority in use of City affordable housing funds and partnering with nonprofit organizations focused on artists and makers.

Policy LU-4.3: Ground floor spaces. Require construction of new ground floor space in the South Linden Avenue Arts and Makers District to provide opportunities for artists, exhibition venues, performance spaces, classrooms, community workspaces, small-scale manufacturing, maker spaces, and other specified uses.

Policy LU-4.4: Live-work spaces. Ensure City policies and regulations encourage and readily allow light industrial activities in future live-work spaces, including appropriate zoning, appropriate design/buildout requirements, and continuing the requirement for occupants of these spaces to hold a business license at the address.

Policy LU-4.5: Support existing creative uses. Provide support for existing arts and creative uses in Lindenville.

Policy LU-4.6: Marketing and branding. Connect Lindenville's creative and makers businesses by investing in marketing and branding and a network of public spaces, such as wayfinding, signage, historical markers, and public art.

Policy LU-4.7: Temporary arts uses. Streamline requirements and permitting processes to allow temporary art events, pop-ups, and cultural uses in South Linden Avenue Arts and Makers District.

Policy LU-4.8: Art in public spaces. Incorporate public art into the design of City investments in parks and infrastructure.

GOAL LU-5: A limited amount of office, technology, and research & development (R&D) uses create employment opportunities in Lindenville.

Policy LU-5.1: Development adjacent to Southline campus. Monitor development near the Southline campus to ensure parcels adjacent to the campus are developed with sophisticated, unified architectural and landscape design and site planning, resulting in a strong sense of place connected with the identity of Southline.

Policy LU-5.2: Golden Gate Produce Terminal and Park 'N Fly sites. Encourage parcel assemblage of the Park 'N Fly site (160 Produce Avenue) and the Golden Gate Produce Terminal site (131 Terminal Court) and encourage developers to create a master plan and appropriate environmental analysis for office and R&D uses on the site.

Policy LU-5.3: 245 South Spruce parcel. Develop residential, office space, and open space on the large site at 245 South Spruce Ave.

Policy LU-5.4: Community benefit contributions. Encourage providing existing businesses facing displacement due to new development new ground floor spaces as a community benefit contribution. Use a portion of funds generated by community benefits contributions paid by life science or office development projects to support existing businesses at industrial lands in Lindenville. Target businesses least likely to find or afford new space in South San Francisco, including those engaged in activities such as cleaning, repair, construction, and food or commodity product manufacturing.

GOAL LU-6: New development provides community benefits for Lindenville residents, employees, and the broader South San Francisco community.

Policy LU-6.1: Transfer of development rights. Incentivize transfer of development rights to support creation of public amenities and infrastructure, such as Colma Creek naturalization, blue-green infrastructure, open spaces, and public facilities.

Policy LU-6.2: Open space benefits. Require non-residential developers to provide accessible open space in exchange for additional building height allowance.

Policy LU-6.3: Building setbacks along Colma Creek. Increase building setbacks from Colma Creek to allow for improved habitat conditions while enhancing district resilience.

3.2 LAND USE VISION

The Lindenville of the future will have a greater diversity of land uses compared to the Lindenville of today. This Plan lays out strategies for the gradual, strategic transformation of Lindenville from an area of primarily industrial uses to a Lindenville of many identities: a hub of industrial and office employment, a livable mixed use neighborhood, and a center for arts and creativity.

This section describes the future of four areas of Lindenville, defined based on their mix of land uses, urban design character, open space and blue-green infrastructure, and mobility networks. Standards and guidelines in this Plan are designed to achieve the mix of land uses, open space network, and mobility framework described for each area in this section.

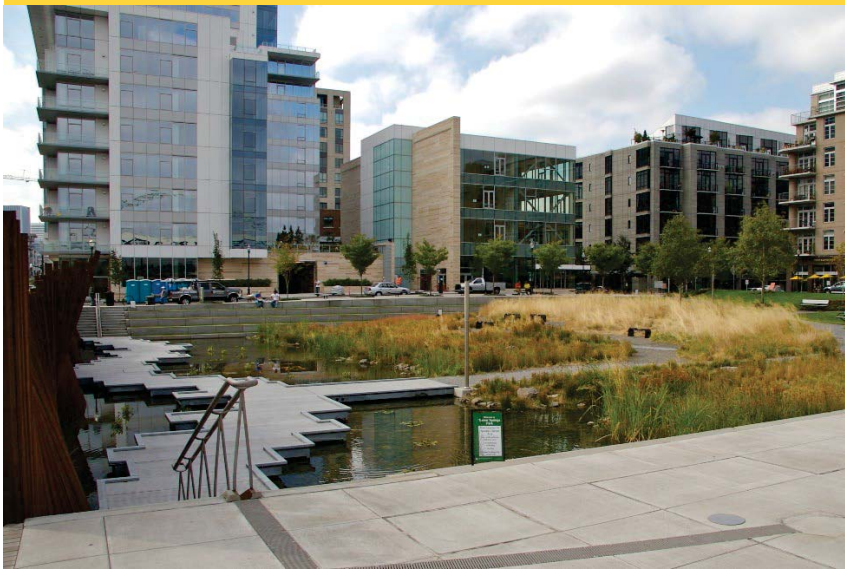
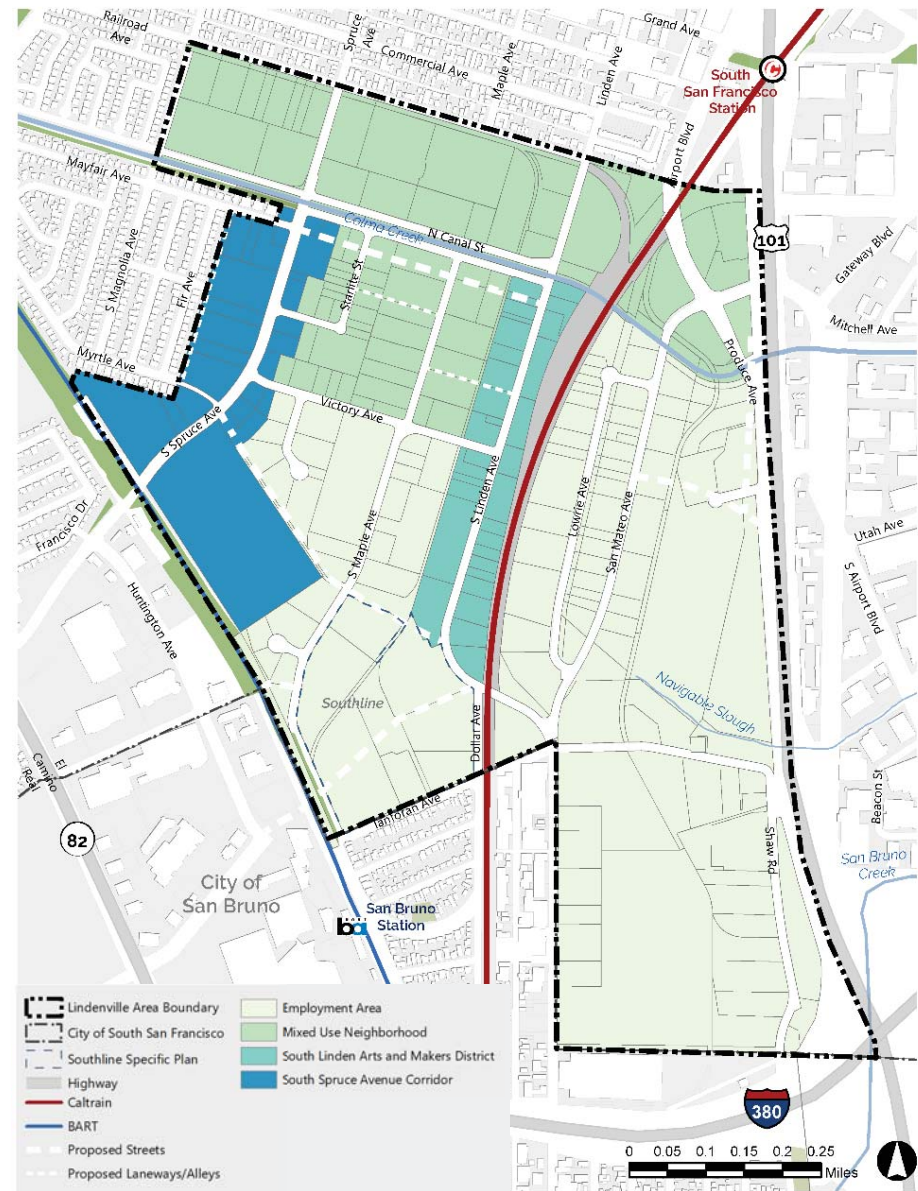


Figure 10: Lindenville Character Areas



Mixed Use Neighborhood

The Mixed Use Neighborhood straddles Colma Creek between Magnolia Avenue and US-101, extending north to Railroad Avenue and as far south as Victory Avenue.

LAND USE

This area balances a mixture of housing, retail and services, open spaces, civic uses, and legacy industrial uses. The neighborhood is centered around a transformed Colma Creek, surrounded by mixed use areas that allow for a diversity of uses that transition over time. The area is characterized by both horizontal mixed use and vertical mixed use development. New housing types, including townhomes, live-work units, and multi-family housing in mid-rise and high-rise buildings provide new opportunities for rental and ownership housing. Residents are able to access their everyday needs, like restaurants, personal services, and retail within a convenient walk or bike ride to South Spruce Avenue and Downtown.

OPEN SPACE AND BLUE-GREEN INFRASTRUCTURE

Colma Creek, the centerpiece of this neighborhood, is naturalized on the south bank between South Spruce Avenue and Linden Avenue, providing habitat restoration, flood management, recreational opportunity, and ecological benefits. The Colma Creek Greenbelt, made possible via a transfer of development rights (TDR) program, is lined with new open space that restores natural habitat, providing opportunities for people to gather, play, and appreciate public art. Extending southward from Colma

Creek is the Lindenville Linear Park that connects Colma Creek all the way to the Centennial Way Trail, providing a crucial artery through Lindenville. A new Neighborhood Park north of North Canal Street provides amenities for people of all ages to enjoy and is easily accessible to Lindenville and Downtown residents. New publicly-accessible open spaces on private land are provided throughout the neighborhood for people to enjoy.

MOBILITY

People living in the Mixed Use Neighborhood have ample choices to easily move around Lindenville. South Linden Avenue, South Spruce Avenue, Southline Avenue, and new streets in this area are pedestrian priority streets, where pedestrian comfort and walkability are enhanced. South Canal Street provides pedestrian and bicycle connections, inviting visitors from throughout the city to enjoy the revitalized Colma Creek and connecting new Lindenville residents and employees west to Orange Memorial Park. The Mixed Use Neighborhood is connected on a north-south axis via new linear parks south to the Centennial Way Trail and north to Downtown, and residents can easily connect to these linear parks via east-west laneways/alleys and trails. Residents are served via convenient transit, bicycle, auto, and pedestrian connections along an improved South Spruce Avenue, and pedestrian connections along South Linden Avenue.



South Spruce Avenue Corridor

The South Spruce Avenue Corridor spans along the length of South Spruce Avenue from the Centennial Way Trail to Colma Creek. This area includes all parcels along the corridor and additional parcels behind the corridor-adjacent parcels.

LAND USE

The South Spruce Avenue Corridor is an active, safe, and inviting corridor for living, shopping, and working. Mixed use housing types described in the Mixed Use Neighborhood are allowed on most sites along the corridor. Smaller-scale housing types buffer existing residential uses in the Orange Park/Mayfair neighborhood from taller mixed-use multifamily buildings on the South Spruce Avenue Corridor. A node of publicly-accessible active ground floor uses, including uses like retail, restaurants, and clinics, are required in new development in order to create pedestrian activity and opportunities for interaction near Colma Creek. Along the entire corridor, engaging building frontage types like arcades and forecourts create varied building facades.

OPEN SPACE AND BLUE-GREEN INFRASTRUCTURE

Street trees and blue-green infrastructure are incorporated along the length of South Spruce Avenue to provide critical flood-management infrastructure and beautification. Mini parks and plazas are incorporated along the length of the corridor as

community benefits from new development. Should the site at 245 South Spruce Avenue redevelop, a new open space dedication will be located adjacent to the Centennial Way Trail.

MOBILITY

South Spruce Avenue is a safe and sustainable arterial providing multimodal connections throughout the entire city. All roadway users, including autos, trucks, transit, pedestrians, and bicyclists will be able to safely navigate along the corridor. Pedestrians enjoy wide sidewalks, landscaped planting strips buffering the sidewalk from the roadway, and street furniture along the corridor. Bicyclists are able to safely travel along the corridor in protected bike lanes. South Spruce Avenue provides ample room for truck traffic, providing sufficient turning radii and lane widths to accommodate truck travel. As a transit priority street, South Spruce Avenue features bus stops on the far side of street intersections and bus bulbs and shelters to provide an efficient and comfortable rider experience and transit signal priority.



Employment Area

Lindenville's existing industrial uses are preserved in strategic locations. Most of the land to the east of the Caltrain tracks remain industrial in use, as well as land roughly between Victory Avenue, Myrtle Avenue, and the Caltrain tracks. In addition to industrial land uses, the employment campus at the Southline site, north of Tanforan Avenue and adjacent to the Centennial Way Trail, provides opportunities for research and development, office, and retail employment. A separate Specific Plan was prepared for this site in 2022. Another potential site for research and development, office, and industrial employment is to the immediate west of US-101, between the Navigable Slough and Colma Creek, where the Park 'N Fly is currently located.

LAND USE

A mixture of warehousing, manufacturing, processing, and storage and distribution uses are allowed in Lindenville to continue the city's industrial heritage. High floor area ratio allowances in industrial zones create potential for property owners to increase industrial building square footage and modernize Lindenville's industrial building stock. Residential uses, except where the South Linden Avenue Arts and Maker Overlay applies, and R&D uses will not be allowed in industrial districts, limiting potential for loss of industrial uses. The Southline development, currently under construction, provides three million square feet of office, life science, restaurants, and shopping within close proximity to the San Bruno BART Station. Just to the northwest of Southline, a portion of a site currently occupied by logistics uses is allowed to develop with office and research and development uses. The Park N' Fly site provides opportunity for high-density development of office, industrial and R&D facilities directly adjacent to US-101.

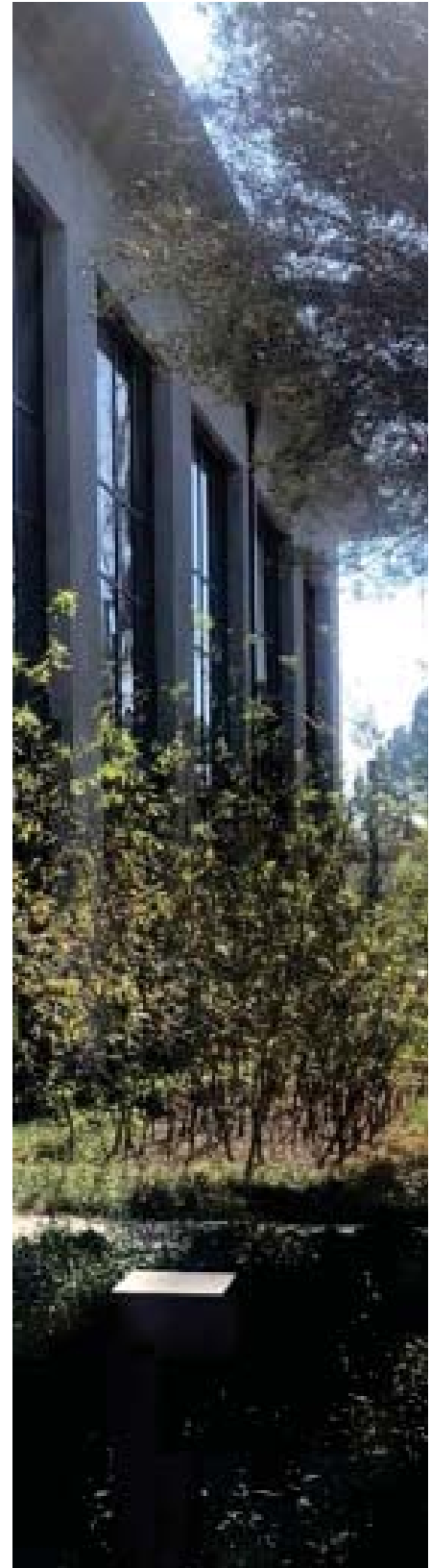
OPEN SPACE AND BLUE-GREEN INFRASTRUCTURE

Major development projects provide opportunities for creation of open space and blue-green infrastructure. Immediately adjacent

to the Centennial Way Trail, the Southline project provides connections to the City's trail network. The Southline project features 7 acres of publicly accessible private open space within convenient access to the San Bruno BART Station and trail connections. The area near the Navigable Slough, which poses a threat to flooding, may be protected via detention facilities and floodwalls. Elsewhere, open space and blue-green infrastructure will be incorporated as opportunities arise.

MOBILITY

Lindenville's Employment Area will be connected to the rest of the city and the region via a layered network that balances pedestrian, transit, bicycle, auto, and truck connections. It is critical to ensure trucks can continue to access employment uses as new residential uses transition into Lindenville; and trucks are therefore accommodated on Airport Boulevard, San Mateo Avenue, Southline Avenue, and the potential future Utah Avenue Overpass. The Southline project (planned as part of the Southline Specific Plan) provides several mobility improvements to connect employees to regional transit, including an extension of Sneath Lane to South Linden Avenue, connecting Maple and Huntington Avenues; an extension of the Centennial Way Trail to BART; and pedestrian improvements around the San Bruno BART Station.



South Linden Avenue Arts and Makers District

The South Linden Avenue Arts and Makers District spans South Linden Avenue from its intersection with Shaw Road to Colma Creek.

LAND USE

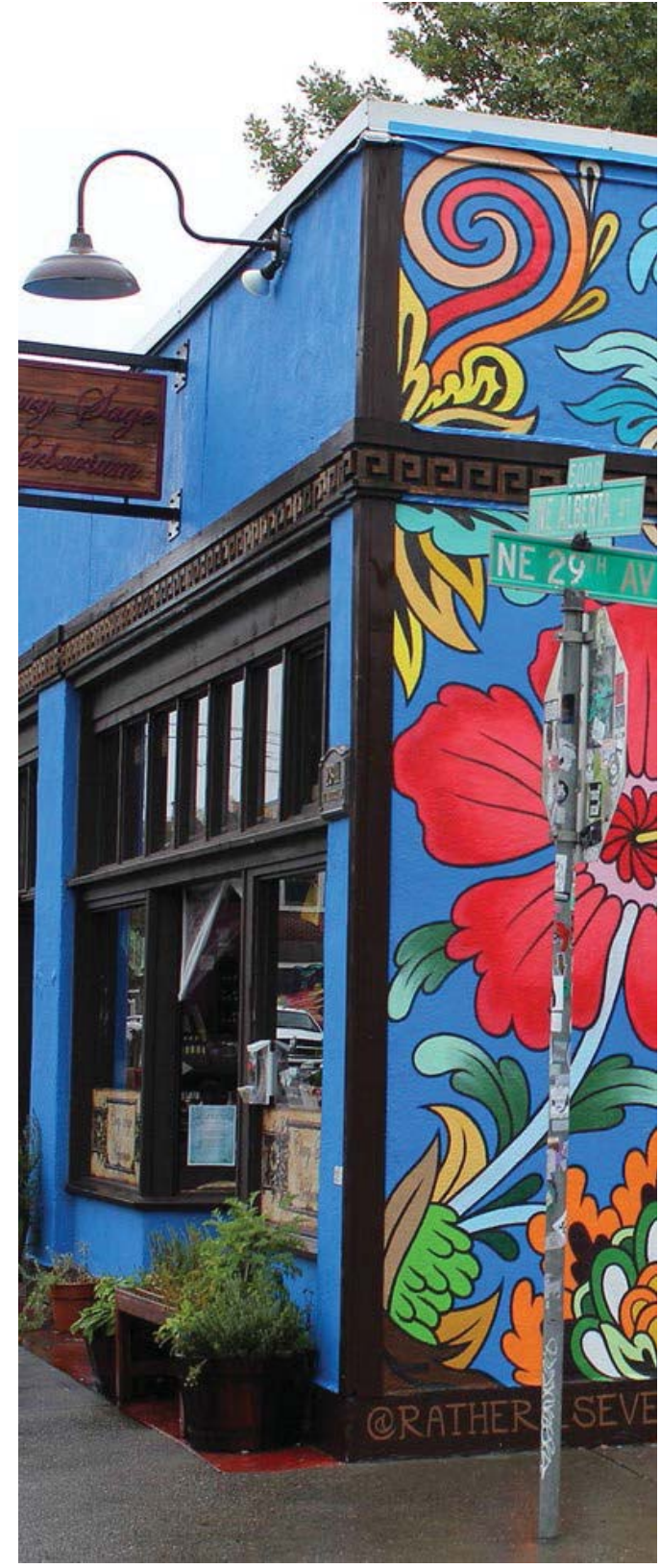
The South Linden Avenue Arts and Makers District is comprised of a variety of uses to promote arts and cultural identity, including live-work housing, studios, makers spaces, and supportive uses such as restaurants and bars. The portion of the corridor north of Victory Avenue has a mix of housing, live-work, arts and makers spaces, and commercial uses, while the southern portion introduces arts and makers uses into its existing industrial character. Ground floors of buildings along the corridor are populated with arts and makers uses, contributing to Lindenville's vibrancy and an eclectic streetscape. Older industrial buildings are adapted and newer structures are designed to suit the needs of artists and makers.

OPEN SPACE AND BLUE-GREEN INFRASTRUCTURE

Open space and blue-green infrastructure improvements, like mini parks and plazas, are expected to develop in the Arts and Makers District as opportunities arise. Widened sidewalks will better connect people on the South Linden Avenue corridor to parks and open spaces elsewhere in Lindenville.

MOBILITY

South Linden Avenue prioritizes pedestrian and auto access. Sidewalks would be incrementally widened with new development, which could enable a variety of uses such as public art, landscaping, and sidewalk cafes. Parking may be repurposed to provide pedestrian bulbouts, bioswales, or space for local businesses to accommodate loading, parklets, and bicycle parking.



3.3 LAND USE

This section describes land use districts designed to achieve the Specific Plan's land use goals. The districts described in this section regulate allowed uses, residential density, intensity, and height, and are illustrated in Figure 11.

3.3.1 Districts

Medium Density Residential (RM-22)

The RM-22 district provides for a transition between existing single family residential neighborhoods and higher density neighborhoods in Lindenville. RM-22 allows for attached or detached single-family housing, duplexes, triplexes, fourplexes, townhouses, and condominiums. It also supports residential care facilities, service-enriched housing, park and recreation facilities, civic, and institutional uses.

T3 Makers Lindenville (T3ML)

The T3ML zoning district is a low- and medium-intensity mixed-use district that supports arts and makers, residential, and industrial uses along the South Linden Avenue corridor. This district supports flex low-rise buildings with diverse frontages that engage private development with the public realm and require ground floor arts and makers uses.

T4 Lindenville (T4L)

The T4L form-based zoning district establishes a mixed use urban area. The district supports medium- to high-intensity mixed-use development,

with buildings that transition in scale to surrounding residential neighborhoods. Diverse frontages provide a relationship between private development and the public realm and a consistent frontage along the key rights-of-way. Minimum residential densities apply.

T5 Lindenville (T5L)

The T5L zoning district supports a comfortable and walkable high-intensity urban core. As large sites transition into walkable blocks, the district supports vertical mixed use development with buildings facing the city's corridors as well as internal street networks and publicly-accessible open spaces. Diverse frontages provide space for active ground-floor uses and shape the relationship between private development and the expanded public realm. Minimum residential densities apply.

Business and Professional Office (BPO)

The BPO district provides areas for development of administrative, financial, business, professional, medical and public offices, and research and development uses at locations close to transit stations, as well as limited retail development.

Business Technology Park-High (BTP-H)

The BTP-H district provides area for campus-like environments for corporate headquarters, research and development facilities, and offices. Typical uses include incubator-research facilities, prototype manufacturing, testing, repairing, packaging, publishing and printing as well as offices and research and development facilities. Warehousing, distribution, manufacturing, retail, personal services, grocery and hotel uses are also allowed.

Mixed Industrial Medium (MIM)

The MIM district supports a wide range of manufacturing, processing, general service, warehousing, storage and distribution, and service commercial uses.

Mixed Industrial High (MIH)

The MIH district supports a wide range of manufacturing, processing, general service, warehousing, storage and distribution, and service commercial uses.

Public (PQP)

The PQP district is reserved for government-owned facilities, civic uses, and public utilities. It includes government offices, the library, and the sewer treatment plant.

Parks and Recreation (PR)

This district includes parks, recreation complexes, public golf courses, and greenways.

Open Space (OS)

This district includes reserved land for natural and active open space uses.

3.3.2 Overlay Zones

The Specific Plan includes three overlay zones to support arts and makers, active ground floor uses, and taller building types, such as high rise mass timber buildings, that provide additional open space.

Height Incentive Overlay (HIO)

The Height Incentive Overlay allows for maximum building heights of up to 160 feet, subject to consistency with the SFO ALUCP, in exchange for open space dedication and green buildings.

Colma Creek Greenbelt Overlay (CCGO)

The Colma Creek Greenbelt Overlay is intended to encourage transfer of development away from

parcels fronting Colma Creek to implement the vision of the Colma Creek Greenbelt. The Overlay does not restrict new private development within the zone.

Arts and Makers Overlay (AMO)

The Arts and Makers Overlay is intended to promote arts and cultural uses along South Linden Avenue. It requires specific uses in exchange for

development incentives for parking, loading, and uses.

Active Ground Floor Use Overlay (AUO)

The Active Ground Floor Use Overlay requires active ground floor uses—like restaurants, retail, and personal services—to spur pedestrian and economic activity.

3.3.3 Allowed Uses

This section describes allowed land uses in Lindenville. Land uses are regulated by the land use districts defined in this section.

STANDARDS

1. **Allowed land uses.** Allowed land uses for each land use district are shown in Table 1.
2. **Nonconforming industrial uses.** Nonconforming industrial uses shall be allowed to continue for the structural life of the building. No such building shall be enlarged, extended, reconstituted or substituted, or substantially altered, unless the use thereof is changed to a permitted or provisional use, or unless the alteration is necessary to screen or mitigate impacts on surrounding properties or is otherwise required by law. New industrial uses within these structures with a potential to impact surrounding properties with noise, overnight activities, odors, or light, will not be allowed.
3. **Residential use requirement.** Residential uses are required in the T3ML, T4L, and T5L zones.
4. **Active ground floor uses.** Publicly-accessible active ground floor uses are required in locations shown in Figure 13 and shall comply with standards in Section 3.6.
5. **Airport Land Use Compatibility Plan consistency.** All development shall adhere to land use compatibility requirements established in Zoning Code Chapter 20.300.03 (“Airport Land Use Compatibility Plan Consistency”).
 - a. **ALUCP Safety Zone Compatibility.** Development projects in Safety Zones 2, 3, and 4 shall adhere to the land use restrictions as defined by the ALUCP.
 - b. **ALUCP Noise Compatibility (Interior).** Future developments under the Specific Plan exposed to conditionally acceptable and generally unacceptable aircraft noise levels, as defined by the ALUCP or the South San Francisco General Plan, whichever is more restrictive, shall complete a detailed noise analysis that includes the required noise reduction measures and noise insulation features included in the design to ensure compatibility with appropriate noise standards.
- c. **ALUCP Noise Compatibility (Exterior).** Exterior noise requirements shall adhere to Zoning Code Chapter 20.300.03 (“Airport Land Use Compatibility Plan Consistency”) and Noise Performance Standards in the City’s General Plan, with the following exceptions:
 - i. For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dB CNEL in usable outdoor activity areas. Use noise attenuation techniques such as shielding by buildings and structures for common outdoor use areas. Outdoor uses shall be designed for passive recreational use.
 - ii. For new parks and open spaces, use a standard of 60 dB CNEL. Parks and open spaces shall be designed for passive recreational use.

Table 1: Use Regulations

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
<i>“P” = Permitted, “M” = Minor Use Permit, “C” = Conditional Use Permit, “—” = Use Note Allowed</i>									
Residential Uses									
Dwelling, Single-Unit									
<i>Detached</i>	P	—	P ¹⁰	—	—	—	—	—	—
<i>Semi-Attached</i>	P	—	—	—	—	—	—	—	—
<i>Attached</i>	P	—	—	—	—	—	—	—	—
SB9 Unit	P	—	—	—	—	—	—	—	—
Dwelling, Multiple-Unit									
<i>Multi-Family</i>	P	P	P	P	—	—	—	—	—
<i>Senior Citizen Residential</i>	C	P	P	P	—	—	—	—	—
Domestic Violence Shelter	P ¹	P ¹¹	P ¹¹	M	—	—	—	—	—
Group Residential	M	—	—	C	—	—	—	—	—
Live-Work	—	P	P	P	—	—	—	—	—
Mobile Home Park	C	—	—	—	—	—	—	—	—
Residential Care Facility									
<i>General</i>	C	—	C	C	—	—	—	—	C
<i>Limited</i>	P	—	P	C	—	—	—	—	C
<i>Senior</i>	C	—	P	P	—	—	—	—	—
Caretaker Unit	—	—	—	—	—	—	C	C	—

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
Single Room Occupancy	—	—	P	—	—	—	—	—	—
Public and Semi-Public Uses									
College and Trade School, Public or Private	C ²	P	P	M	P	P	M	M	C
Community Assembly									
<i>Community Assembly, Small</i>	M	P	P	P	P	C	—	—	M
<i>Community Assembly, Large</i>	C	C	C	C	—	C	—	—	C
Community Garden	P	P	P	P	P	—	—	—	P
Cultural Institution	C	P	P	C	P	P	C	C	C
Day Care Center	P	P	P	P	—	P	M	M	M
Elderly and Long-Term Care	C	C	C	C	—	—	—	—	—
Government Offices	—	P	P	P	P	P	P	P	P
Hospitals and Clinics									
<i>Hospitals</i>	—	—	—	C	—	M ³	—	—	C
<i>Clinics</i>	—	—	M	M	—	M ³	—	—	—
Park and Recreation Facilities, Public	P	P	P	P	P	P	M	M	P
Public Safety Facilities	C	C	C	P	P	P	P	P	P
Schools, Public or Private	C	C	M	M	—	M	—	—	C
Social Service Facilities	—	M	M	P	—	—	P	P	M
Commercial Uses									
Adult Oriented Business	—	—	—	—	—	—	—	—	—

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
Animal Care, Sales, and Services									
<i>Kennel</i>	—	—	—	M	M	—	M	M	—
<i>Pet Day Care</i>	—	M	—	M	M	—	P	P	—
<i>Pet Store</i>	—	P	P	P	—	—	—	—	—
<i>Veterinary Services</i>	—	M	P	M	M	M	P	P	—
Arts and Makers Uses ¹³		P	P	P	—	P	P	P	—
Artist's Studios	—	P	P	P	—	P	P	P	—
Arts Exhibition Space		P	P	P	—	P	P	P	—
Automobile/Vehicle Sales and Services									
<i>Automobile/Vehicle Rental</i>	—	—	—	—	—	C	M	M	—
<i>Automobile/Vehicle Sales and Leasing</i>	—	—	—	—	—	C	C	C	—
<i>Automobile/Vehicle Service and Repair, Major</i>	—	—	C	C	—	—	P ⁴	P ⁴	—
<i>Automobile/Vehicle Service and Repair, Minor</i>	—	—	M	M	—	—	P ⁴	P ⁴	—
<i>Automobile/Vehicle Washing</i>	—	—	M	M	—	—	P ⁴	P ⁴	—
<i>Rental Car Storage</i>	—	—	—	—	—	—	—	—	—
<i>Service Station</i>	—	—	—	—	—	C	C	C	—
<i>Towing and Impound</i>	—	—	—	—	—	—	C	C	—
Banks and Financial Institutions									
<i>Banks and Credit Unions</i>	—	—	P	P	—	P	P	P	—
<i>Alternative Loan Business</i>	—	—	—	—	—	—	—	—	—

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
<i>Pawnbroker</i>	—	—	—	—	—	—	C	C	—
Commercial Entertainment and Recreation									
<i>Indoor Entertainment</i>	—	C	C	C	C	C	C	C	—
<i>Indoor Sports and Recreation</i>	—	—	C	C	C	C	C	C	—
<i>Outdoor Entertainment</i>	—	C	—	—	C	C	C	C	C
<i>Outdoor Sports and Recreation</i>	—	—	—	—	C	C	C	C	C
Crop Production, Limited	M	—	—	—	—	—	C	C	—
Eating and Drinking Establishments									
<i>Bar/Night Club/Lounge</i>	—	C	C	C	—	—	—	—	—
<i>Coffee Shop/Café</i>	—	P	P	P	P	P	P	P	—
<i>Hookah Bar/Smoking Lounge</i>	—	—	—	—	—	—	C	C	—
<i>Restaurant, Full Service</i>	—	P	P	P	P	P	P	P	—
<i>Restaurant, Limited Service</i>	—	P	P	P	P	P	P	P	—
Food and Beverage Retail Sales									
<i>Convenience Market</i>	—	P	P	P	—	P	P	P	—
<i>Grocery Store</i>	—	C	M	P	—	C	C	C	—
<i>Supermarket</i>	—	C	C	P	—	—	—	—	—
Funeral Parlor and Mortuary	—	—	C	C	—	—	—	—	—
Lodging									
<i>Bed and Breakfast</i>	M	—	M	M	—	—	—	—	—

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
<i>Hotel and Morel</i>	—	—	C	C	C	P	—	—	—
Maintenance and Repair Services	—	P	P	P	—	P	P	P	—
Maker's Space	—	P	P	P	P ⁵	—	P	P	—
Massage Business	—	M	M	M	—	—	M	M	—
Nursery and Garden Centers	—	M	M	M	—	C	P	P	—
Offices									
<i>Business and Professional</i>	—	M	P ¹²	P	P	P	P	P	—
<i>Medical and Dental</i>	—	-	P	P	P	P	P	P	—
<i>Walk-in Clientele</i>	—	-	P	P	P	P	—	—	—
Parking Services									
<i>Commercial Parking</i>	—	—	—	—	—	—	C	C	—
<i>Public Parking</i>	—	—	—	—	P	P	P	P	P
Personal Services									
<i>General Personal Services</i>	—	P	P	P	P	P	P	P	—
<i>Instructional Services</i>	—	P	P	P	P	P	—	—	—
<i>Tattoo or Body Modification Parlor</i>	—	P	P	P	—	P	P	P	—
Retail Sales									
<i>General Sales</i>	—	P	P	P	P	P	P	P	—
<i>Large Format Retail</i>	—	—	—	—	—	—	C	C	—
<i>Off-Price Merchandise</i>	—	C	C	C	—	—	—	—	—

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
<i>Outdoor Market</i>	—	C	C	C	—	—	C	C	—
<i>Second Hand Store</i>	—	P	C	C	—	—	—	—	—
Shopping Center									
<i>Community Shopping Center</i>	—	—	C	C	—	—	—	—	—
<i>Neighborhood Shopping Center</i>	—	C	C	C	—	—	—	—	—
<i>Regional Shopping Center</i>	—	—	—	C	—	—	—	—	—
Industrial/R&D Uses									
Clean Technology	—	M	M	M	P	P	P	P	—
Contractor Shop	—	P	M	M	—	—	P	P	—
Construction and Material Yard	—	C	—	—	—	—	P	P	—
Food Preparation	—	P	M	M	—	P ⁶	P ⁶	P ⁶	—
Handicraft/Custom Manufacturing	—	P	M	M	P	P	P	P	—
Industry, General	—	—	—	—	—	—	P	P	—
Industry, Limited	—	—	—	—	—	P ⁷	P	P	—
Recycling Facilities									
<i>Collection Facility</i>	—	—	M	M	—	M	M	M	—
<i>Intermediate Processing</i>	—	—	—	—	—	—	M	M	—
Research and Development, General	—	—	—	—	P	P	C ⁸	C ⁸	—
Used Farm and Construction Equipment Sales	—	—	—	—	—	—	P	P	—
Warehousing, Storage, and Distribution									

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
<i>Chemical, Mineral, and Explosives Storage</i>	—	—	—	—	—	—	C	C	—
<i>Freight/Truck Terminals and Warehouses</i>	—	—	—	—	—	—	C	C	—
<i>Indoor Warehousing and Storage</i>	—	—	—	—	—	P	P	P	—
<i>Outdoor Storage</i>	—	—	—	—	—	—	P	P	—
<i>Outdoor Storage - Arts</i>	—	P	—	—	—	—	P	P	—
<i>Parcel Hub</i>	—	—	—	—	—	—	C	C	—
<i>Personal Storage</i>	—	—	—	—	—	—	C	C	—
<i>Wholesaling and Distribution</i>	—	—	—	—	—	—	P	P	—
Transportation and Utilities Uses									
Airports and Heliports	—	—	—	—	—	—	C	C	—
Communication Facilities									
<i>Antenna and Transmission Towers</i>	See Zoning Code Chapter 20.370 (“Antennas and Wireless Communications Facilities”) and Chapter 20.375 (“Small Cell Wireless Communications Facilities”)								
<i>Facilities Within Buildings</i>	—	—	M	P	—	—	—	—	—
Fleet-Based Services	—	—	—	—	—	—	—	—	C
Transportation Passenger Terminals	—	—	—	C	—	C	C	C	C
Utilities, Major	C	—	—	C	C	C	C	C	C
Utilities, Minor	P	—	P	P	P	P	P	P	MUP
Waste Transfer Facility		—	—	—	—	—	C	C	—
Accessory Uses – See Zoning Code Chapter 20.350.004 (“Accessory Uses”) for Additional Regulations									
Accessory Dwelling Unit	See Zoning Code Chapter 20.350.04 (“Accessory Dwelling Units”)								

Land Use	RM-22	T3ML	T4L	T5L	BPO	BTP-H	MIM	MIH	PQP
Family Day Care Home									
Small	P	—	P	P	P	—	—	—	—
Large	P	—	P	P	—	—	—	—	—
Home Occupations	P	—	P	P	P ⁹	—	—	—	—
Mobile Vendor Services	—	—	P	P	P	P	P	P	P
Temporary Uses									
Temporary Use	See Zoning Code Chapter 20.350 (“Temporary Uses”)								
Notes: 1. Limited to facilities serving a maximum of 10 clients and may not be located withing 300 feet of any other domestic violence shelter. 2. Only on parcels with access from boulevard or connector streets. 3. Only in conjunction with research facility. 4. Must be located a minimum of 500 feet away from any residential district 5. Must be located a minimum of 100 feet away from any residential district 6. MUP required for on-site seating or tasting 7. Maximum 0.5 FAR unless ancillary to an Office or Research and Development use 8. Maximum 0.5 FAR 9. Allowed as an accessory to an existing non-conforming residential use. 10. Limited to sites with a maximum gross site area of 4,000 square feet 11. Limited to facilities serving a maximum of 10 clients and may not be located within 300 feet of any other domestic violence shelter based on information in the record. It is infeasible to locate an active pedestrian-oriented use on the ground floor. 12. Customer service offices are permitted on the ground level, and other offices are permitted on the second floor or when conducted as an accessory use with a permitted use on the site, occupying no more than 25 percent of the floor area. Additional office space may be allowed with a CUP, upon finding that such use will not conflict with adjacent street level retail uses. 13. Arts and Makers Uses are defined in Section 3.7.									

3.4 DEVELOPMENT INTENSITY

This section describes allowed density and intensity in each of the land use districts. A minimum and maximum residential density is identified for each district allowing residential uses. A maximum base intensity and a maximum intensity with community benefits is defined for non-residential uses.

3.4.1 Development Intensity

STANDARDS

1. **Allowed floor area and density.** Allowed floor area and density are defined in Table 2. Allowed floor area and density is based on the gross parcel area. Determinations of Floor Area Ratio are in Zoning Code Chapter 20.040.009 (“Determining Floor Area Ratio”).
2. **Split parcels.** If a parcel includes more than one Land Use District, standards for site development shall be based on land area within each District and adhere to the regulations in Zoning Code Chapter 20.300.004 (“Development on Lots Divided by District Boundaries”).
3. **Easements.** Any required land dedication or easement for streets or open space shall not be deducted from the site’s gross lot area for the purposes of calculating FAR.
4. **Existing City fees and linkage programs.** All development must provide the City-specified impact fees and other requirements.

See Sections 4.3.2 and 4.3.3 of Chapter 4: Design and Development Standards for Use-Based and Form-Based Zone Development Standards.

Table 2: Density and Intensity

District	Minimum Residential Density (DU/AC)	Maximum Residential Density (DU/AC)	Base Non-Residential Floor Area Ratio	Maximum Floor Area Ratio with Community Benefits ²
RM-22	15 or existing density, whichever is greater	22 ¹	NA	-
T3ML	20	60	0.5 minimum for non-residential, 1.0 maximum for non-residential uses	2.5
T4L	80	120	0.5 maximum for non-residential uses	3.5
T5L	80	140	0.5 maximum for non-residential uses	4
BPO	NA	NA	1	2.5
BTP-H	NA	NA	0.5	2.5 for Clean Technology, Office, and R&D
MIM	NA	NA	0.4 ²	1.0 for all permitted uses except Office and R&D
MIH	NA	NA	0.4	2.5 for all permitted uses except Office and R&D
PQP	NA	NA	NA	NA
Notes: <ol style="list-style-type: none"> 1. See Zoning Code Chapter 20.390 (“Bonus Residential Density”) for additional density based on the California State Density Bonus program. 2. See Community Benefits Program section of this chapter. 3. Total Floor Area Maximum is total maximum for site, inclusive community benefits. 				

3.4.2 Community Benefits Program

Non-residential developments may pursue additional FAR above the Base FAR if they meet all of the following requirements. Maximum FAR that may be granted is shown in Table 2.

STANDARDS

1. **Community benefits.** Non-residential projects seeking a density bonus above the Base Non-Residential Floor Area Ratio established in Table 2 must provide community benefits as established in Zoning Code Chapter 20.395 (“Community Benefits Program”).

2. **Park and open space dedications or easements.** Where open space types are identified in the Parks and Open Space Framework figure, the development project shall contribute the open space onsite and in designated locations as part of its community benefits contribution.

3. **Lindenville’s community benefit priorities.** In lieu of monetary payment of community benefit contributions, development projects may propose to provide a community benefit or district improvement project as defined in Table 3 in excess of the amount required under existing City and Specific Plan regulations or fee programs. Tailored to Lindenville’s needs, this table supersedes the community benefit priorities in Zoning Code Chapter 20.395.004 (“Community Benefit Priorities”).

Table 3: Lindenville Community Benefit Priorities

Benefit Type	Description
Open Space	New dedicated or publicly-accessible open space beyond standards in the Specific Plan and City parkland dedication requirements.
Affordable Housing	Development of affordable housing units on or off-site within Lindenville, in excess of the amount required under existing City and Specific Plan regulations.
Transportation, infrastructure, and Utility Improvements	Off-site transportation, infrastructure, and utility improvements in excess of required contributions that address the fair share of impacts needed to serve the development. This includes blue-green infrastructure and sea level rise improvements.
Small Business Retention	Supporting or subsidizing small, local businesses in excess of the amount required under existing City and Specific Plan regulations.
Other	Other benefits proposed by applicants and approved by the City Council that further the vision for Lindenville.

3.4.3 Transfer of Development Rights (TDR)

The Specific Plan allows transfer of non-residential development rights to incentivize the Specific Plan priorities related to open space, blue-green infrastructure, Colma Creek naturalization, affordable housing, and public facilities.

STANDARDS

1. **TDR Programs.** Maximum Floor Area Ratio with Community Benefits may be exceeded through the transfer of development rights from one parcel to another parcel within Lindenville. The Specific Plan establishes four TDR programs.
2. **General provisions.** The following general provisions apply to all TDR programs.
 - a. **Eligible sites.** Parcels that are “receiving” sites may receive additional non-residential floor area from “sending” sites. Sending sites must be in Lindenville. Receiving sites may be in Lindenville or East of 101.
 - b. **Allowable transfers.** All the non-residential floor area on a sending parcel may be transferred in its entirety, to a single receiving parcel, or in separate increments to several receiving parcels. Receiving parcels may receive floor area from multiple sending parcels. Individual receiving parcels may not exceed the Total Floor Area Ratio Maximum defined in Table 2.
 - c. **TDR procedures.** The following procedures are required for any transfer of development rights.
 - i. **City Planning permit approval.** The transfer of development rights shall be initiated with a City Planning permit to be approved by the Chief Planner unless addressed through a Development Agreement and approved by the City Council.
 - ii. **Documentation of transfer.** The owner of the sending site shall document the transfer, which shall contain:
 1. The names and mailing addresses of the owner of the sending site and owner(s) of the receiving site(s) of the floor area.
 2. Execution and acknowledgment of the transfer of the gross floor area by the sending site owner, all parties with record title interest in the real property of the sending site and the owner(s) of the receiving site of the gross floor area.
 3. The amount of floor area transferred (in square feet).
 4. The addresses, legal descriptions, assessor’s parcel numbers, and the Specific Plan land use district of the sending site and receiving site.
 - iii. **Recording the transfer.** Each transfer shall be recorded with the County Recorder’s office, and the process shall be initiated by the owner of the sending site. The Recorder shall be instructed to mail the transfer to the owner of the sending site, owner(s) of the receiving site(s), and the City.
 - iv. **Issuing of building permits.** The City shall not issue any building permits for the receiving parcel unless the City has verified that the owner of the receiving site is entitled to the amount of floor area for the development based on a recorded document of transfer.
 - d. **Fees for transferred square footage.** The receiving non-residential development shall not be required to pay City’s commercial linkage fees or community benefits fees on the transferred non-residential square feet.
3. **TDR Programs.** Four TDR programs seek to incentivize the Specific Plan priorities related to open space, urban ecology, community

facility site acquisition, and residential development as follows:

- a. **Parks and open spaces.** To incentivize the dedication of a site for parks and open spaces and/or for blue-green infrastructure, property owners may maintain rights to demolished non-residential square footage and transfer square footage to a receiving site for the provision of a park or open space with blue-green infrastructure on the sending site. Park and open space improvements and blue-green infrastructure improvements shall be completed on the sending site.
- b. **Affordable housing.** To incentivize the creation of 100% affordable housing development, property owners may maintain rights to demolished non-residential square footage and transfer square footage to a receiving site for the provision of 100% affordable housing on the sending site.
- c. **Public facilities.** To incentivize the dedication of a site for public facilities, such as arts and cultural facilities, community centers, recreation buildings, property owners may maintain rights to demolished non-residential square footage and transfer square footage to a receiving site for the provision of a public facility on the sending site.
- d. **Colma Creek Greenbelt.** To incentivize development of the Colma Creek Greenbelt, owners of properties fronting South Canal Street between South Spruce Avenue and South Linden Avenue within the Colma Creek Greenbelt Overlay are eligible to transfer building area of the parcels north of the proposed extension of Mayfair Avenue up to the maximum non-residential FAR or minimum residential FAR to other sites within Lindenville or East of 101. The receiving site may receive up to a 50% credit on parkland dedicated fees for the transferred residential FAR with dedication of the land to the City.

See Section 5.4.1 of Chapter 5: Parks and Open Space for more information about the Colma Creek Greenbelt.

3.5 HEIGHT

Maximum height allowances are regulated by Figure 13. Heights are regulated by zoning districts and a new Height Incentive Overlay. The Height Incentive Overlay allows for maximum building heights in excess of what is allowed under base zoning. In areas with this Height Incentive Overlay, building heights up to 160 feet are permitted in exchange for green building development and additional open space dedication. Mass timber buildings are encouraged, as they provide an alternative to steel and concrete structures, potentially lowering construction costs and carbon emissions associated with new construction. The land included in the Height Incentive Overlay has underlying T5L zoning, is buffered from existing single-family housing, and is in locations where this Plan envisions open space creation.

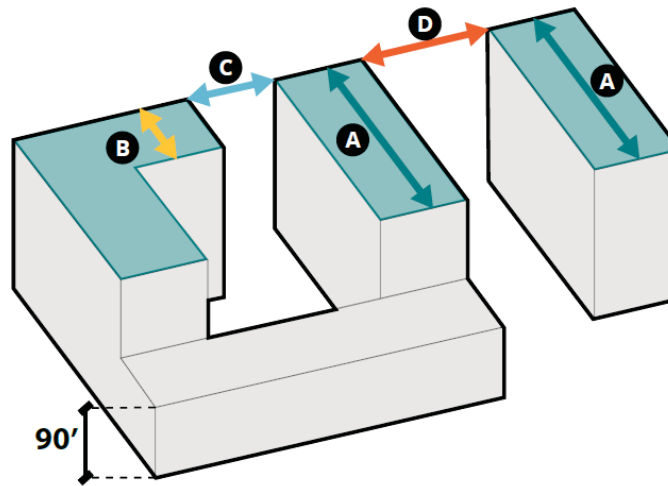
STANDARDS

1. **Allowed maximum height.** Allowed maximum height is regulated by Figure 13 or the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
2. **Height measurement.** Building height measurement procedures are defined in Zoning Code Chapter 20.040.005 (“Measuring Height”).
3. **Height Incentive Overlay.** This Specific Plan establishes a Height Incentive Overlay as shown in Figure 13 and the following incentives and requirements.
4. **Development incentives for the Height Incentive Overlay.** Projects that comply with the requirements for the Height Incentive Overlay are eligible for the following incentives.
 - a. **Building height.** Within the overlay, the maximum primary building height is allowed to be up to 160 feet, allowing maximum primary building height in excess of maximum that is allowed under a site’s base district.
5. **Requirements for the Height Incentive Overlay.** The following standards apply to areas within the Height Incentive Overlay.
 - a. **GreenPoint checklist.** New residential development shall achieve a minimum of 120 points on the Green Point Rated system or equivalent and submeter, or use other appropriate technology that can track individual energy use, for each residential unit. Applicant must submit an appropriate checklist prior to issuance of building permit.
 - b. **Whole building life cycle assessment.** New development shall conduct a whole-building life-cycle assessment per the Leadership in Energy and Environmental Design (LEED) Building Life-Cycle Impact Reduction Credit.
- c. **Open space requirement.** Properties within the Height Incentive Overlay that develop to heights greater than 85’ are required to provide park land onsite.
 - i. If park and open space are identified on the project site on the Parks and Open Space Framework map, open space shall be provided in accordance with the Chapter. At least 20% of the project site shall be publicly-accessible open space.
 - ii. If no parks are identified on the project site on the Parks and Open Space Framework map, the site shall provide a POPA space covering 20% of site area.
- d. **High-rise buildings in the Height Incentive Overlay.** Applies to all portions of a building greater than 90 feet in height as illustrated in Figure 12.
 - i. **Building spacing.** The portion of a building greater than 90 feet in height shall be located a minimum of 60 feet from all other buildings greater than

90 feet in height regardless of whether the adjacent building is on the same parcel or different parcel. Where two adjacent parcels are under different ownership, portions of a building greater than 90 feet in height shall be located a minimum 30 feet from adjoining property line. Residential building facades greater than 100 feet in length shall be located a minimum of 120 feet from all other buildings facades greater than 100 feet in length and greater than 90 feet in height.

- ii. **Building dimensions.** For residential buildings the portion of the building above 90 feet in height shall not have a continuous façade building dimension that exceeds 160 feet in length.
- iii. **Reduction in mass.** Building floor plates greater than 90 feet in height shall not exceed 16,000 square feet.

Figure 12: High-Rise Building Spacing



High Rise Buildings

- Maximum residential floorplate above 90' in height: 16,000 sf
- A** | Buildings Facade $\geq 100'$ Length
- B** | Buildings Facade $\leq 90'$ Length
- C** | 60' min. distance between buildings $\geq 90'$
- D** | 120' min. distance between building facades $\geq 100'$ in length

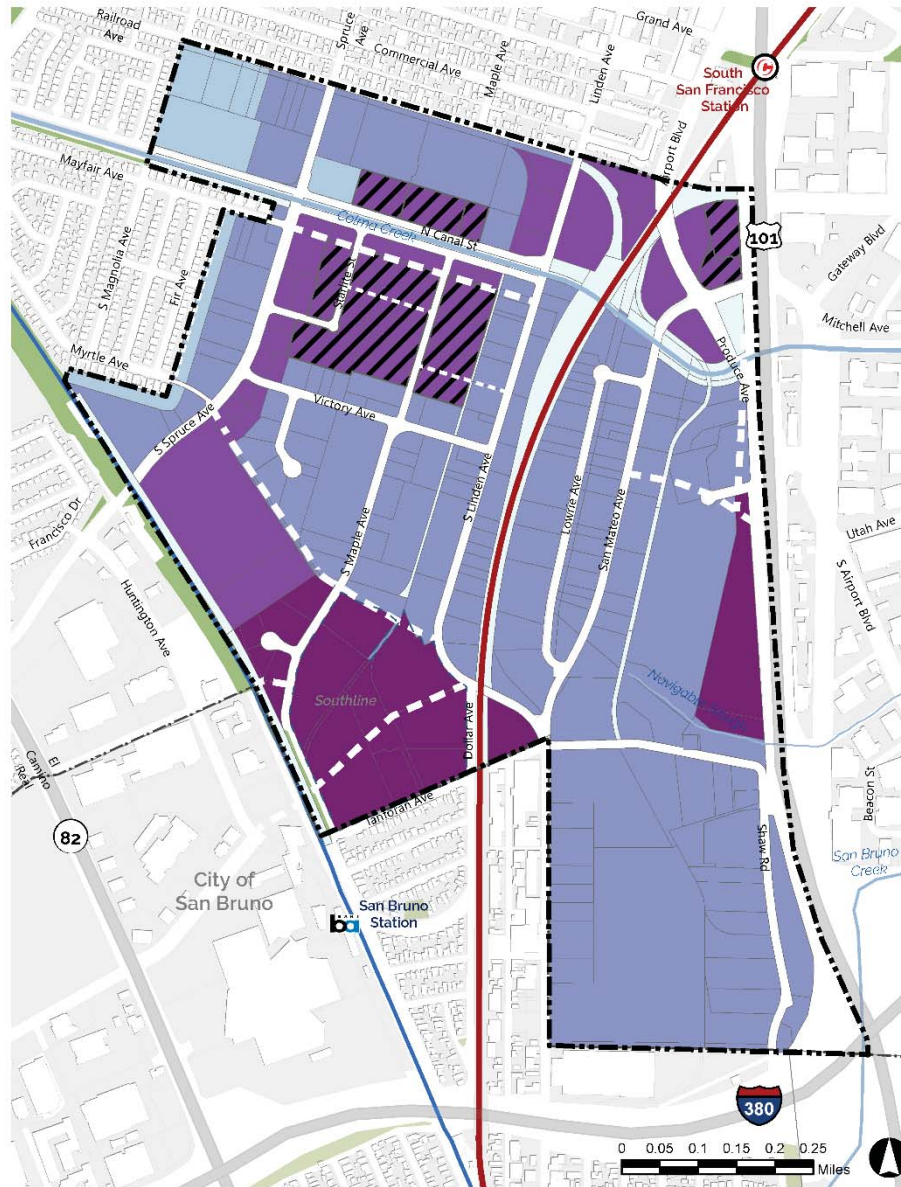
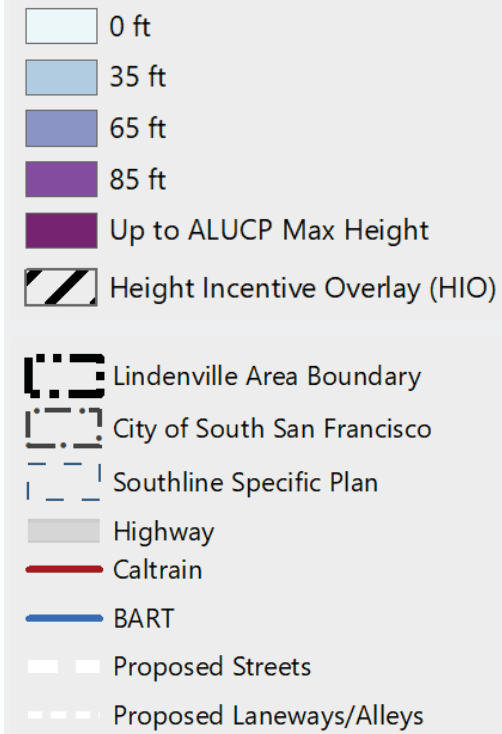


Figure 13: Maximum Height



3.6 ACTIVE GROUND FLOOR USES

Active ground floor uses encourage pedestrian activity and support the local economy, two factors that contribute to vibrant and memorable communities. This Specific Plan requires publicly-accessible active ground floor uses along a portion of South Spruce Avenue, implemented via an overlay, to provide access to everyday goods and services to nearby residents. This area is shown in Figure 14 and the active ground floor uses required are listed in Table 4.

STANDARDS

1. **Publicly-accessible active ground floor use requirements.** Active ground floor uses listed in Table 4 are required on frontages facing South Spruce Avenue in the area shown in Figure 14. Active ground floor uses shall meet the following requirement:

a. **Ground floor building area.** At least 50% of ground floor building frontage along South Spruce Avenue shown in Figure 14 must be devoted to active ground floor uses allowed in Table 4.

b. **Ground floor depth.** Retail and commercial shopfronts shall have a minimum depth of 25 feet.

c. **Floor-to-floor height.** Active ground floor uses shall have a minimum floor-to-floor height of 15 feet and minimum 12 feet clear floor-to-ceiling dimension.
2. **Active ground floor frontages.** The following frontage types are required on the ground floor facing South Spruce Avenue for buildings within the area shown in Figure 14: arcades, forecourts; shopfronts; and terraces, or similar.

3. **Temporary uses.** The City may grant temporary uses and special uses to reserve space for future active ground floor uses.

Table 4: Active Ground Floor Uses

Use Category	Active Ground Floor Uses
Public and Semi-Public	Cultural institution; day care center; clinics; social service facilities
Commercial	Animal care, sales, and services; artist’s studios; arts exhibition space; banks and financial institutions; eating and drinking establishments; food and beverage sales; nursery and garden centers; personal services; retail sales
Note:	
1. Only uses allowed or conditionally allowed in underlying zoning are allowed in areas requiring active ground floor uses.	

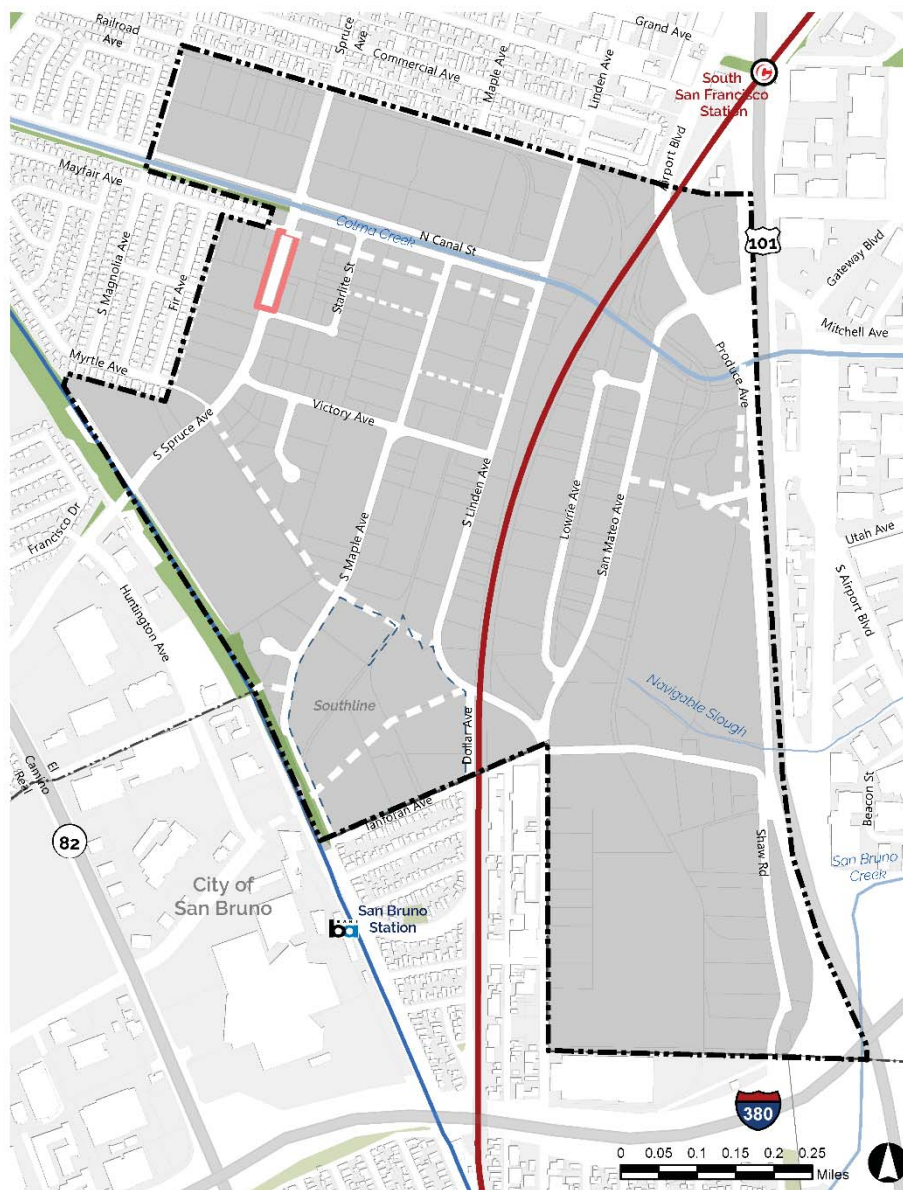
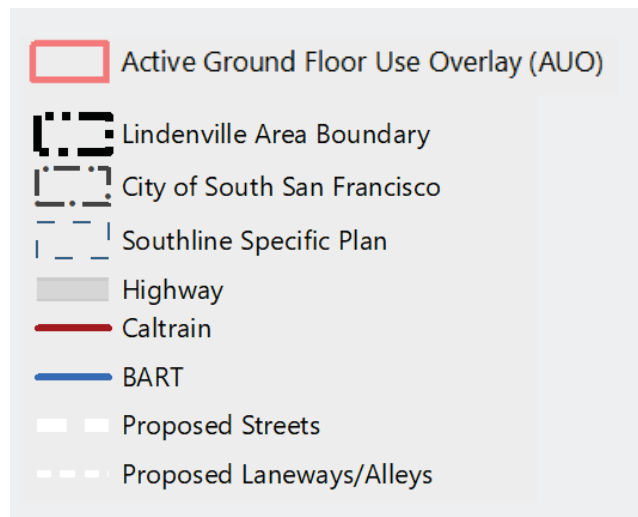


Figure 14: Active Ground Floor Use Overlay



3.7 ARTS AND MAKERS

Lindenville is home to artists, makers, and creatives that fuel the city’s creative economy. As defined in the City’s General Plan, the creative economy refers to “an economic sector that involves careers and activities at the intersection of arts, culture, and technology. The creative economy is made up of the businesses and individuals involved in producing cultural, artistic, and design goods and services, as well as supportive organizations that provide artistic venues, education, and funding.”

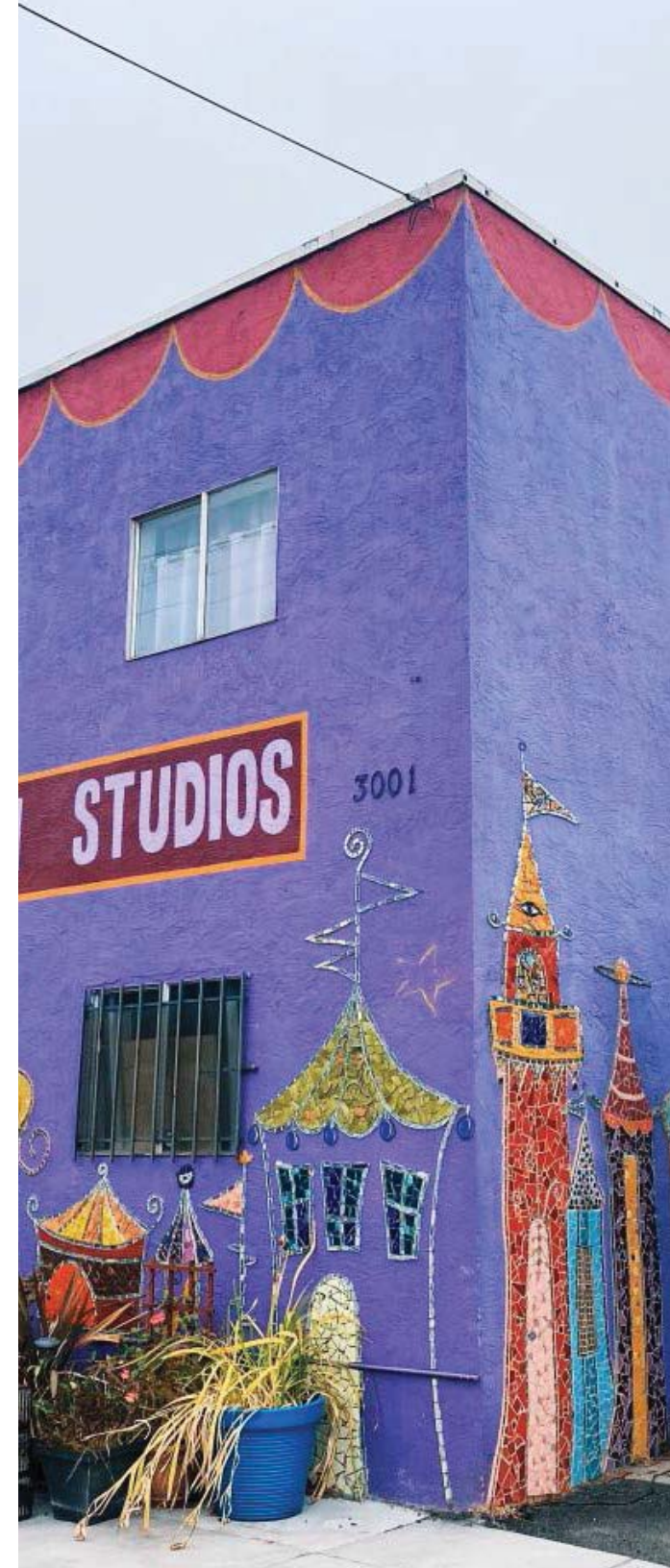
Artists and creatives are abundant in Lindenville, and uses like recording studios, furniture makers, printers, and breweries currently populate South Linden Avenue. However, challenges abound that threaten to minimize the footprint of arts and creativity in Lindenville, including lack of rentable spaces suitable for artists and makers, and high costs for living and renting workspace in South San Francisco.

Based on direction established in the General Plan and furthered in the City’s Public Arts Master Plan, this Plan establishes the South Linden Avenue Arts and Makers District to encourage thriving creative

industries in Lindenville. The District will be implemented in part by a new Arts and Makers Overlay along South Linden Avenue from South Canal Street to the intersection of Linden Avenue and Shaw Avenue.

The mix of land uses in the South Linden Avenue Arts and Makers District is critical to promoting pedestrian activity, thriving businesses, and creativity. The Arts and Makers Overlay has a ground floor use requirement to support arts and creative uses along the span of the corridor, as well as supportive uses that support vitality along the corridor. Table 5 lists uses allowed in the Arts and Makers Overlay, including uses that are required on the ground floor of structures. Adaptive reuse or new projects that meet the ground floor requirements are eligible for a series of development incentives.

The South Linden Avenue Arts and Makers District is imagined to evolve over time. In the future, the City will undertake additional planning and economic development efforts to enhance the corridor’s identity and retain and attract artists and creatives.



STANDARDS

1. **Arts and Makers Overlay.** This Specific Plan establishes an Arts and Makers Overlay to be applied along the length of South Linden Avenue from South Canal Street to Shaw Avenue.
2. **Use standards for Arts and Makers.** Arts and Makers uses are permitted in the Arts and Makers Overlay in addition to uses allowed in underlying MIH and T3ML zones and are not subject to any conditions or discretionary review. The uses listed in Table 5 count as Arts and Makers uses.
 - a. **Arts and Makers ground floor uses.** Arts and Makers ground floor uses are required in the Arts and Makers Overlay. Arts and Makers uses are listed in Table 5.
 - b. **Arts and Makers ground floor building area.** At least 50% of ground floor building area of parcels in the Arts and Makers Overlay shown in Figure 15 must be devoted to arts and makers uses listed in Table 5.
 - c. **Outdoor storage.** Storage of materials associated with arts and makers must adhere to requirements in Zoning Code Chapter 20.350.032 (“Outdoor Storage”).

3. **Development incentives for Arts and Makers.** Projects that comply with the use standards for Arts and Makers are eligible for the following project incentives in the Arts and Makers Overlay.
 - a. **Converted Buildings**
 - i. New parking spaces shall not be required for any converted use within the building.
 - ii. A loading zone shall not be required if the existing building does not have an existing loading zone.
 - iii. Additional landscape or outdoor open space standard shall not be required for any converted use in the building.
 - b. **New Buildings.** There are no minimum parking requirements for development projects in the Arts and Makers Overlay.
4. **Adaptive use changes.** If the use of the existing building is considered nonconforming in the Arts and Makers Overlay as established prior to adoption of the Specific Plan, the use may be changed ministerially if it complies with Table 5. Those buildings may be eligible for development incentives for arts and makers.
5. **On-site sales of goods.** Showrooms and ancillary sales of arts and makers goods produced on-site are permitted.

6. **Outdoor cultural events and performances.** Outdoor cultural events and performances must adhere to the temporary use requirements in Zoning Code Chapter 20.340 (“Temporary Uses”). The City, however, may relax the requirements to support temporary arts uses.

GUIDELINES

1. **Residential compatibility.** Commercial and industrial uses in the Arts and Makers Overlay should not produce excessive odor, fumes, dust, light, glare, noise, or other similar impacts extending beyond the property line where the impacts are produced. Refer to Zoning Code Chapter 20.300.010 (“Performance Standards”) for more information.

See Section 3.7 of Chapter 5: Parks and Open Space for information about arts and culture.

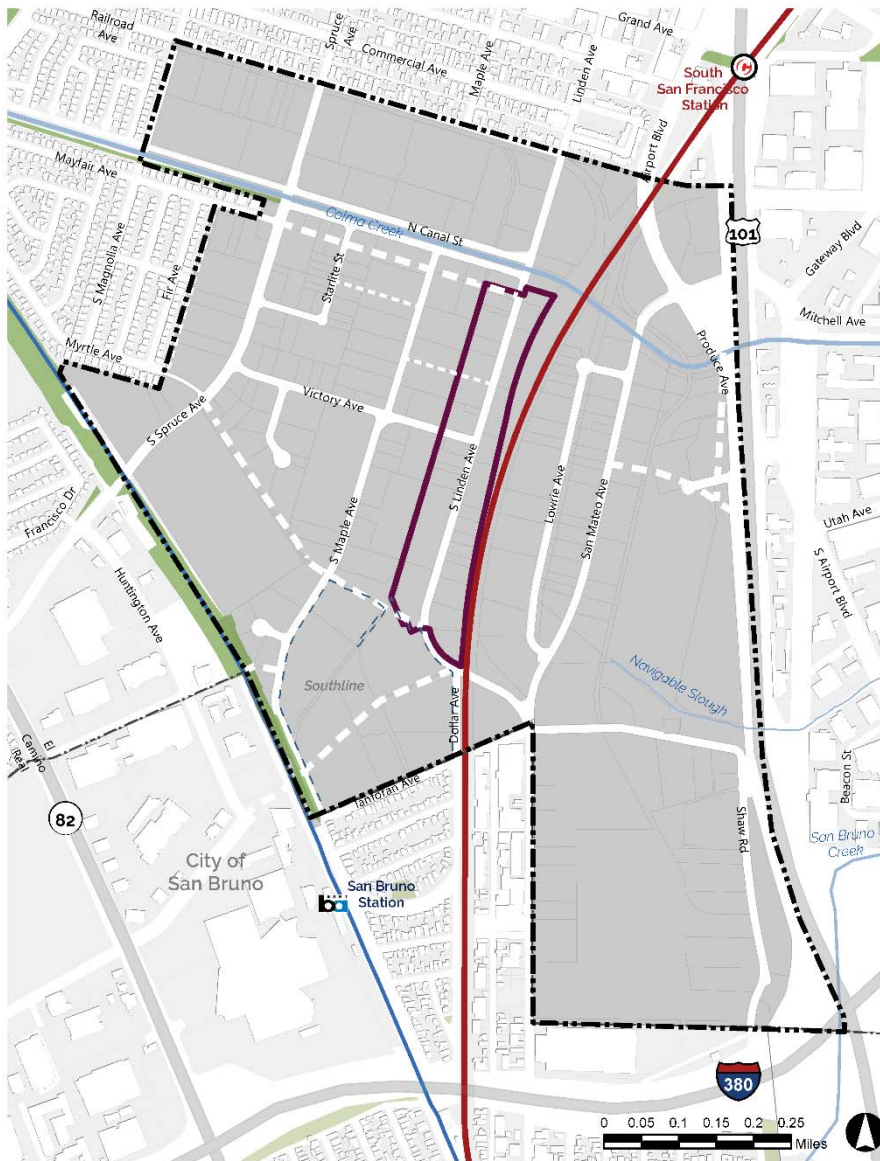
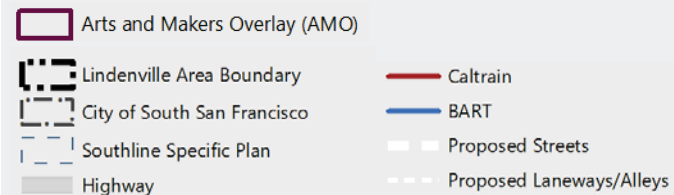


Figure 15: Arts Makers Overlay

Table 5: Arts and Makers Uses

Use Category	Permitted Uses
Residential	Live-work
Commercial	Studios (arts, dance, music etc.); arts exhibition space; maker's space; breweries and distilleries; artisan shops; media production; or similar use.
Industrial	Clean technology; food preparation; handicraft/custom manufacturing; manufacturing finished parts or products primarily from previously prepared materials; printing, engraving and publishing; furniture and related product manufacturing; or similar use.
Public and Semi-Public	College and trade school, public or private; cultural assembly; community garden; cultural institution; or similar use.
<p>Note:</p> <ol style="list-style-type: none"> 1. The uses in this table are permitted Arts and Makers Uses in the Arts and Makers Overlay. These uses are permitted in addition to uses allowed in underlying MIH and T3ML zones. 2. Uses in this table may fulfill the Arts and Makers ground floor use requirement. 	



3.8 DEDICATION AND EASEMENT REQUIREMENTS

The following standards are required for dedications and easements. Additional design standards for open spaces, utilities, streets, and utilities are found in other chapters of this Specific Plan.

STANDARDS

1. **Planned ownership, access, and maintenance easements.** Applicants are required to include an exhibit or diagram clearly showing the proposed maintenance agreements/easements underlying the project's roadways, paths, utilities, and open spaces.
2. **Open space requirements.** The following standards are required for open space dedications and easements:
 - a. **Open space improvements.** Proposed open space types and design standards, including size and type, are identified in Figure 23 in the Parks and Open Space Chapter. Where required, property owners shall dedicate land or provide an easement consistent with these standards. Improvements shall be constructed by the property developer.
 - b. **Maintenance and operations.** Maintenance and operations shall be the responsibility of the property owner unless otherwise determined by the City.
3. **Street improvements.** The following standards apply to modification of existing and new streets.
 - a. **Street design standards.** Locations of and street design standards for streets are identified in the Mobility Chapter.
 - b. **New public streets.** New public streets identified in Figures 27-31 shall be dedicated to the City, with the City managing roadway improvements and maintenance.
4. **Utilities improvement requirements.** The following standards are required for utility improvements.
 - a. **Existing private utilities.** Private utilities shall be improved up the City of South San Francisco's standards and either maintained as private infrastructure or dedicated to the City.
 - b. **New utilities.** All new streets shall be designed and constructed per City standards to include storm, sewer, water, and dry utilities.

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4.1 GOALS AND POLICIES

4.2 LINDENVILLE'S DESIGN VISION

4.3 DEVELOPMENT STANDARDS

4.4 FORM-BASED ZONE DESIGN

STANDARDS

4.5 OPEN SPACE

4.6 ENVIRONMENTAL EFFECTS

Chapter 4

DESIGN AND DEVELOPMENT STANDARDS

The Land Use Districts and Character Areas define the identity and “look and feel” of each area within Lindenville and the attributes that make each of these places distinct and unique, fostering a sense of place with consistent urban design.

This Chapter of the Specific Plan contains the standards that apply to new development in Lindenville. The development standards include Lindenville-wide design standards and development standards based on the Character Area and Land Use District that a development project is located in. This Chapter's development standards are intended to support the health and safety of existing and future residents and employees.

4.1 GOALS AND POLICIES

The following goals and policies summarize how the development standards support the implementation of the Lindenville Specific Plan's vision for the future.

Goal DD-1: The Mixed Use Neighborhood, South Spruce Avenue Corridor and South Linden Avenue Arts and Makers District have a network of safe, walkable streets and pathways to access key destinations and open spaces.

Policy DD-1.1: Small block sizes for mixed use neighborhoods and corridors. Where defined, ensure the new Mixed Use Neighborhood is developed with small block sizes to facilitate convenient vehicular and pedestrian connections through the neighborhood.

Policy DD-1.2: Minimum residential uses. Ensure neighborhoods have a minimum density of residential uses to support commercial activity along South Spruce Avenue and arts and makers spaces along South Linden Avenue.

Policy DD-1.3: Gathering places. Require gathering places, including pedestrian plazas, parks, and pathways, as conditions of new development.

Policy DD-1.4: Pedestrian-oriented building design. Ensure buildings meet streets, pathways, greenways, and publicly accessible open spaces in a way that activates and enlivens them.

Goal DD-2: New developments in the Mixed Use Neighborhood, South Spruce Avenue Corridor, and South Linden Avenue Arts and Makers District establish a new pattern and design vocabulary that distinguishes Lindenville from other sub-areas of the city.

Policy DD-2.1: Variety of building sizes and heights. Encourage new development to provide varied building heights and sizes to create variety and avoid repetitive development.

Policy DD-2.2: High-rise buildings. Encourage tall buildings in the Height Incentive Overlay to create a distinct place, provide open space, and contribute to a variety of building forms.

Policy DD-2.3: Façade composition. Shape building massing to provide visual interest, scale, and rhythm through building and/or building

façade design. Use material, color, and solar shading to create a shared vocabulary unique to Lindenville.

Policy DD-2.4: High-quality architecture. Facilitate high-quality architecture to create a coherent place, while allowing individual buildings to be unique.

Policy DD-2.5: Flexibility in building design. Provide flexibility in building design in the Employment Area to support campuses, larger-scale office, and industrial development.

Goal DD-3: New developments in Lindenville provide healthy places for people to live and work by mitigating potential noise, air quality, and odor impacts from industrial land uses, US-101 and Interstate 380, and aircraft.

Policy DD-3.1: Land use compatibility. Require screening, air filtration, and sound abatement to reduce visual and sensory impacts from nearby generators of noise, odor, and sound.

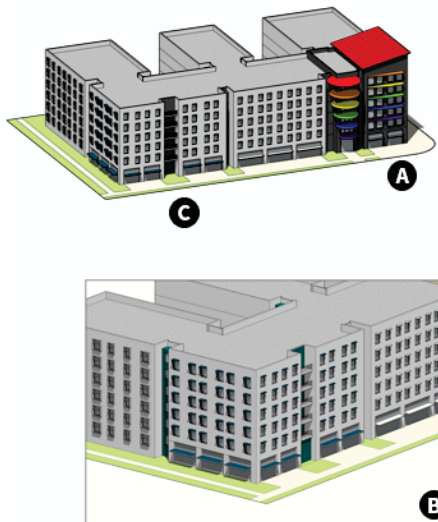
Policy DD-3.2: Open space access. Provide ample opportunity for residents to live active lifestyles by requiring dedications of new public park and open spaces and private common spaces.

Policy DD-3.3: Environmental assessment and remediation. Require developers to remediate ground and soil contamination.

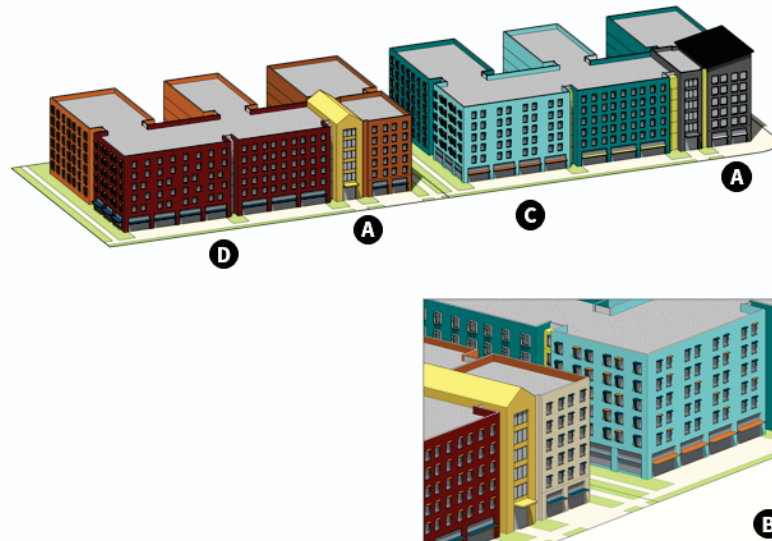
4.2 LINDENVILLE'S DESIGN VISION

The following illustrates the design vision for Lindenville to provide visual interest and character. The material and color vocabulary will be specific to each Character Area (see Figure 10) to provide unique identity to each area. Coupled with unique building entries and passive shading strategies, the design standards create a unique and identifiable massing strategy for Lindenville.

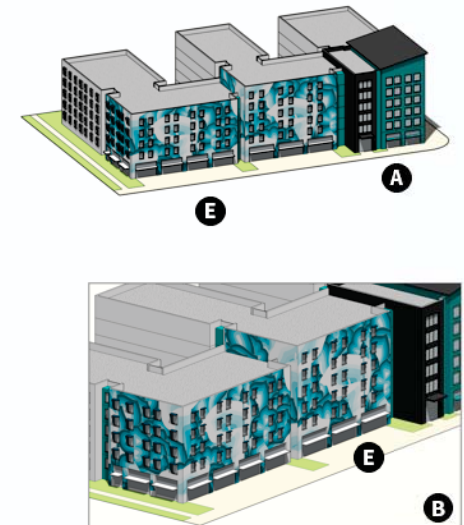
South Spruce Avenue Corridor



Mixed Use Neighborhood



South Linden Avenue Arts and Makers District



- A. Unique building entries:** Strong building identity, opportunities for architectural creativity, and distinction from rest of building's massing.
- B. Passive shading:** Visual interest, unique identity to Lindenville, and opportunities for creativity and color.
- Simple building massing with unique façade material and color, specific for each character area:**
 - C.** *South Spruce Avenue Corridor:* Neutral primary façades with contrasting colors for major breaks.
 - D.** *Mixed Use Neighborhood:* Colorful primary façades with distinctive building masses. New buildings contrast with existing industrial buildings.
 - E.** *South Linden Avenue Arts and Makers District:* Murals on primary façades create a strong arts identity and a destination to view artist contributions.

4.3 DEVELOPMENT STANDARDS

4.3.1 Block Structure

Redeveloped parcels within Lindenville will need to provide new connections to link people and places throughout the Specific Plan Area. Provision of mobility connections is tied to the intensity of development, mix of uses, and proximity to open spaces, with most of the new connections occurring within the Mixed Use Neighborhood. This structure is essential for providing a safe and healthy environment for pedestrians and bicyclists.

STANDARDS

1. **Applicability of standards.** Development applicants shall implement the following connectivity improvements with associated standards to achieve the vision of the Specific Plan.
 - a. **Mobility network improvements.** Connectivity improvements are illustrated on the Mobility Framework maps in Chapter 6, with design standards / cross sections provided for those improvements. A publicly accessible street type not listed may be approved if it is like other listed street types or meets the purpose and intent of the Specific Plan.
 - b. **Open space connectivity improvements.** Open space connectivity improvements are illustrated on Figure 23 (the Parks and Open Framework map in Chapter 5). Standards for connectivity improvements are defined for a site in Chapter 5, and the development project shall meet those standards (see Section 5.4.5).
 - c. **Connection alignment.** All connectivity locations across blocks shall be aligned.
 - d. **First connection.** The first developed connection establishes the required centerline for the subsequent connectivity alignment. If an existing connection terminates at the project boundary, the applicant shall construct a similar or compatible connection.
 - e. **Street amenities.** Amenities including street trees, lighting, and seating shall be provided.

4.3.2 Use-Based Zone Development Standards

For use based zoning districts, including for RM-22, BPH, BPO, MIM, and MIH, the Zoning Code development standards apply.

4.3.3 Form-Based Zone Development Standards

This section presents the three new transect zoning districts developed to promote pedestrian activity, facilitate the transition of auto-oriented development patterns to more walkable and urban places, and encourage a compatible mix of uses. These districts provide specific development standards for these areas. For districts not listed, the Zoning Code development standards apply, including for RM-22, BPH, BPO, MIM, and MIH.

Table 6: Form-Based Zone Development Standards

Standards	T3ML-T3 MAKERS LINDENVILLE	T4L-T4 LINDENVILLE ²	T5L-T5 LINDENVILLE
1. Description			
Description	The T3ML zoning district is a low- and medium-intensity mixed use district that supports arts and makers, residential, and industrial uses along the South Linden Avenue corridor. This district supports flex low-rise buildings with diverse frontages that engage private development with the public realm and require ground floor arts and makers uses.	The T4L form-based zoning district establishes a mixed use urban area. The district supports medium- to high-intensity mixed use development, with buildings that transition in scale to surrounding residential neighborhoods. Diverse frontages provide a relationship between private development and the public realm and a consistent frontage along the key rights-of-way. Minimum residential densities apply.	The T5L zoning district supports a comfortable and walkable high-intensity urban core. As large sites transition into walkable blocks, the district supports vertical mixed use development with buildings facing the city's corridors as well as internal street networks and publicly accessible open spaces. Diverse frontages provide space for active ground floor uses and shape the relationship between private development and the expanded public realm. Minimum residential densities apply.
2. Density and Floor Area Ratio			
Residential Density (du/ac.)¹	20 min, 60 max.	80 min., 120 max.	80 min., 140 max.* (*May exceed maximum residential density within Height Incentive Overlay)
FAR	0.5 min.; 2.5 max. Nonresidential: 0.5 min, 1.0 max.	1.5 min.; 3.5 max. 0.5 max. for nonresidential uses	1.5 min.; 3.75 max.* 0.5 max. for nonresidential uses (*May exceed maximum residential density within Height Incentive Overlay)
3. Building Placement			

Build-to Area			
Front as measured from back-of-sidewalk	0 ft min. along Linden Avenue, 10 ft min. along all other frontages; 15 ft max.	15 ft min. along Spruce Avenue and Railroad Avenue (15-20 ft planter is typical existing condition), 10 ft min. along all other frontages; 20 ft max.	15 ft min. along Spruce Avenue and Railroad Avenue (15-20 ft planter is typical existing condition), 10 ft min. along all other frontages; 20 ft max.
Publicly Accessible Open Space (Parks, Linear Open Space, etc.)	0 ft min.; 20 ft max. Ground floor residential units: 5 ft min.	0 ft min.; 20 ft max. Ground floor residential units: 5 ft min.	0 ft min.; 20 ft max. Ground floor residential units: 5 ft min.
Greenways, Pathways and Trails	0 ft with no habitable encroachments and no encroachments within 15 ft of grade.	5 ft; or 0 ft with no habitable encroachments and no encroachments within 15 ft of grade.	5 ft; or 0 ft with no habitable encroachments and no encroachments within 15 ft of grade.
Building Placement in Front or Open Space Build-to Area	Primary building must extend across a min. 30% of the width of the build-to area.	Primary building must extend across a min. 60% of the width of the build-to area	Primary building must extend across a min. 60% of the width of the build-to area
Street Side	0 ft min.; 15 ft max.	0 ft min.; 10 ft max.	0 ft min.; 10 ft max.
Building Placement in Street Side Build-to Area	Primary building must extend across a min. 40% of the width of the build-to area	Primary building must extend across a min. 30% of the width of the build-to area	Primary building must extend across a min. 50% of the width of the build-to area.
Primary Building Setbacks			
Interior Side	0 ft min. Residential: 15 ft min.	0 ft min. Residential: 15 ft. min	0 ft min. Residential: 15 ft. min
Rear	0 ft min. Residential: 15 ft min.	0 ft min. Residential: 15 ft min.	0 ft min.; 10 ft min. adjacent to any non-transect zoning district Residential: 15 ft min.
Lot Coverage, as measured as the building area above any parking podium.	80% max.	70% max.	70% max.
4. Building Height			
Building Height	Residential Mixed Use: 65 ft max. Other: 40 ft max.	65 ft max.	85 ft max. (*May exceed maximum building within the Height Incentive Overlay)
5. Parking Placement			
Front	25 ft min. Surface parking shall not be located between the primary building façade and the street. Surface parking area shall have a maximum width of 65 feet for parcels with parcel width greater than 120 feet, maximum width of 40 feet width for parcels with parcel width greater than 80 feet, for parcels with a parcel width less than 80 feet, all surface parking shall occur behind primary building.	Shall be screened by habitable uses with a minimum depth of 20 feet	Shall be screened by habitable uses with a minimum depth of 20 feet
Street Side	5 ft min.	8 ft min.	8 ft min.

Interior Side	0 ft min.	0 ft min.	0 ft min.
Rear	0 ft min.	5 ft min.	5 ft min.
Curb Cut Access	24 ft max. width, max 2 per street frontage.	20 ft max. width; max 1 per street frontage or 2 per frontage if curb-but width is less than 10 feet.	20 ft max. width; max. 1 street frontages up to 300 feet, max. 2 for street frontages exceeding 300 feet
6. Allowed Building Types			
	Live/work	Live/work	Live/work
	Multiplex	Multiplex	Multiplex
	Flex Low-Rise	Flex Low-Rise	Flex Low-Rise
	Flex Mid-Rise	Flex Mid-Rise	Flex Mid-Rise
			Flex High-Rise
7. Additional Standards			
			Any new commercial or multi-unit buildings or structural alterations or additions to commercial or multi-unit buildings involving more than 25% of the gross floor area shall provide public improvements between the building and the curb in accordance with the standards of the Public Works Department.
8. Notes			
¹ See Chapter 20.390 (“Bonus Residential Density”) for additional density based on the California State Density Bonus program.			
² Additional standards apply adjacent to RL districts (See Section 4.4.5).			

4.4 FORM-BASED ZONE DESIGN STANDARDS

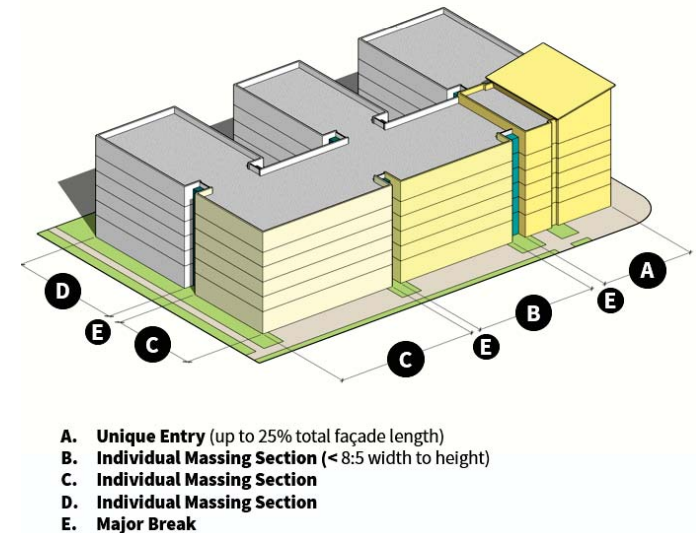
To emphasize the unique qualities of Lindenville, the Specific Plan includes building design standards to create an identifiable place, enhance character and visual interest, and transition the Mixed Use Neighborhood, South Spruce Avenue Corridor, and South Linden Arts and Makers District into more walkable places. The aesthetic of the neighborhood is based on the following design strategies: Identifiable building massing, articulation tied to passive shading, and unique building entries.

STANDARDS

1. **Applicability.** This section applies to all multifamily and residential mixed use development. Projects are exempt from 20.310.004 Multi-Family Residential and Mixed-Use Design.
2. **Building massing and façade composition.** New developments shape building massing to provide visual interest, scale, and rhythm through building and/or building façade design by meeting the following standards.
 - a. **Building massing and primary façade.** New development shall adhere to the following primary façade requirements.
 - i. **Building Massing (golden rectangle).** All facades shall be divided into individual massing sections not to exceed length that is 8:5 width to height ratio along the façade. Facade sections shall be divided by a major break as defined below. [65' h x 104' w | 85' h x 136' w]

- ii. **Façade articulation.** Primary façades shall be a continuous plane with additive articulation to meet passive shading requirements. If balconies are provided, balconies shall be integrated with major breaks or be recessed a minimum 6 inches from primary façade. Bay windows and other minor modulations that exceed 6 inches in depth projection that are not associated with passive shading are not allowed. Building recesses are allowed up to 2 feet in depth for upper floors and up to 10 feet in depth for ground floors but shall not make up more than 30% of the primary façade plane and shall not break the roof line.

Figure 16: Building Massing and Façade Composition



iii. **Major break.** To reduce the bulk and massing of buildings, new developments shall incorporate major breaks in the primary and secondary building façades.

1. **Minimum plan area of major breaks.** Major breaks shall have a minimum plane area equal to the highest height of the adjacent primary façade as measured to the top of roof plate (for example, 65 ft height = 65 sf minimum area).

2. **Minimum dimension of major breaks.** Major breaks shall have a minimum dimension in both depth and width equal to 10% the highest height of the adjacent primary façades.
3. **Secondary façade height.** The secondary façade height shall have a minimum perceived height difference of 3 feet from the primary façade (as measured from top of parapet or roof edge). This may be achieved through pushing the parapet wall back a minimum of 5 feet from the secondary façade.

4. **Break relationship to balconies.** Balconies may be included in major breaks but shall be a minimum 2 feet difference in depth from the primary façade.
5. **Break relationship to building entries.** Unique building entries may be considered major breaks, as described in Standard 4.3.3.

Figure 17: Primary Façade and Major Breaks

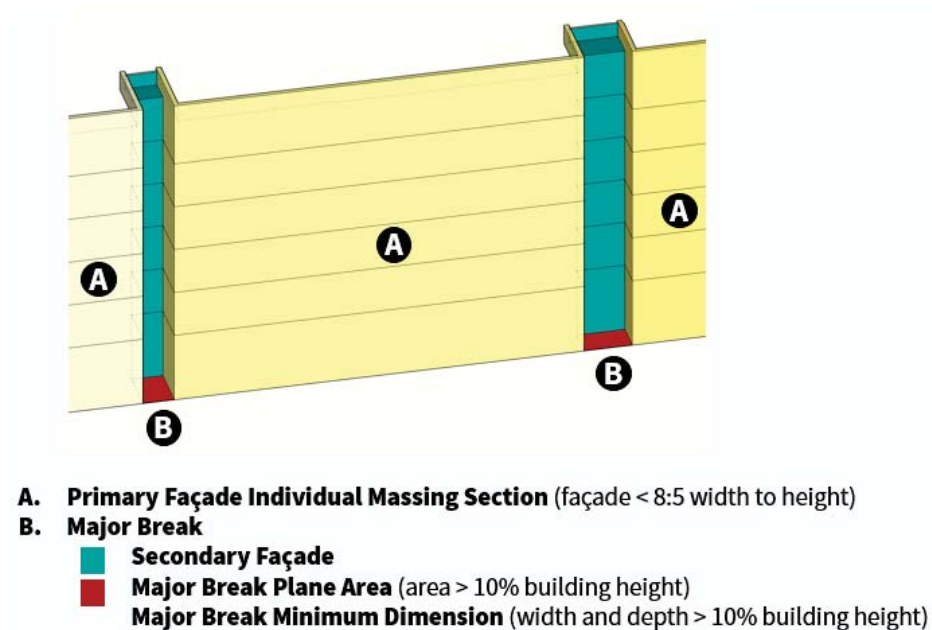
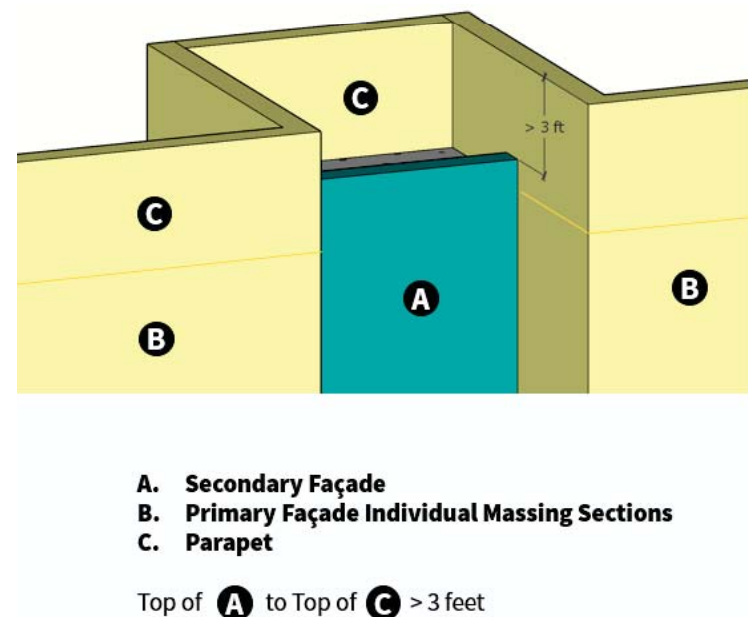


Figure 18: Secondary Façade



iv. **Façade material and color.** The building massing creates a shared vocabulary unique to Lindenville to provide visual interest and character. The material and color vocabulary will be specific to each Character Area (see Figure 10) to provide unique identity to each area, and to create a shared massing strategy for the district. Development projects shall adhere to the appropriate material and color strategy.

a. **South Spruce Avenue Corridor**

1. Primary façades shall be neutral in color.
2. All primary façades shall be the same color and material.
3. Major breaks shall be a contrasting color and/or material.

b. **Mixed Use Neighborhood**

1. Primary façades shall be a bright solid color or a bright solid color with a mural.
2. Each individual building mass shall have a primary façade of only one color and material. Color may vary from individual mass to mass.

c. **South Linden Avenue Arts and Makers District**

1. Primary facades facing the street or publicly accessible pathways shall have a mural or similar artistic expression.
2. Each individual building mass shall have a primary façade of only one color and material. Color may vary from individual mass to mass.



v. **Passive shading.** To provide visual interest and a unique identity to Lindenville while providing passive solar shading of glazing, 75% of windows on primary façades facing within 20 degrees of due east, south, or west shall be shaded using one of the following methods.

a. Performance Standards

- i. **East.** Shade 50% of glazing at 10 am on June 21st
- ii. **West.** Shade 80% of glazing at 3 pm on June 21st
- iii. **South.** Shade 40% of glazing at 3 pm on March / September 21st

b. Prescriptive Standards

1. West.

- i. Building façades use horizontal sunshades with a minimum depth greater to glazing than 60% of the distance between bottom of shade and windowsill, or additional horizontal sunshade (for example, a 5 ft tall window = 3 ft shade); and
- ii. A vertical fin on the southern edge of window extending at a minimum from the edge of the horizontal sunshade to the window edge or additional horizontal sunshade.

2. South.

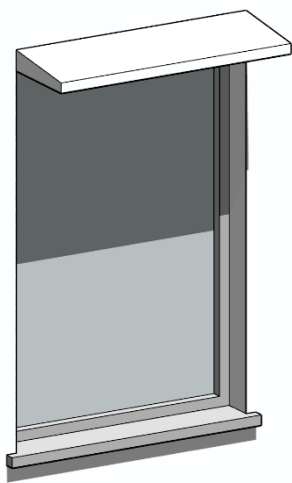
- i. Building façades use horizontal sunshades with a minimum depth to glazing greater than 40% of the distance between bottom of shade and windowsill, or additional horizontal sunshade (for example, 5 ft window = 2 ft shade); and
- ii. A vertical fin on the western edge of window extending at a minimum from the edge of the horizontal sunshade to the window edge or additional horizontal sunshade.

3. **East.** Building façades use horizontal sunshades with a minimum depth to glazing greater than 30% of the distance between bottom of shade and windowsill or additional horizontal sunshade (for example, 5 ft window = 1.5 ft shade).

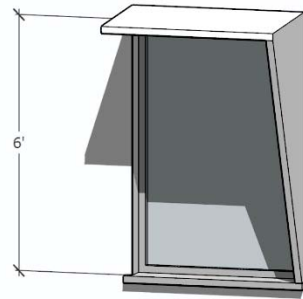
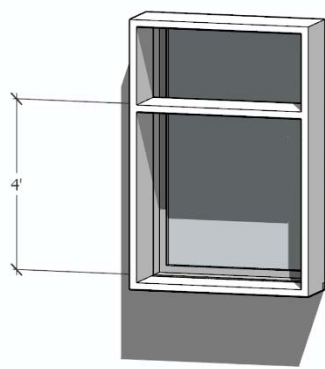


Figure 19: Passive Shading Examples

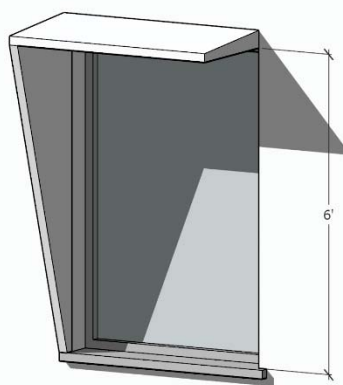
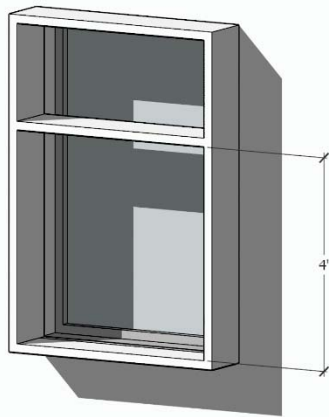
East Façade – Passive Shading Example



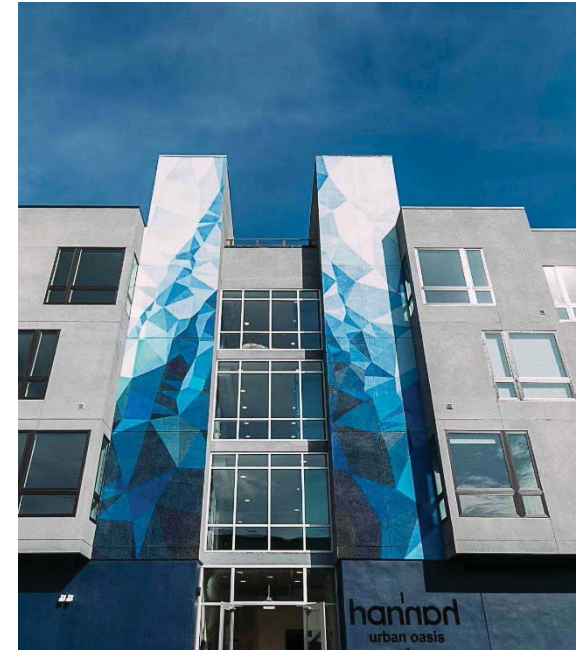
West Façade – Passive Shading Examples



South Façade – Passive Shading Examples

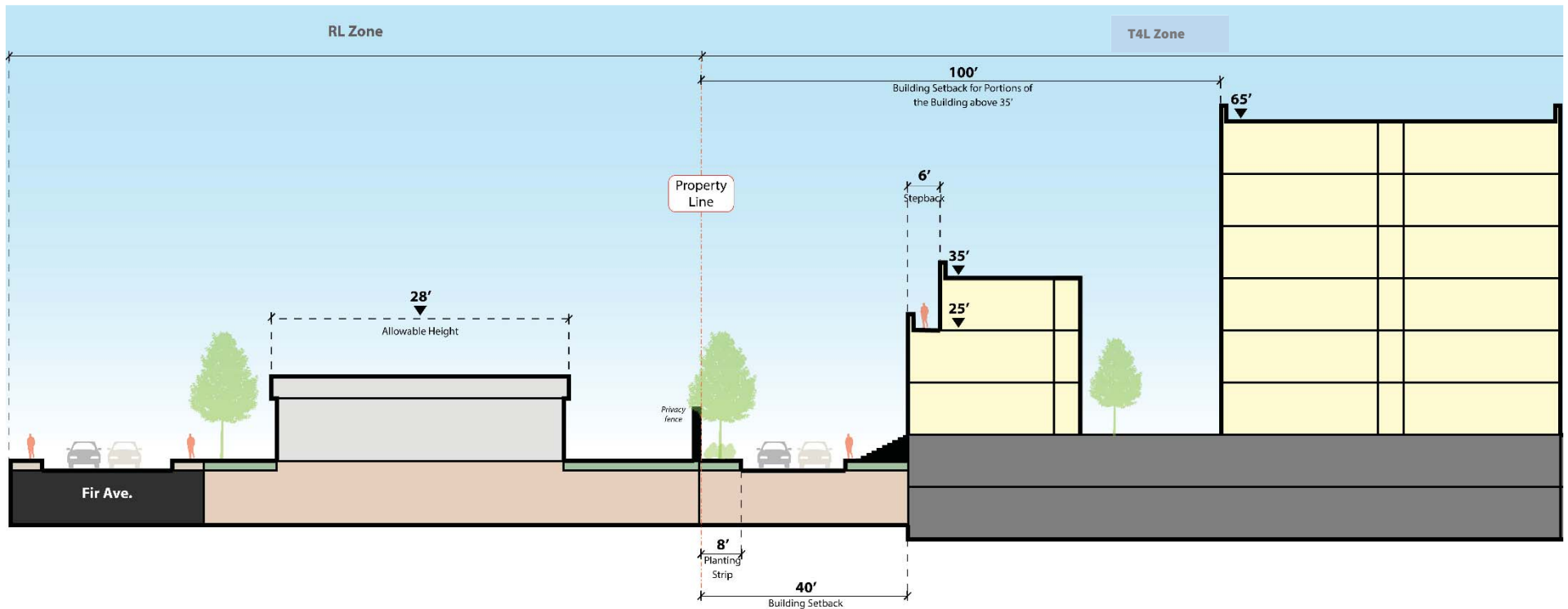


3. **Unique building entry.** To provide opportunity for creativity and unique architectural expressions, building entries shall adhere only to the following standards. Building entries shall be exempt from other standards.
 - a. **Building entry width and depth.** The building entry shall have a minimum width of 20 feet and minimum change in depth of 10 feet from the primary façade. Unique building entries may include up to a maximum 25% of the public facing façade and shall not exceed a linear dimension of equal length on any adjoining façade.
 - b. **Building entry material.** No more than 25% of the unique building entry's façade area shall be stucco or similar material.
 - c. **Perceived Height.** The roof and/or parapet of the unique building entry shall be a minimum of 4 feet above or below adjacent roof / parapet heights.
 - d. **Building entry façade plane.** A unique building entry façade plane shall be a minimum of 2 feet difference in depth from the adjoining façade.
4. **Ground floor residential units.** New developments shall provide pedestrian access to ground floor units as follows.
 - a. **Unit entry requirement.** 60% of ground floor residential units facing public rights-of-way, greenways, paths, and publicly accessible open spaces shall have a unit entry onto the publicly accessible areas. Deed restricted housing for special populations, such as senior housing, are exempt.
 - b. **Unit entry location.** Unit entries shall be set within the primary façade or located within major breaks.
 - c. **Stoop and entry landings.** Stoop and entry landings may extend into required setback areas except in façades facing a location with a zero-foot setback.



5. **Transition to RL zoning district.** New developments adjacent to the RL districts shall meet the following standards. Transitions occur as a rear setback condition between the T4L and RL district west of Spruce Avenue.
 - a. **Height.** Buildings within 100 feet of the RL district, measured from the Property Line, shall not exceed 35 feet in height.
 - b. **Upper floor step back.** Façades facing the RL district shall have a 6 foot step back above 25 feet in height.
 - c. **Location.** The building shall not be located within 40 feet of property line bordering the RL district and shall have interior side setbacks of 10 feet.
 - d. **Private alleys, pathways, and greenways.** If a private alley, pathway, or greenway is located along the property line bordering the RL district, a minimum 8 feet wide planting area shall be provided with a minimum average of 1 tree per 25 linear feet.

Figure 20: Transition to RL Zoning District



6. Transitions to MIM and MIH-zoned

properties. New developments on sites adjacent to MIM and MIH districts shall meet the following standards.

- a. Windows adjacent to MIM or MIH zoned parcels.** Sound-abatement windows shall be installed for all windows within 40 feet of a shared property line with an MIM or MIH zoned parcel. If there is a roadway between the MIM or MIH zoned parcel and the site of the development project, sound-abatement windows shall be installed for all windows within 40 feet of the road centerline.
- b. Screening.** New developments on sites adjacent to MIM and MIH districts must provide screening via one of the following or a combination of the following, subject to approval from the Chief Planner. This standard does not apply if there is an existing or planned roadway separating the parcels:
 - i. Alley, pathway, or greenway.** If an alley, pathway, or greenway is to be located along the property line bordering the MIM or MIH district, a minimum 8 feet wide planting area shall be provided with a minimum average of 1 tree per 25 linear feet.
 - ii. Trees.** A row of trees spaced with a minimum average of 1 tree per 25 linear feet.

- iii. Fences and walls.** Fences and walls are subject to requirements in Zoning Code Chapter 20.300 ("Lot and Development Standards").

7. Parking.

- a. Above grade parking.** Structured parking facing public rights-of-way, streets, greenways/pathways, and publicly accessible open spaces shall be lined with habitable uses with a minimum depth of 16 feet.
- b. Partially subgrade parking.** Partially subgrade parking structures shall be a maximum 6 feet above grade. Structures exceeding 4 feet in height above grade shall be setback a minimum 5 feet from public rights-of-way, streets, pathways, and publicly accessible open spaces if no building setback is required.

8. Architectural details

- a. Windows.** Trim at least two inches in width and two inches in depth must be provided around all windows, or windows must be recessed at least four inches from the plane of the surrounding exterior wall.
- b. Zero lot line façades.** Any building façade built at the property line must include a mural or a wall with climbing vines or other vertical live planting.

9. Residential unit design.

- a. Units adjacent to highways.**
 - i.** Sound-abatement windows shall be installed for all windows on the third story and above that are facing and within 200 feet of US-101 or Interstate 380.
 - ii.** All elevated private open spaces within 200 feet of US-101 or Interstate 380 shall face away from the highway or interstate.
- b. Air quality.** Property owners of all new or adaptive reuse residential development shall install HVAC systems with HEPA filters or ULPA filters. Air intake systems shall be located on the roof or any other location not at street level or near outdoor sources of pollutants.
- c. Affordable unit design.** Affordable units and market rate units in the same development shall be constructed of the same or similar exterior materials and details such that the units are not distinguishable.

- d. **Universal design.** For residential projects with at least 10 dwelling units, 10% of the units must adhere to the following principles of Universal Design:
 - i. At least one entrance without steps and a flat threshold.
 - ii. Living space on one floor or stair landings big enough to accept lifts.
 - iii. Wide interior doors (32-inch clear, typically provided with 36-inch door), hallways, and alcoves with 60- by 60-inch turning space at doors, in kitchens, and dead ends.
 - iv. A 30- by 48-inch clear space for appliances and fixtures in bathrooms and kitchens.
- e. **Private storage space.**
 - i. For every ten units, a minimum of one 200 cubic foot enclosed weather-proofed and lockable private storage space with a minimum horizontal dimension of four feet shall be provided within the project common area.
 - ii. The total number of private storage spaces may be reduced up to 25% by the Planning Director to address operational characteristics that are incompatible with the storage requirement; the total number of private storage spaces may be reduced up to 50% by the Chief Planner if the storage is located proximate to the residential unit.

- 10. **General development standards.** In addition to the Lindenville specific design and development standards, new development shall meet additional requirements consistent with the City's Zoning Code. If a general development standard conflicts with the Lindenville design and development standards in this Chapter, the standards in this Specific Plan prevail.
 - a. For general site development standards including fences and walls, landscaping, and building projections, see Chapter 20.300 ("Lot and Development Standards").
 - b. For airspace protection evaluation requirements based on the San Francisco International Airport Land Use Compatibility Plan, see Chapter 20.300.003 ("Airport Land Use Compatibility Plan Consistency").
 - c. For general site and building design standards, see Chapter 20.310 ("Site and Building Design Standards").
 - d. For general parking and loading requirements, see Chapter 20.330 ("On-Site Parking and Loading").

4.5 OPEN SPACE

New parks and open space enhance the quality of life, improve ecology, and support resilience in Lindenville. The open space network contains existing green spaces and is complemented by new public parks and open spaces, paths, and common and private open space. Common open space refers to open space that is shared amongst residents or tenants of a particular building and may include courtyards, shared roof decks, or shared ground level open spaces. Private open space refers to open spaces that are private to a specific unit like balconies or front porches.

STANDARDS

1. Common and private open space design.

New developments shall meet the following private and common open space design requirements. Public open spaces requirements may not be used to meet common and private open space requirements.

a. Required private open space design.

- i. Required private open space may take the form of balconies, decks, patios, fenced yards, and other similar areas outside the residence.
- ii. Required private open space shall be accessible to only one living unit by a doorway to a habitable room.

b. Required common open space design.

- i. Required common areas may be designed as landscaped areas, walks, patios, swimming pools, barbeque areas, playgrounds, turf, or other such improvements that enhance the outdoor environment of the development.

- ii. Required common open space shall be accessible to all living units on the development site by a stairway or other accessway qualifying as an egress facility from a habitable room.
- iii. Common open spaces may be at-grade, elevated, on parking podiums, or on rooftops.
- iv. A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surfaces may be any combination of lawn, garden, flagstone, wood planking, concrete, or other dust-free surfacing.
- v. Slope shall not exceed 10%.
- vi. Common spaces within the 65 dB CNEL noise contour shall be designed for passive recreational uses, and may include seating areas, paths, open spaces, and other such amenities, subject to the approval of the Chief Planner. Spaces shall be designed to buffer noise using strategies, such as landscaping materials and water features.

2. Public open space standards. New developments shall meet public open space standards as defined in Chapter 5.

See Chapter 5: Parks and Open Space for more information about parks and open space requirements.

4.6 ENVIRONMENTAL EFFECTS

The following standards apply to all new development in Lindenville to mitigate potential environmental hazards.

STANDARDS

1. **Environmental Site Assessment.** Prior to the start of any redevelopment activity, property owners shall complete a property-specific Phase I Environmental Site Assessment (ESA) in accordance with industry standards to evaluate the property history and establish if the property is likely to have been impacted by chemical releases. Soil and groundwater quality studies shall be conducted by the property owner, if warranted based on the findings of the property-specific Phase I ESAs, to evaluate if mitigation measures are needed to protect the health and safety of construction workers, the environment, and area residents.
2. **Soil contamination.** At properties identified as being impacted or potentially impacted by contaminated soil, property owners shall complete a remediation of the site to remove all toxic materials. Contaminated soils shall be excavated and hauled off-site for treatment and disposal. In situations where full excavation and removal is prohibitively costly, the use of engineered caps, groundwater mitigation barriers, leachate collection systems, vapor barriers, and/or in-situ stabilization/solidification practices—in accordance with best practices recommended by regional, State, and federal agencies—shall be used to restrict exposure and eliminate further migration of the pollutants off-site.
3. **Land use restrictions:** Property owners of sites with certificates of cleanup completion shall comply with all applicable land use restrictions detailed in the Covenant To Restrict Use Of Property established and agreed upon for their property by the County of San Mateo and the California Department of Toxic Substances Control.
4. **Site Management Plan:** At properties identified as being impacted or potentially impacted by contaminated soil and/or groundwater, property owners shall complete a Site Management Plan (SMP) prior to development activities to establish management practices for handling contaminated soil, groundwater, or other materials during construction activities. The SMP shall be submitted to the overseeing regulatory agency (e.g., U.S. Environmental Protection Agency [EPA], Regional Water Quality Control Board [RWQCB], and/or County Department of Environmental Health) for review and approval prior to commencing construction activities. Management of site risks during earthwork activities in areas where impacted soil and/or groundwater are present or suspected, shall be described. Worker training requirements and health and safety shall be described.

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5.1 VISION

5.2 GOALS AND POLICIES

5.3 PARKS AND OPEN SPACE
FRAMEWORK

5.4 PARK AND OPEN SPACE TYPES

5.5 BLUE-GREEN INFRASTRUCTURE
AND SUSTAINABILITY

5.6 ARTS AND CULTURE

5.7 PARKS, RECREATION, AND OPEN
SPACE STANDARDS AND
GUIDELINES

CHAPTER 5

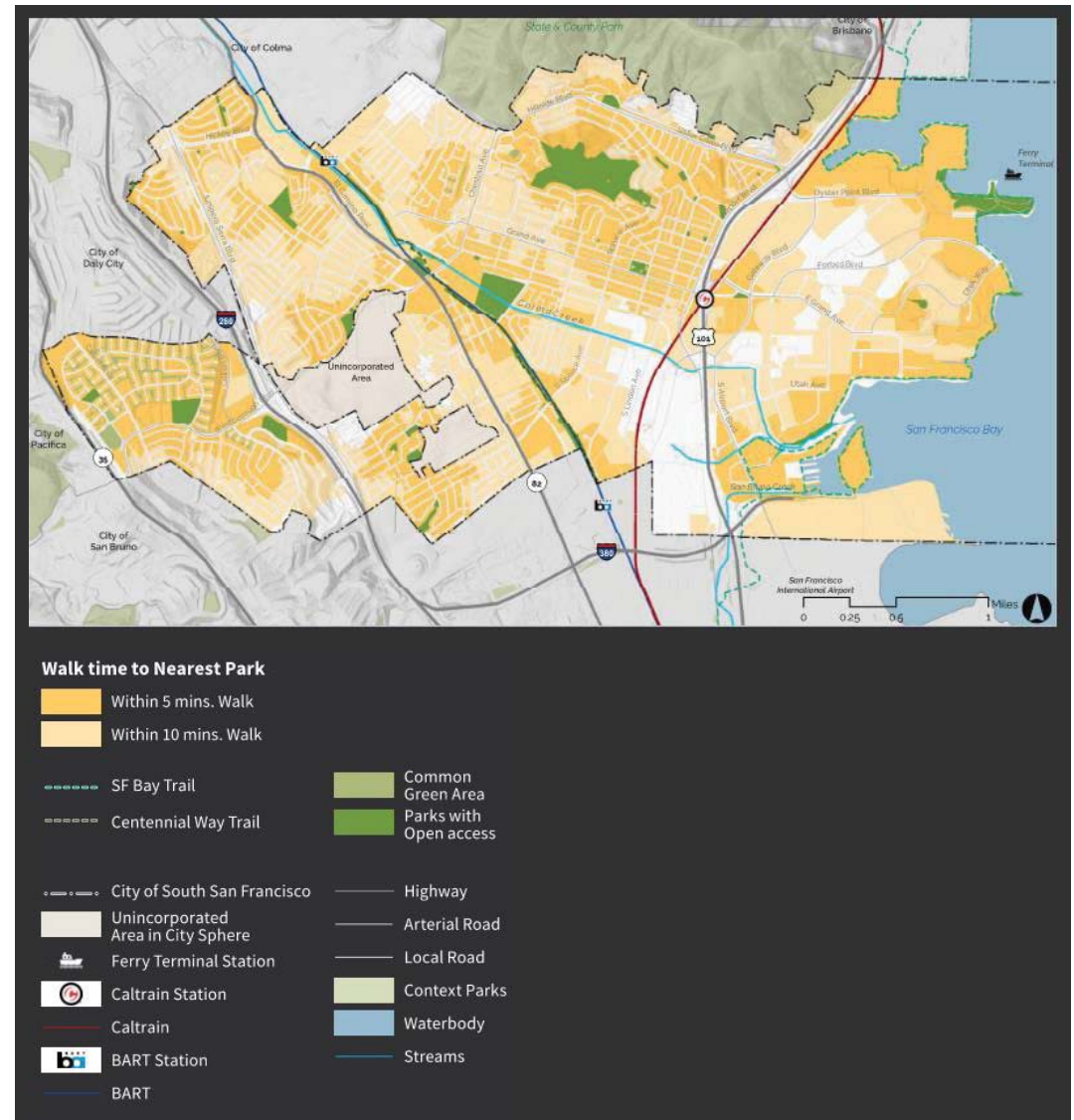
PARKS AND OPEN SPACE

A welcoming, inclusive open space network that features accessible parks and open spaces and serves as a model of robust ecological resilience and forward-looking environmental stewardship.

5.1 VISION

Lindenville in 2040 is home to a welcoming, inclusive open space network that features accessible parks and open spaces and serves as a model of robust ecological resilience and forward-looking environmental stewardship. The network of parks, plazas, open spaces, and public spaces connect to each other, Downtown, and the regional open space network, including the Centennial Way and Bay Trails. Integrating ecology and urban design, the new linear park and pocket parks play critical roles in place and destination-making. A revitalized and enhanced Colma Creek is the centerpiece, doubling as both park space and blue-green infrastructure, protecting the community's health and pointing the way towards a sustainable future.

Figure 21: Walk Time to Nearest Park (from General Plan)



Open Space Context

South San Francisco has approximately 272 acres of developed parks and open space, including Oyster Point Marina Park, although this space is unequally distributed across the city's neighborhoods. Types include community parks (of which Orange Memorial Park is the largest), linear parks (all three of which are adjacent to Lindenville), mini parks (playlots and pocket parks), neighborhood parks, common green areas, and specialty parks (such as dog parks and community gardens). South San Francisco is also home to open spaces such as Sign Hill Park, from which the historic South San Francisco hillside sign can be seen, as well as Bay Front Park Open Space and Oyster Point Park (which form part of The Bay Trail and hold picnic areas, a ferry terminal, and marina). The City has also identified locations for proposed parks in its General Plan, which would significantly increase acreage. Among them are the expansion of Orange Memorial Park and a 1.3-acre park to close an existing gap in the Centennial Way Trail. Currently, there are no designated public open spaces or parks within the Lindenville Specific Plan boundaries, as shown in Figure 22. The area is adjacent to the Centennial Way Trail, the San Francisco Bay Trail, and Sister Cities Park, all of which can be leveraged for a broader open space network.

Several areas within Lindenville have been identified as at risk of flooding and sea level rise impacts. Colma Creek is both the city's and Lindenville's main drainage system, as well as that of the North Peninsula, and flows towards the southeast at the northern end of Lindenville. Colma Creek comprises part of the Colma Creek Watershed. The Navigable Slough is south of Colma Creek in the southeastern corner of the Plan Area and is a remnant of the natural meander of Colma Creek. These areas are key opportunities to be included as part of the open space network to preserve habitat, improve stormwater management, and integrate active transportation.

Figure 22: Existing Parks and Open Space Network



Key City Goals and Policies

The Specific Plan's Parks, Recreation, and Open Space goals and policies are predicated upon the City's General Plan and recommendations from the City's Parks and Recreation Master Plan and Resilient South City. These include:

- **Open space targets.** A minimum of 3.0 acres of publicly-accessible parks and open space for every 1,000 residents and a minimum of 0.5 acres of publicly accessible parks and open space for every 1,000 employees within a 10-minute walk.
- **Publicly-accessible, private open space.** Nonresidential development projects in Lindenville provide publicly-accessible privately-maintained open space as part of a development agreement, Memorandum of Understanding, or similar legally binding agreement with the City. Standards for private parks should be on par with public parks. The identification of an entity responsible for park maintenance, adoption of maintenance standards and guarantees of a funding source for long-term maintenance should be identified.
- **Connectivity.** Improve overall connectivity, foster new/improved streetscapes, and greenways by introducing multi-use paths, lighting, safe crossings, public art, site furnishings, trees, and landscaping as emphasized in the General Plan.
- **Colma Creek.** Transform Colma Creek into a Lindenville-defining open space feature that is an exemplary example of blue-green infrastructure and amenity-rich public space. Create ample and robust habitat, enhance native biodiversity, and utilize Colma Creek's ecology to trap and mitigate flood and excessive water.
- **Tree canopy.** A city-wide tree canopy coverage of 22.6% of all land area by 2040 as established in the Environmental and Cultural Stewardship Element of the General Plan as well as the Urban Forest Master Plan.

Definition of Open Space

For the purposes of the Specific Plan, "open space" is defined as parks, greenbelts, natural areas, trails, or urban squares/plazas that can be accessed by the public and that provide recreational, cultural, and ecological services to the human public and the area's natural ecosystems. Open spaces should "reinforce walkable environments, provide ample respite in urban areas, and enhance connectivity" (20.135.050 Public Open Space Types, South San Francisco, California Municipal Code). Open spaces may be publicly or privately owned and may include areas of cultural or historic significance.

5.2 GOALS AND POLICIES

The open space framework prioritizes the creation of an interconnected network of parks and open spaces that provides a wide range of uses to serve all ages and abilities and address ecological, social, equity, and health issues. The policies listed are based on current City policy and best practices. The following goals and policies are designed to ensure that open space in Lindenville is developed consistent with City policy and previously-defined principles.

Goal OS-1: Network of parks and open spaces.

Lindenville provides a high level of service with generous parks and open space for residents, employees, and visitors through a connected network of open spaces. These shared resources support community, recreation, active mobility, and improved air and water quality while adapting to the changing climate.

Policy OS-1.1: Create a connected network.

Establish a network of parks and open spaces that provide spaces for active and passive recreation for residents, workers, and other district populations with a Neighborhood Park, Linear Park, Mini Parks and Plazas, and Greenways and Trails.

Policy OS-1.2: Connect Lindenville to regional open spaces. Connect Lindenville's open space network to nearby regional open space assets (e.g., Orange Park and Centennial Way Trail) through active, non-vehicular mobility and linear parks.

Policy OS-1.3: Strategically consolidate and locate open space. Consolidate and align parks and open space in ways that optimize usage by residents, employees, and visitors.

Policy OS-1.4: Ensure walkability. Ensure all new residents in Lindenville are within a 10-minute average walking distance of existing or new parks and open spaces.

Goal OS-2: Diverse park and open space character, activities, amenities, and public art. Provide a diverse array of recreational, social, and cultural programs and amenities that are community-supporting, aid in placemaking, are open to multiple generations, and accessible to all.

Policy OS-2.1: Create inclusive play spaces. Provide a minimum of two inclusive (all-abilities and ages) play spaces. Both must be within the Mixed Use Neighborhood and one of the two must be located near new mixed use development on South Spruce Avenue. All sites should have clearly marked inclusive equipment, such as fitness or playground equipment, that is ADA-compliant.

Policy OS-2.2: Include tot lots. Provide a minimum of one tot lot for ages 2-5 within the Mixed Use Neighborhood and a minimum of one playground area designated for ages 5-12.

Policy OS-2.3: Provide dog parks / facilities. Provide at least one dog park or walking area within the Mixed Use Neighborhood.

Policy OS-2.4: Optimize connectivity of the Neighborhood Parks. Co-locate Neighborhood Parks with Colma Creek Greenbelt and/or Centennial Way.

Policy OS-2.5: Connect to public rights-of-way. Co-locate Linear Parks and Mini Parks adjacent to public rights-of-way (ROWs) and other forms of publicly accessible connections.

Policy OS-2.6: Integrate public art. Provide a form of public art within each open space type. The Public Arts Master Plan recommends 1% of total construction costs be set aside for art.

Goal OS-3: Blue-green open space. Open spaces enhance local and regional ecosystems through the employment of nature-based blue-green infrastructure to support biodiversity, climate change mitigation, and improved open space for both people and natural habitat.

Policy OS-3.1: Cultivate an urban forest. Achieve a thriving urban forest that increases quality of life and combats the effects of climate change.

Policy OS-3.2: Encourage biodiversity. Implement a native and biodiverse landscape and planting strategy in parks, open spaces, and the public right-of-way.

Policy OS-3.3: Foster healthy ecosystems. Improve ecological health through landscape and planting design, reduction in impervious surfaces, blue-green roofs, and bird-safe design. In addition, providing large, continuous canopy cover facilitates wildlife movement while providing vital shade, slowing stormwater runoff, and adding to overall ecological resilience of the area.

Policy OS-3.4: Mitigate lighting impacts. Integrate “dark sky” best practices into site lighting and street light plans. All outdoor lighting must be installed and maintained in conformance with the provisions referenced in South San Francisco, California Municipal Code (20.300.009 Lighting and Illumination, 20.300.003 Airport Land Use Compatibility Plan Consistency and 20.330.010 Parking Area Design and Development Standards).

Goal OS-4: Implementation-focused. The City supports resourceful solutions to providing parks and open space experiences that are market-responsive and that leverage the diversity of uses in Lindenville.

Policy OS-4.1: Promote different open space types. Leverage a mix of public and privately-owned publicly accessible (POPA) open space to provide sufficient open space for the district.

Policy OS-4.2: Utilize public-private partnerships. Work with a range of organizations and partnerships to deliver district required infrastructure.

Policy OS-4.3: Integrate flexibility into implementation processes. Employ a flexible implementation plan / agreement to allow the market to invest earlier in more tangible, 'high-return, low-risk' items with later delivery of 'larger-cost, larger-outcome' elements.

Policy OS-4.4: Financial sustainability. Implement, maintain, and enhance public parks and open spaces through diversified funding strategies.

5.3 PARKS AND OPEN SPACE FRAMEWORK

The Parks and Open Space Framework illustrates the general location, scale and type of open space that has been developed based on the vision, goals and policies defined in this Chapter. The final location, size, program, ownership and management of each park and open space will be determined as part of the Specific Plan's implementation.

Park and Open Space Types

The park and open space typologies are tailored to the unique conditions in South San Francisco and Lindenville. These typologies provide design guidance for each park and open space. The typologies include the Colma Creek Greenbelt, Neighborhood Parks, Linear Parks, Mini Parks and Plazas, Greenways and Trails, and Open Space. Typologies are consistent with the Parks and Recreation Master Plan and General Plan.

STANDARDS

1. **Park and open space location.** The Colma Creek Greenbelt, Neighborhood Park, Lindenville Linear Park, and the Centennial Way Trail shall be provided at indicative locations identified in Figure 23. Location of other public open spaces, including Mini Parks and Plazas, should conform to standards outlined per typology.
2. **Public parks and open space.** Areas that qualify as 'parks and open space' shall be either dedicated to the City or made privately-owned, publicly-accessible (POPA), solidified by easement.
3. **Minimum areas for public parks and open spaces.**
 - a. Parcels above one acre in area shall contribute 15% of their site area.
 - b. Parcels below one acre in area shall contribute 10% of their site area.
 - c. Parcels below 0.3 acres are not required to provide POPA parks or plazas but are still subject to general Open Space requirements per zoning.
4. **Park and open space easements.** Parks and open spaces not dedicated to the City shall include public access easements for all areas except dedicated areas for maintenance. Easements shall allow public access from sunrise to sunset.
5. **Parks and open space requirement.** Publicly-accessible open space will count towards the general open space requirements per a parcel's specific zoning.
6. **Park and open space flexibility.** Minimum sizes and specific location may vary if the minimum gross acreage is preserved by park and open space type. Changes in location and size may be approved through the development application process.
7. **Other park and open space standards.** Parks and open spaces shall meet all standards for each park and open space type, as well as the standards and guidelines defined in Section 5.7.

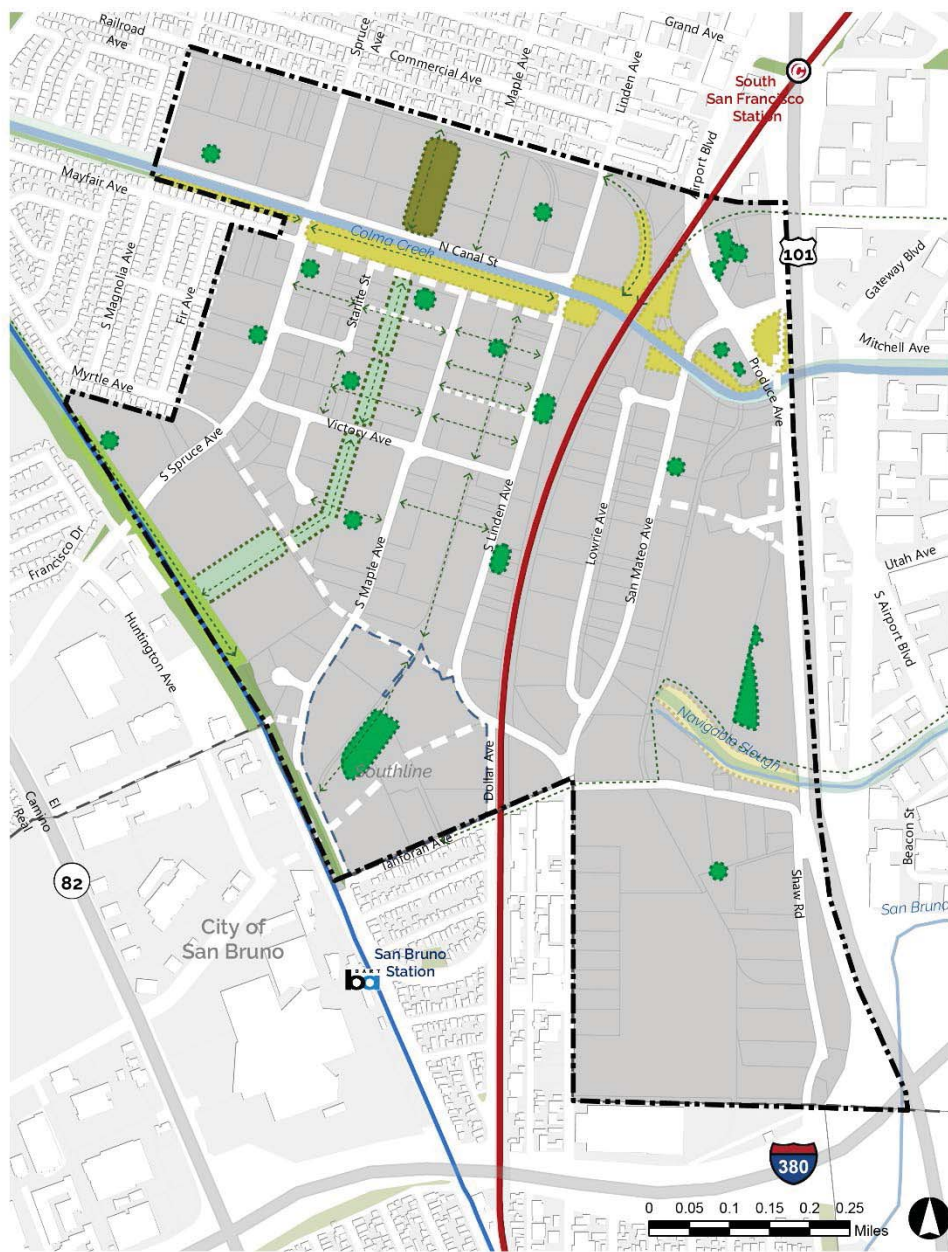


Figure 23: Parks and Open Space Framework

- Colma Creek Greenbelt
- Neighborhood Park
- Lindenville Linear Park
- Mini Parks / Plazas
- Centennial Way Trail
- Open space at Navigable Slough
- Open space beyond borders
- Trails / Greenways

Table 7: Parks and Open Space by Type

Type of Open Space		Required Open Space (acres)
Colma Creek Greenbelt¹		16.3
	Existing Creek Right-of-way	3.1
	East of South Linden Avenue	6.6
	Between South Linden Avenue and South Spruce Avenue	5.5
	West of South Spruce Avenue	1.1
Neighborhood Park²		3.0
Lindenville Linear Park		7.5
	South of Colma Creek (to Victory Avenue)	2.5
	Industrial Core (Victory Avenue to Myrtle Avenue)	2.0
	At Centennial Way Trail (Myrtle Avenue extension to Trail)	3.0
Mini Parks and Plazas		12.4
	Southline Commons	2.2
	Other (East of Caltrain tracks)	3.5
	Other (West of Caltrain tracks)	6.7
Centennial Way Trail		4.5
Total		43.7

Note:

1. Amount of Open Space is determined by the Colma Creek Greenbelt guidelines, but there are not standards to enforce that constitute the significant contribution to Lindenville open space and will need to be further studied by the City of South San Francisco.
2. Neighborhood Park, per the South San Francisco General Plan, is defined as a 1-5 acre facility. For the purposes of the Lindenville Specific Plan, it is assumed to be a minimum of 3.0 acres north of Colma Creek, but additional space can be provided.

5.4 PARK AND OPEN SPACE TYPES

5.4.1 Colma Creek Greenbelt

The future Colma Creek Greenbelt runs along the existing Colma Creek facility, primarily on the southern side of the Creek west of South Linden Avenue and on both sides east of South Linden Avenue and consists of a blend of nature-based landscape regeneration, plant and animal habitat, passive recreation, and active mobility. The improved active mobility connectivity east-west through Lindenville will better connect the new Mixed Use Neighborhood, employment campuses, and South Linden Arts and Makers District to other neighborhoods and existing parks assets such as Orange Memorial Park. As appropriate, this Greenbelt may include aspects of blue-green infrastructure improvements that address the growing needs of climate change and will be adaptable to major storm events and sea level rise. Via transfer of development rights, South Canal Street would be removed to implement this vision for the Greenbelt, and a new extension of Mayfair Avenue east to South Linden Avenue would continue to provide vital roadway connectivity.

Key Feature: Flanking the southern side of Colma Creek with landscape improvements, publicly accessible open space, and active mobility.

Service Area: Wider South San Francisco community, entire Plan Area, and adjacent Mixed Use Neighborhood.

Potential Program:

- Nature-based landscape
- Multi-use shared pedestrian and bicycle trails
- Small gathering/seating areas
- Views to nature
- Interpretive programs/learning garden (history and ecology)
- Habitats within urban area
- Creek edge and floodwall improvements



STANDARDS

1. **Greenbelt section setbacks.** The Colma Creek Greenbelt shall conform to open space setbacks from the existing Colma Creek right-of-way to allow for future implementation of combined flood management and ecological enhancement. Projects are encouraged to coordinate with adjacent property owners to facilitate a cohesive Creek edge along all sides.
 - a. **Southern Creek Edge: West of South Spruce Avenue.** Measured from the existing Colma Creek right-of-way, the southern edge of the Greenbelt shall setback a minimum of 50 feet.
 - b. **Southern Creek Edge: Between South Spruce Avenue and South Linden Avenue.** Measured from the existing Colma Creek right-of-way, the southern edge of the Greenbelt shall setback a minimum of 140 feet. The setback width of this segment of the Greenbelt includes an approximate 56 foot Creek enhancement (blue-green infrastructure) and an 84 foot active mobility linear Greenway. This segment of the Greenbelt must be coordinated with the relocation of South Canal Street.
 - c. **Southern Creek Edge: East of South Linden Avenue.** Measured from the existing Colma Creek right-of-way, the southern edge shall setback at least 140 feet. The setback width of this segment of the Greenbelt includes an approximate 56 foot Creek enhancement (blue-green infrastructure) and an 84 foot active mobility linear Greenway.
 - d. **Northern Creek Edge: East of South Linden Avenue.** Measured from the existing Colma Creek right-of-way, the northern edge of the Greenbelt shall setback a minimum of 94 feet. The total setback is a 94 foot expanded Creek (blue-green infrastructure) and should be coordinated with any larger projects in the Colma Creek Watershed.
2. **Open space.** Where possible, additional publicly-accessible open space should complement the wider Colma Creek Greenbelt. Adjacent Mini Parks and Greenways should connect to the Greenbelt.
3. **Circulation.** The Colma Creek Greenbelt should include at least one multi-use shared pedestrian bicycle trail that extends from the western end of the Greenbelt to its eastern end, and provides connectivity to other circulation (pedestrian trails, shared-use paths, bicycle trails, etc.) within and outside Lindenville.
4. **Programming.** The Colma Creek Greenbelt shall provide high-quality habitat to encourage

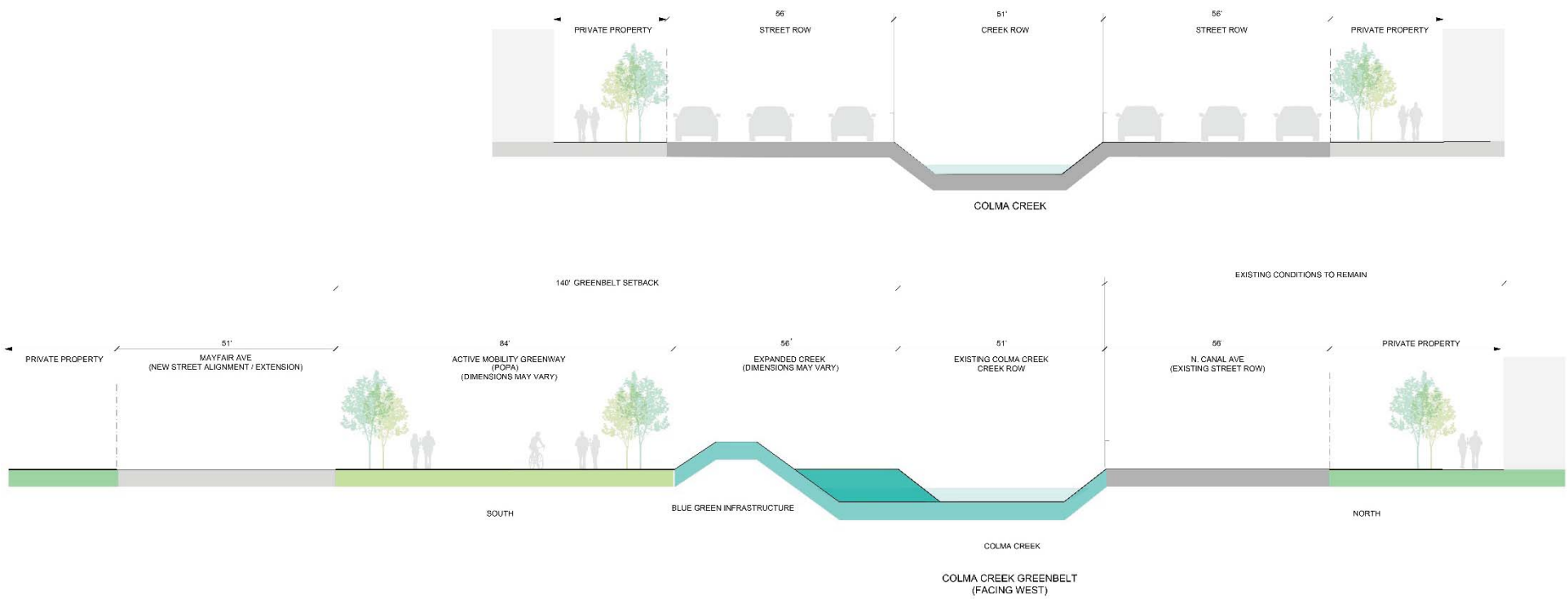
biodiversity and balance natural areas with smaller, human-centric gathering and seating areas. Note that access by residents will be seasonal as the Greenbelt will likely include areas of floodable park.

GUIDELINES

1. **Interpretive and educational programming.** The Greenbelt should include at least one instance devoted to an interpretive program, namely a learning garden that educates visitors about the area's natural history and ecology, accompanied by educational signage throughout the area.

See Section 3.4.3 of Chapter 3: Land Use and Housing for more information about transfer of development to enable the creation of the Colma Creek Greenbelt.

Figure 24: Existing and Potential Colma Creek Cross Sections



5.4.2 Neighborhood Park

Based on the direction in the General Plan, this Specific Plan provides for a new Neighborhood Park north of Colma Creek. The Neighborhood Park will be a local destination, providing publicly accessible spaces and facilities for community gatherings, cultural events, recreation, and the social needs of both locals and visitors. Where feasible, this park will be connected to the Lindenville and Downtown communities via the Colma Creek Greenbelt, bikeways, pedestrian pathways, or trails to ensure safe and equitable access for all. The Neighborhood Park may feature various combinations of nature play areas, sports facilities, dog parks, natural habitat, and a mix of active and passive programming. Adjacent development will front these park, and transparent ground floors with engaging building facades will lend a sense of security. The Neighborhood Park will anchor residential areas, enhance community identity, and establish a sense of place within Lindenville.

Key Feature: A 3- to 5-acre open space north of and connecting to Colma Creek.

Service Area: Proximate residential neighborhoods and the Mixed Use Neighborhood

Potential Program:

- Bicycle and pedestrian paths and walking trails
- Flex field (multi-use turf field with appropriate lighting) (if applicable)
- Stage / amphitheater
- Smaller sports court (e.g., basketball, tennis, volleyball, pickleball, badminton)
- Small active recreations resources (e.g., bocce, mini skate, large-scale game, horseshoe)
- Shelter or gazebo
- Seating areas and shade structures
- Interactive or interpretive art
- Community gathering and event spaces
- Community gardens
- Dog park
- Playground
- Fitness
- Restrooms
- Stormwater treatment



STANDARDS

1. **Minimum area.** The combined minimum area of the Neighborhood Park shall be at least 3.0 acres. It is encouraged that new development provide up to 5.0 acres.
 - a. **Open space area.** Contribution of the required area for the Neighborhood Park counts towards the total parks and open space contribution, but if the area provided for the Neighborhood Park is less than what is required via zoning and/or through Mini Parks and Plazas, the total amount of publicly-accessible open space must be met via other open space typologies.
2. **Location.** The location of the Neighborhood Park shall be within the area bound by the following streets and easements: Railroad Avenue to the north, South Spruce Avenue to the west, North Canal Street to the south, and the rail easement to the east.
 - a. **Project responsibility.** Projects developed within the identified area for the Neighborhood Park are proportionally responsible for delivering the overall minimum area. The first development within the area should work with adjacent landowners to establish the future completion of the Park.

3. **Minimum dimensions.** The Neighborhood Park shall have a minimum dimension of 100 feet at any of its edges. It shall include one space comprising 300 feet by 300 feet to allow for flex field programming.
4. **Access from public ROW.** The Neighborhood Park shall connect to the North Canal Street right-of-way via pedestrian and cycle paths. Pedestrian and bicycle access to Railroad Avenue should be provided.
5. **Programming.** Active programming should be balanced with passive, non-programmed areas that prioritize high-quality habitat.
6. **Ground coverage.** Designs shall minimize impervious surfaces and maximize natural groundcover, vegetation, water, and tree canopy.

GUIDELINES

1. **Canopy coverage.** Plazas should have a minimum canopy coverage of 40% at maturity. Alternative shade and/or canopy structures may be used to meet minimum at City Council approval.
2. **Floodable area.** If the Neighborhood Park and/or portions of the park are designed to be floodable as part of a larger blue-green infrastructure mitigation plan, the areas should be limited to informal recreations areas (e.g., lawns, fellfields) or nature play, and not impact formal play areas, especially that of children. Special consideration should be given to when these areas flood, how often, and the presence of other types of infrastructure (e.g., exterior lighting).
3. **Access from public ROW.** The Neighborhood Park should connect to Railroad Avenue via pedestrian and cycle paths.

5.4.3 Lindenville Linear Park

The Lindenville Linear Park will run north to south, connecting the Colma Creek Greenbelt, Victory Avenue, and the Centennial Way Trail. The southern portion of the Lindenville Linear Park will be connected to the Linear Park at the Centennial Way Trail via green-lined pedestrian and bicycle paths.

Key Feature: The portion of the Lindenville Linear Park south of Colma Creek will provide a critical artery of open space to residents living in new mixed use development and commercial and industrial employees, better connecting them on a north-south axis within Lindenville and to regional destinations beyond Lindenville.

Service Area: The Plan Area and adjacent neighborhoods.

Potential Program:

- Green open space
- Areas for informal recreation (e.g., walking/biking/jogging)
- Small active recreation resources (e.g., bocce, mini skate, large-scale game, horseshoe)
- Shelter or gazebo
- Smaller gathering spaces and areas for rest
- Seating areas and shade structures
- Interactive or interpretive art
- Pockets of natural habitat/pollinator gardens
- Community gardens
- Playground
- Fitness
- Dog park
- Stormwater treatment



STANDARDS

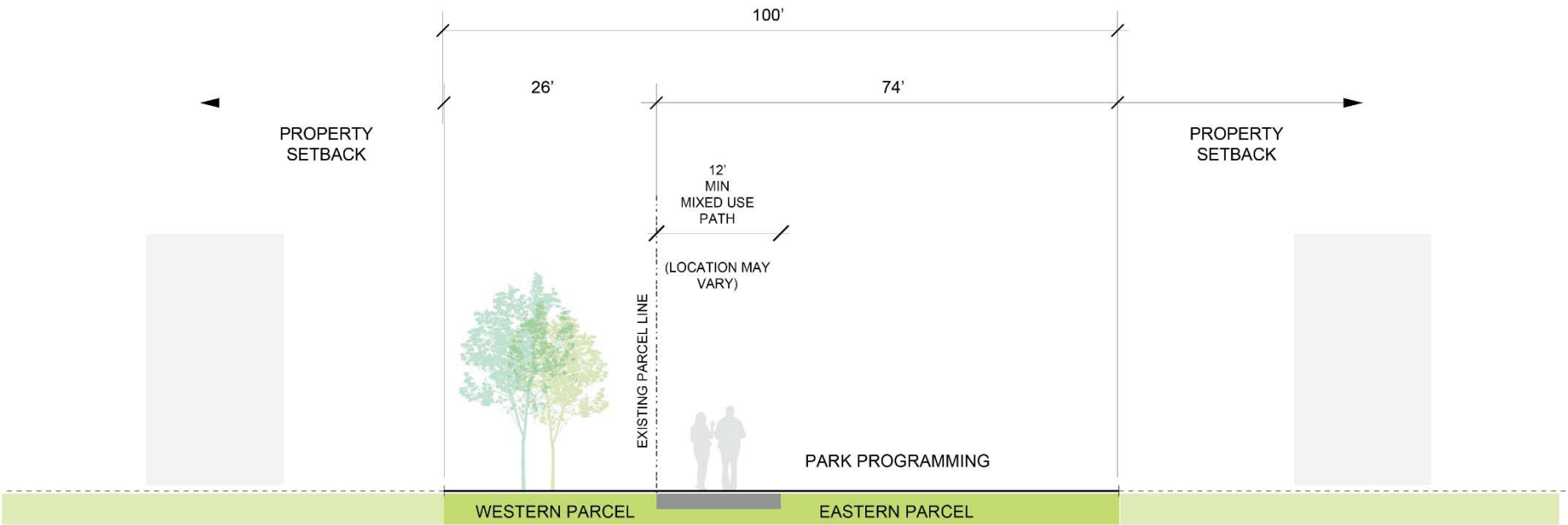
1. **Linear Park alignment.** Lindenville Linear Park alignments shall be provided in the locations identified in Figure 23. The Park shall extend north to south, within the midblock and along the back of existing parcels, with access to public ROW granted. As development occurs, these areas shall continually build out segments and/or coordinate with adjacent property owners and the City to deliver a cohesive and functional open space.
2. **Minimum dimensions of the Lindenville Linear Park.** The total east-west dimension of the Lindenville Linear Park shall be 100 feet wide. The parcels on the western side of the midblock parcel line shall contribute open space at least 26 feet east-west. The parcels on the eastern side of the midblock parcel line shall contribute open space at least 74 feet in east-west width. Refer to Figure 25.
 - a. Parcels are still required to provide POPA land in accordance to the overarching Mini Parks and Plazas typology. If elements of the Linear Park do not meet the total open space requirements, Parcels should provide the required delta in the form of another typology that contributes to the overall public open space network.
 - b. Parcels below 0.5 acres only must contribute 15% of their parcel area.
 - c. Parcels are not required to contribute more than 30% of their parcel area unless provided as dedication and/or through land-acquisition agreement.
3. **Total minimum areas for individual blocks.** Total minimum acreages that are required to comprise the Linear Park are shown in Table 7. These minimums do not negate the overall open space requirement that may come in the form of additional Mini Parks and Plazas.
 - a. From South Canal Street to Victory Avenue: 2.5 acres.
 - b. From Victory Avenue to the proposed Myrtle Avenue extension: 2 acres.
 - c. From the proposed Myrtle Avenue extension to the Centennial Way Trail: 3 acres.
4. **Minimum programmed park and open space.** Total minimum areas that must be programmed park and open space shall be as follows:
 - a. South of Colma Creek and industrial core:
 - i. Western Parcels shall contribute 15% of the total parcel square footage.
 - ii. Eastern Parcels shall contribute 20% of the total parcel square footage.
 - b. At the Centennial Way Trail, parcels shall contribute 15% of the total parcel square footage.
 - c. Any excess POPA space that surpasses the minimums required above shall still contribute to total programmed Linear Park and open space.

5. **North-south Greenway.** The Lindenville Linear Park shall include a shared-use Class 1 Greenway that extends from where the park commences at its northern end, to where it terminates on its southern end.
6. **Connectivity.** Pedestrian connection to/from adjacent POPA spaces and/or public right-of-way shall be provided.
7. **Programming.** Active programming should be balanced with passive, non-programmed areas that prioritize high-quality habitat.
8. **Ground coverage.** Designs shall minimize impervious surfaces and maximize natural groundcover, vegetation, water, and tree canopy.

GUIDELINES

1. **Connection to Mini Parks and Plazas.** The Lindenville Linear Park should be coordinated with private development projects to provide connections to Mini Parks and Plazas.
2. **Emergency vehicle access.** The Lindenville Linear Park should provide access for emergency vehicles via its circulatory and open space network.
3. **Canopy coverage.** Plazas should have a minimum canopy coverage of 40% at maturity. Alternative shade and/or canopy structures may be used to meet the minimum with the approval of the City Council.

Figure 25: Lindenville Linear Park Cross Section (Colma Creek Greenbelt to Mrytle)



5.4.4 Mini Parks and Plazas

Mini Parks or “pocket parks” are small green spaces or play areas. They will provide smaller-scale open space that may double as community gathering space or provide sports courts, tot lots, dog runs, or natural habitat patches. They will be placed appropriately within new development to support adjacent residential, retail, office, or educational/institutional uses.

Plazas are small-scale open spaces for public use, often adjacent to buildings or streets, that will support the residential, retail, or office uses of Lindenville. A mix of carefully graded hardscape, curated vegetation, fountains, and/or shade structures, plazas will enhance the social and commercial vitality of the area.

Mini Parks Key Feature: While it is outside of the Plan Area, the adjacent Southline Commons plays a key role. It is planned to include outdoor meeting spaces, food truck corral, an outdoor beer garden, and stadium-sized TV for events.

Service Area: Adjacent development and facilities.



Mini Parks Potential Program:

- Sports courts (e.g., half basketball, pickleball)
- Outdoor dining
- Restrooms
- Public art
- Shelter, gazebo, or shade structure
- Community events and gatherings
- Cultural events and performances
- Smaller gathering spaces and areas for rest
- Pollinator gardens
- Tot lots/Playgrounds
- Stormwater treatment
- Fitness equipment

Plazas Potential Program:

- Public art
- Shelter, gazebo, or shade structure
- Community events and gatherings
- Cultural events and performances
- Outdoor dining
- Seating area
- Landscape areas
- Stormwater treatment areas

STANDARDS

1. **All new developments.** All developments are required to provide a Mini Park or Plaza within their parcel(s).
 - a. Parcels are firstly required to meet the requirements of other major parks and open space typologies. The remainder of required open space may take form of mini parks and plazas in a way that compliments the overall park space.
 - b. Parcels within the locations of the Colma Creek Greenbelt, the Neighborhood Park, or Lindenville Linear Park will contribute to those open spaces first and foremost. Required open space that is not associated with the Colma Creek Greenbelt, the Neighborhood Park, or Lindenville Linear Park will be provided by Mini Parks and/or Plaza up to the overall base public open space minimum requirement.
2. **POPA open space.** Land area identified as a Mini Park and/or Plaza shall be made accessible to the public through public-access easement.
3. **Minimum areas for Mini Parks and Plazas.**
 - a. Parcels above one acre in area shall contribute 15% of their site area to a Mini Park or Plaza.
 - b. Parcels below one acre in area shall contribute 10% of their site area to a Mini Park or Plaza.
 - c. Parcels below 0.3 acres are not required to provide POPA space but are still subject to general Open Space requirements per zoning.
4. **Minimum dimensions of Mini Parks and plazas.** Mini Parks and Plazas shall have a minimum single cross-dimension of 50 feet along any of their edges. No single edge shall have a dimension less than 30 feet.
5. **Continuous open space.** If on-site or adjacent to an additional park and/or open space (e.g., Linear Park), Mini Parks and Plazas shall be connected to expand and enhance the adjacent open space.
6. **Public access.** Mini Parks and Plazas shall provide a connection to public ROW and/or other programmed park or open space.

GUIDELINES

1. **Land coverage.** Plazas should have a minimum vegetated landscape area of 25% and may include stormwater treatment.
2. **Canopy coverage.** Plazas should have a minimum canopy coverage of 40% at maturity. Alternative shade and/or canopy structures may be used to meet the minimum with City Council approval.
3. **Design consistency.** If mini parks and/or plazas are adjacent to other publicly accessible open spaces, the paving design, site furnishings, planting, and other features should be consistent with the adjacent open space(s).

5.4.5 Greenways and Trails

Greenways and Trails will provide connections within the open space network, encouraging non-vehicular movement between different parks. In addition to ecological, community health, and active mobility benefits, Greenways and Trails promote active recreation and social connectivity. Greenways act as a corridor of open space, promote biodiversity and allow access to natural features within an urban area such as Lindenville. They may incorporate trails, which are used for biking, walking, running and other human uses.

Key Feature: Centennial Way Trail: the 2.85-mile trail links Lindenville to other neighborhoods and public transit riders to two BART stations. ADA-accessible, it is used most frequently by runners, bicyclists, skaters, commuters, high-school athletes, and local workers on breaks.

The Centennial Way Trail is governed by its own Master Plan, developed by the City of South San Francisco.

Service Area: Proximate residential and mixed use neighborhoods, the Plan Area, and adjacent employment areas.

Potential Program:

- Active mobility movement (multi-use path)
- Bicycle racks
- Bicycle repair station
- Drinking water fountains
- Seating areas
- Shade structures
- Interpretive signage
- Public art
- Stormwater Treatment
- Arboretum



STANDARDS

1. **Minimum dimensions of Greenways and Trails.** Greenways and Trails shall be a minimum of 40 feet in width. The 40 foot dimension shall be comprised of 12 feet shared use path with minimum 10 foot landscape setbacks on either side.
2. **Vehicular access.** Vehicular access shall not be permitted except emergency vehicle access (EVA) as required.

GUIDELINES

1. **Emergency vehicle access.** EVA may be included and can overlay the multi-use path.
2. **Stormwater management.** Where possible, stormwater retention and absorption should be integrated into the landscape elements.
3. **Wayfinding.** Wayfinding for cyclists and pedestrians should be updated to include improved signage, connections, and directions to major destinations.
4. **Pavement treatments.** Colored paving, colored striping, textured paving/striping or other treatments should be included to highlight cyclist specific pathways.
5. **Intersection and bicyclist facility design.** Intersections should be designed to reduce the incidence and severity of collisions between cyclists and other Greenway and Trail users. Special design consideration should be given to bicycle facilities on transit boulevards to minimize conflicts between cyclists and pedestrians, and consideration should be given to separate bikeway traffic from pedestrian traffic where possible.
6. **Bicycle detection mechanism.** A bicycle detection mechanism should be provided at all major intersections.
7. **Signal phases.** At intersections, cyclists should be provided with a cyclist-specific signal phase to reduce conflict between cyclists and pedestrians.

Figure 26: Standard Greenway Cross Sections



5.5 BLUE-GREEN INFRASTRUCTURE AND SUSTAINABILITY

5.5.1 General Blue-Green Infrastructure

The design and construction of parks and open spaces shall be developed based on current City best practices for blue-green infrastructure and sustainable practices.

STANDARDS

1. **Performance.** Parks and open spaces shall be designed to provide a high-performance open space network that supports user experience of the public realm.
2. **Sustainability.** The design and construction of parks and open spaces in Lindenville shall be consistent with high-quality resilient public spaces throughout the region, utilizing the current best practices for the reduction of embodied carbon and integrated pest management.
3. **Retention.** Parks and open spaces shall be designed in a such a way that retains stormwater on-site as to reduce negative impacts to the larger stormwater network during peak periods.

5.5.2 Stormwater Management

Stormwater management, including grading and drainage, shall be provided in all parks, plazas, greenways, and open space areas to provide sufficient drainage, detention, conveyance, detention, and treatment of stormwater runoff. Specific stormwater strategy and management shall be consistent with 'best practices' based on the proposed landscape type and uses with acknowledgement of future conditions related to climate change. Where possible, multi-parcel and large projects shall look to comprehensive Stormwater management strategies at scale.

STANDARDS

1. **Stormwater management.** All parks and open spaces shall include a stormwater management plan consistent with 'best practices' according to the proposed landscape type with emphasis for Green Stormwater Infrastructure (GSI) and Low Impact Development (LID).
2. **Grading and storm drainage.** All parks and open spaces shall consist of grading and drainage systems to sufficiently manage positive drainage and conveyance of stormwater.
3. **Planting and vegetation.** Treatment areas shall include native tree species and native plant species consistent with the ecological and hydrological function of the treatment area. Soil cell systems (Silvacell or comparable) shall be installed as an opportunity to achieve water retention and canopy coverage goals.

GUIDELINES

1. **Integration with parks, open space, and streetscape elements.** Stormwater treatment should be integrated within parks and open space types as part of the site design. Where possible, treatment areas shall enhance buffers and transitions of other site uses and/or functions.
2. **Consolidation of treatment areas.** Parks and open space areas may include centralized stormwater features for treatment, retention, and/or emergent groundwater from adjacent areas. If an open space is proposed as part of the Colma Creek Greenbelt, Neighborhood Park, other open space, or part of a dedicated area, that treatment area may be included in a larger stormwater management plan of multiple parcels and variety of land ownership.
3. **Subdrainage and underdrainage.** Subdrainage and underdrainage should be provided based on geotechnical and landscape design requirements. Projects should consider a higher future groundwater table than the historical maximum and utilize the most up-to-date data projections when possible.
4. **Daylighting.** Where appropriate, daylighting should be used for waterways that would otherwise be buried in culverts, pipes, etc., and to increase waterways' storage capacity.
5. **Remediation.** Remediation of stormwater may be through more-resilient and sustainable systems such as bioretention basins, flow-through planters, pervious pavements, tree-box filtration, or other means of treating water and removing pollutants.
6. **Coaction with other green and blue Infrastructure.** Stormwater should be managed in conjunction with regenerative landscapes in parks, within green streets or in the urban forested areas as much as possible.
7. **Acknowledgement of climate change.** This Specific Plan acknowledges the role of climate change in the urgency to mitigate and treat stormwater, as well as the impacts of sea level rise on the area and these processes.

See Chapter 7: Infrastructure for more information on stormwater management and blue-green infrastructure.

5.5.3 Regenerative Landscapes

Improvements made involving natural elements, especially improvements to and along Colma Creek, shall be made in a way to regenerate the landscape. These regenerations look to restore the environment and enable long-term sustainability while increasing biodiversity and enhancing resilience.

In coordination with the governing body, the portion of Colma Creek that passes through the Lindenville Specific Plan Area shall first be looked at as a multi-parcel improvement allowing for blue-green infrastructure to be developed at scale. In the interim, as sites improve, area will be preserved for this longer-term solution.

STANDARDS

1. **Regenerative landscapes and stormwater.** All planting and landscaped areas associated with streetscape, recreation areas, and other open space use design shall be designed to reduce stormwater runoff volume and in such a way that pooled or standing water does not negatively impact, cause significant damage to, and/or disrupt use of any adjacent pedestrian or bicycle circulation paths, vehicular circulation, buildings, or infrastructure (both above and below ground).
2. **Colma Creek Greenbelt setback.** Site improvement projects looking to redevelop shall adhere to the Colma Creek Greenbelt standards established in Section 5.4.1.
3. **Activation.** Activation along Colma Creek and other natural areas provide human-occupied areas and buildings with access to and views of natural areas.

5.5.4 Urban Forest

Increasing tree canopy in the Lindenville Specific Plan Area is key to improving resident and employee experience, enhancing ecological resources, and mitigating environmental conditions from climate change. Due to the lack of existing open space and constrained landscape area within existing public right-of-way, development parcels will play the primary role in meeting canopy metrics.

STANDARDS

1. **Canopy cover.** Aligned with the wider Urban Forest Master Plan (UFMP), the overarching goal is to achieve 22% canopy coverage for the entire Plan Area. Refer to the UFMP for additional goals that promote sustainability, species diversity, and greater canopy cover.
 - a. **Minimum canopy cover.** New developments will provide a minimum of 22% canopy coverage at long-term growth. Canopy coverage may be modified with approval by the City.
 - b. **Open spaces.** Trees and new vegetation shall be prioritized within provided publicly accessible open space and along public right-of-way.
 - c. **Submittal requirements.** Development applications shall submit a canopy projection drawing with ranges of 0-5 years, 6-10 years, and maturity. Submissions shall include a table showing tree species' common name and scientific name, quantities, and calculated 80% mature canopy width and area.
 - d. **Elevated landscape.** Tree canopy within courtyards, elevated platforms, on top of podium and/or other parking facilities, and rooftop contribute to the overall site minimum. Trees in planter boxes shall not count towards overall site minimum.
2. **Large trees.** Larger, existing, and healthy trees shall be preserved. Exemptions may be granted based on tree health, the ecological value of the tree species (e.g., an invasive tree species, water utilization, and non-native tree species with low habitat value), as determined by the Parks & Recreation Director or appointed, qualified arborist.
3. **Street trees.** Public rights-of-ways redesign and private setbacks along publicly accessible areas shall maximize vegetated bulb outs, planting strips and medians, and tree wells to ensure adequate grow spaces for trees with the aid of Silvacells.
4. **Tree species.** New plantings shall be selected from locally adapted, site-appropriate, or native species. List of recommended trees is provided by City of South San Francisco's Department of Parks & Recreation.
5. **Plaza tree planting.** Hardscaped open spaces should prioritize native tree canopy cover to better support biodiversity and provide shade.
6. **Underground utilities.** Underground utilities should be located as far as possible from tree plantings to limit impacts to roots.
7. **Soil volume for trees.** The use of larger planter sizes, pervious pavements, the use of Silvacells or comparable products and preservation / creation of healthy soils via structural soil systems shall be integrated into street designs to maximize soil volume and improve the health of trees.

GUIDELINES

1. **Street amenities.** It is recommended that seating, planters, pedestrian lighting, green infrastructure, and other pedestrian amenities should be provided in landscaped areas.
2. **Above-ground utility locations.** Utility meters, cabinets, underground vaults, manholes, utility poles, and other utilities shall not be located within sidewalks. Above-ground utilities should not block building egress.

5.6 ARTS AND CULTURE

Lindenville aims to support South San Francisco's mission of preserving and incentivizing the creation of multi-cultural artistic, cultural, architectural, ecological, urban, archeological and historic resources that contribute to the overall identity and quality of life in the community.

Public Art

Public art is essential to connecting communities with identity and place, celebrating an area's unique history and culture, and enhancing the quality of life for all through cultural enrichment. The Lindenville Specific Plan intends to incorporate public art into all publicly accessible spaces. Public art may be incorporated within many facets of project delivery and implementation, including but not limited to stand-alone works of art, features integrated in buildings, open spaces, infrastructure, and public-facing facilities, or even support elements such as trash receptacles and signage.



STANDARDS

1. **Public art.** Projects are required to contribute public art with a value of at least 1% of the building permit valuation or make a public art contribution payment in an amount not less than 0.5% of construction costs into the public art fund.
2. **Placement.** Public art should be incorporated into any new private and public development whenever feasible. All artwork satisfying the public art requirement must be visible from the public right-of-way as well as easily accessible, with minimal restrictions. Further, public art must be accessible from the public right-of-way 24 hours and should serve the purpose of enhancing the individual's experience while in a public space/the public right-of-way.
3. **Iconic public art.** Developers will work with the City to provide one or more iconic art installations within public parks, plazas of import, or the South Linden Avenue Arts and Makers District.
4. **Local art.** Implementation of public art shall prioritize opportunities for local artists and will also integrate work from nationally or internationally recognized artists.
5. **Site appropriate.** The design and placement of public art should enhance public space and be coordinated with other adjacent open space and streetscape elements. Within the Arts and Makers Overlay, public art shall be implemented in a way as to ensure coherent character.

GUIDELINES

1. **Mural and urban surface art.** Murals, patterns, or other artistic means should be used to beautify blank walls and facades that face publicly accessible open space and public rights-of-way.
2. **Art characteristics.** Public art should strive to be interactive, interpretive, educational, and functional. Public art and its content are subject to the approval of the Cultural Arts Commission.
3. **Adaptive reuse.** Industrial areas may highlight historic building characteristics, especially within the South Linden Avenue Arts and Makers District.

See Section 3.7 of Chapter 3: Land Use and Housing for information on the South Linden Avenue Arts and Makers District.

5.7 PARKS, RECREATION, AND OPEN SPACE

STANDARDS AND GUIDELINES

The standards and guidelines in this section apply to public parks, public open spaces, and private open spaces. Park and open space improvements shall be implemented based on the following standards and guidelines to create a resilient, sustainable, identifiable, and high-quality open space network. Baseline standards and guidelines for all South San Francisco parks and open space can be found on with the ‘Park Development Standard Details’ on the City’s website (changes or additional requirements are subject to City approval).

5.7.1 General Open Space Design

The following general standards apply to open space design.

STANDARDS

- 1. Surfaces.** Surfaces must be visually distinguishable from areas for vehicular travel. Materials may include turf, landscaping, flagstone, wood planking, textured pavement, pavers, concrete, or other dust-free surfacing.
- 2. Slope.** Slope shall not exceed 5%.
- 3. Visibility and accessibility.** Public open spaces shall be visible from a public street or from on-site areas normally frequented by customers and shall be accessible during business hours. Areas within required setbacks may count toward the public space requirement.
- 4. Separation from loading areas.** Plazas and courtyards shall be separated from loading areas with the placement of plazas and courtyards intended to further public access and use of these facilities.

5.7.2 Circulation

The City aims to encourage pedestrians, cyclists, and others to use various forms of micro-mobility via a connected network of access and circulation that link open space types to one another.

STANDARDS

1. **Universal accessibility.** The circulatory network shall follow ADA design standards and principles as to be designed for users of all ages and abilities.
2. **Pedestrian paths.** Width should be adequate to serve the expected amount of pedestrian movement during various times of day, and provide clearly delineated primary, secondary and auxiliary circulation.
3. **Intersections.** Intersecting paths should be designed consistent with City standards.

5.7.3 Hardscape Materials

The materials used through each park are suggested to be standardized to form a cohesive identity for distinct spaces within the network. Materials for hardscape and pathways are strongly encouraged to embrace sustainability with minimal impacts on the environment, prioritize durability and be easy to maintain.

STANDARDS

1. **Pedestrian paths, plazas, and squares.** All materials for plazas and squares should be able to withstand daily pedestrian and micro-mobility usages, as well as vehicular access and loading requirements for emergency access vehicles. It is recommended to use standard or enhanced concrete, asphalt paving, unit pavers or stone paving, which have the added benefit of being previous, if specified as such.
2. **Transition areas.** Transition treatments should be used when pedestrian traffic is transitioning or merging to reduce the risk of injury to users. Recommended elements are warning strips, raised intersections and paving or asphalt color/texture changes.

GUIDELINES

1. **Shared and bicycle paths.** Shared paths for pedestrians and cyclists are recommended to use asphalt paving.
2. **Wayfinding and signage.** Shared, pedestrian and cyclist paths should have signage and wayfinding that clearly identifies the path and its usage.
3. **Trails.** Trails in natural areas are recommended to use asphalt paving or stabilized crushed stone paving.
4. **Grading.** Hardscaped areas should be graded to support seating, water features and plaza elements.
5. **Paving albedo.** It is recommended to use high reflectance paving with a three-year aged solar reflectance (SR) value of at least 0.28 to mitigate urban heat island effect and user discomfort.

5.7.4 Landscape Soils

This Specific Plan recommends proper soil management and design to enhance the natural features and the livability of the open space network.

STANDARDS

1. **Soil management.** Existing topsoil shall be preserved in place or reused when it is possible.
2. **Soil preparation.** Soil shall be prepared to establish soil texture and fertility levels for each planting type. This includes ripping of subgrade soils and import or amendment of topsoil.
3. **Organic soil(s).** Organic soil shall be used for developments directly adjacent to Colma Creek and elsewhere where possible, and use of synthetic substances such as herbicides, pesticides and fertilizers be limited or eliminated.

GUIDELINES

1. **Soil depth.** The following soil volumes do not include compacted subbase for roads or sidewalks. Soil depth and volume should be adequate for proposed tree species in landscape and streetscape settings:
 - a. Small tree (landscape and street): minimum depth 43" / minimum volume 10 cubic yards.
 - b. Medium tree (landscape): minimum depth 48" / minimum volume 30 cubic yards.
 - c. Medium tree (street): minimum depth 48" / minimum volume 22 cubic yards.
 - d. Large tree (landscape): minimum depth 48" / minimum volume 60 cubic yards.
 - e. Large tree (street): minimum depth 48" / minimum volume 34 cubic yards.
2. **Tree wells.** It is recommended that tree wells should be connected, when possible, to create a shared soil volume.
3. **Understory planting.** It is recommended that there is a minimum of 12-18 inches of improved soil.

5.7.5 Planting and Vegetation

The intent of these standards and guidelines is to create ecologically beneficial and resilient landscapes. Plant selection and design should be specific to each site, with the intent to support local native ecosystems and aligned with microclimate, soil conditions, and environmental vulnerabilities of each site.

STANDARDS

1. **Existing vegetation management.** Native and special-status species/plantings shall be preserved. The development applicant may refer to the California Department of Fish and Wildlife to determine appropriate preservation/handling protocols. Best Management Practices (BMP) should be employed to manage and control invasive species where found.
2. **Plant types.** This Specific Plan strongly encourages the use of native vegetation, or non-native plants that support the habitat of native wildlife and are tolerant of recycled water as an irrigation source. It is strongly recommended that high-quality native plantings are used wherever possible to create and support native ecosystems. Planting invasive or otherwise destructive species is prohibited.

GUIDELINES

1. **Tree selection.** When selecting trees, it is recommended to prioritize native species that provide ecological and resiliency benefits, along with sufficient canopy cover to minimize heat island effect and provide native wildlife with appropriate habitat. An approved tree list for the Plan Area can be found through the Park and Recreation Department website.
2. **Herbicides and pesticides.** Use of herbicides or pesticide agents as the singular solution is strongly discouraged. A more balanced approach via integrated pest management is encouraged.

5.7.6 Irrigation

The open space network should include irrigation systems designed in accordance with City standards. Private open spaces are strongly encouraged to include irrigation systems in accordance with best practices and City standards.

GUIDELINES

1. **Reuse of stormwater and greywater.**
Irrigation systems shall integrate reuse of stormwater and greywater, particularly in sites that will be affected by flooding.
2. **Energy efficiency in irrigation systems.** It is strongly recommended that irrigation systems integrate energy and resource efficient methods of stormwater and greywater capture and reuse.

5.7.7 Site Furnishings

Site furnishings include trash receptacles, seating, wayfinding/signage and drinking fountains should support programming of a particular open space.

GUIDELINES

1. **Furnishing selection.** It is recommended that site furnishings be standardized within a particular open space to promote an identity associated with the open space, and ensure ease of maintenance, durability, and replacement if necessary.
2. **Public restrooms.** Restrooms should include spaces for individuals identifying as men, women and one non-gender/family restroom, or three separate non-gender, single-occupancy restrooms.

5.7.8 Signage and Wayfinding

Signage and wayfinding have an important role in making cities and neighborhoods safer, more navigable, walkable, and identifiable by providing direction and information. Easy to read and accessible wayfinding signage and other elements will help orient pedestrians, drivers, and cyclists within Lindenville and the surrounding areas.

STANDARDS

1. **Signage.** Signage shall follow City standards for permanent building-mounted and freestanding signs, as well as regulations for exempt signs, prohibited signs, general sign regulations, unless otherwise specified.
2. **Wayfinding signage.** Signage shall be easy to read and have a consistent appearance and coloring. Wayfinding signage shall be employed to mark streets, landmarks, and open space. Wayfinding shall also be used to provide direction to public transit and destinations such as the Neighborhood Park, the Colma Creek Greenbelt, Centennial Way Trail, Downtown, and major thoroughways such as El Camino Real and US-101.
3. **Public access and wayfinding.** Site designs should provide clear and convenient networks of pedestrian and bicycle paths and greenways.
4. **Public paths.** Public paths shall be clearly identified.

GUIDELINES

1. **Support non-vehicular mobility.** Wayfinding should be designed to promote transit, biking, and walking.
2. **Transit real time information.** Real time signage and wayfinding signage should be installed at bus stops and rail stations to encourage alternative travel modes.
3. **Parking availability real time information.** Real-time information should be provided for public parking garages and on-street parking.

5.7.9 Exterior Lighting

Exterior lighting is necessary for safety, identifying park features, supporting open space programming, guiding circulation/wayfinding and defining the atmosphere of outdoor active space. These elements may include pathway lighting, bollards, spotlights, lampposts, light poles, court and athletic field lighting, streetlights and lighting attached to or between buildings. All outdoor lighting must be installed and maintained in conformance with the provisions referenced in the South San Francisco, California Municipal Code (20.300.009 Lighting and Illumination, 20.300.003 Airport Land Use Compatibility Plan Consistency and 20.330.010 Parking Area Design and Development Standards).

STANDARDS

1. **Circulation.** Outdoor lighting shall be provided in parking lots, driveways, circulation areas, aisles, and passageways to ensure safety and sufficient visibility. Refer to Zoning Code Chapter 20.330.010 (“Parking Area Design and Development Standards”).
2. **Energy usage.** Effective lighting systems limit energy use are designed to provide safety and do not impede visibility/cause visual discomfort.
3. **Lighting design.** Any lighting design that could provide a visual hazard to aircraft taking off, in-flight or landing at San Francisco International Airport shall be prohibited. This includes any arrangement of lighting that may be mistaken for airport identification lighting, runway edge lighting, runway end identification lighting or runway approach lighting.
4. **Habitat areas.** Lighting near habitat areas should be designed to minimize impact to wildlife, and light fixtures should be designed to only illuminate areas of human use, which includes pathways/circulation, building egress and any safety features. Lighting should be diverted away from wildlife habitat. Light fixtures near areas of habitat shall have a light temperature of greater or equal to 2,700 kelvins.

GUIDELINES

1. **Lighting temperature.** For outdoor spaces, it is recommended that lighting is less than or equal to 3,000 kelvins, except for lighting designed for nighttime programming.
2. **Studies and modeling.** Lighting studies and modeling are recommended to minimize lighting impact on wildlife habitats and wildlife migratory activity.
3. **Safety and security lighting.** Safety lights are recommended to stay on through the night and should be designed to minimize stray lighting pollution and restricted to not infringe on wildlife. Dimmers, motion sensors and/or a control system are recommended to reduce light intensity when spaces are unoccupied, while lighting that is not necessary for building egress, safety, or circulation is recommended to be shut off before midnight.

5.7.10 Play Spaces

As part of the Specific Plan's aim to make Lindenville's open space network inclusive to users of all ages, the following play space standards are provided.

STANDARDS

1. **Play spaces.** Minimum of one tot lot (age 2-5) in each residential neighborhood, a minimum of one playground (age 5-12) in each residential neighborhood, and one large (>10,000 sf) destination play space within the Neighborhood Park.
2. **Design of play spaces.** Playgrounds, tot lots and play spaces shall be designed consistent with the Consumer Product Safety Commission Public Playground Safety Handbook. Play equipment should adhere to requirements in the CPSC Public Playground Safety Handbook, ASTM F1487 and ASTM F1292.

GUIDELINES

1. **Play spaces for all ages and abilities.** Each play space designated for a certain age range should be inclusively designed for all abilities, integrating ADA-compliant equipment.

5.7.11 Dog Parks

The Specific Plan provides the following standards and guidelines for dog parks & dog play areas.

STANDARDS

- 1. **Dog play areas.** A minimum of one off-leash dog run/play area in each residential neighborhood should be provided, fenced securely and clearly marked by signage.
- 2. **Location.** Locate the dog run/play area a minimum of 300 feet from wetlands, wildlife habitat or otherwise ecologically sensitive areas.

GUIDELINES

- 1. **Surfacing.** Surface materials are ideally gravel or lawn.
- 2. **Programmatic elements.** A drinking fountain, dog waste receptacles/ bags and seating should be provided and maintained.



[6.1 MOBILITY GOALS AND POLICIES](#)

[6.2 MOBILITY FRAMEWORK](#)

[6.3 COMPLETE STREETS GUIDANCE](#)

[6.4 TDM AND PARKING REQUIREMENTS](#)

CHAPTER 6

MOBILITY

Lindenville is well-positioned between multiple regional and local transportation facilities including BART, Caltrain, US-101, and the Centennial Way and Bay Trails. The Lindenville Specific Plan aims to better connect local Lindenville streets to these facilities and make travel a stress-free activity. The goals, policies, and streetscape plans in this Chapter chart a vision that invites pedestrians, bicyclists, and transit users into the transportation network in a way that prioritizes their safety and comfort above vehicle speed and creates space for all types of roadway users.

6.1 MOBILITY GOALS AND POLICIES

The following goals and policies expand upon and refine those in the General Plan. These goals and policies will guide policymakers to achieve the Lindenville described in the vision for the future.

GOAL MOB-1: Multi-modal travel options are readily available and offer equal levels of comfort.

Policy MOB-1.1: Establish key pedestrian-oriented streets. Transform streets with higher density mixed use development and arts and makers uses into welcoming pedestrian environments with street trees, lighting, and landscaping. Create a relaxing pedestrian environment along a rehabilitated Colma Creek.

Policy MOB 1.2: Establish key low-stress bicycle routes. Facilitate seamless low-stress bicycle connections to Lindenville via South Spruce Avenue, Centennial Way Trail, and Tanforan Avenue, accompanied by feeder routes to access local destinations.

Policy MOB 1.3: Establish high-quality transit facilities. Prioritize public transit mobility and facilities on South Spruce Avenue and at shuttle hubs at major employment centers.

Policy MOB 1.4: Facilitate vehicle access in and out of Lindenville. Accommodate regional auto access to US-101 and I-380 via Southline Avenue, San Mateo Avenue, South Airport Boulevard, and an extension of Utah Avenue.

Policy MOB 1.5: Prioritize safety. Prioritize safety and accessibility over speed and vehicle flow in all streetscape and intersection projects.

Policy MOB 1.6: Plan for the future. Incorporate design choices, like flexible curb space, that future-proof the transportation network for emerging technologies like autonomous vehicles.

MOB GOAL-2: There are high-quality connections to Downtown, El Camino, East of 101, and regional destinations for all modes.

Policy MOB 2.1: Connect bicyclists and pedestrians to Lindenville. Complete low-stress bicycle and pedestrian connections to the Centennial Way Trail, Bay Trail, and the Colma Creek Greenbelt.

Policy MOB 2.2: Connect regional transit riders to Lindenville. Work with SamTrans and individual employers to maintain high frequency, high-capacity transit service with direct connections to the South San Francisco Caltrain station and the San Bruno BART station.

Policy MOB 2.3: Provide drivers direct connections to Lindenville. Add vehicle capacity to reach East of 101 and farther destinations by completing the Utah Avenue interchange project including a reconfiguration of southbound US-101 ramps.

MOB GOAL-3: Lindenville's transportation offerings and streetscape design support a vibrant mixed use district.

Policy MOB 3.1: Apply TDM requirements. Apply and enforce the citywide Transportation Demand Management (TDM) ordinance for new development in Lindenville.

Policy MOB 3.2: Add new connections. Create short blocks with new streets, alleys, and pathways to support connections for people who walk, bike, or use other micromobility options.

Policy MOB 3.3: Prioritize pedestrian and bike access. Require property owners to prioritize pedestrian and bicycle access in site design in the mixed use and office corridors and de-emphasize vehicle access using design, wayfinding, and building amenities.

Policy MOB 3.4: Overhaul key streets, support gradual shift elsewhere. Encourage land use transition and mode shift by overhauling the transportation experience on select corridors (e.g., South Spruce Avenue and South Canal Street) and

taking a more gradual approach on others (e.g., South Linden Avenue and Victory Avenue). Incremental changes might include converting some parking to parklets and pick-up/drop-off zones and providing pedestrian bulbouts at crosswalks.

Policy MOB 3.5: Facilitate safe truck activity. Use traffic calming features and slower speed limits to facilitate safe truck interaction with other modes in districts zoned for industrial and commercial uses while phasing in weight limits and large truck restrictions in the districts zoned for mixed use.

Policy MOB 3.6: Incorporate stormwater management. Integrate blue-green infrastructure within the street right of way and curb-to-curb widths where appropriate to meet stormwater goals.

6.2 MOBILITY FRAMEWORK

This Specific Plan envisions a Lindenville district that is welcoming and accessible for people using all modes of transportation. Due to the industrial and auto-oriented history of Lindenville, the streets in Lindenville today prioritize automobiles and truck travel. Substantial investment is needed to elevate the experience for pedestrians, bicyclists, and transit users.

Many streets in Lindenville are particularly narrow (rights-of-way of 60 feet or less), which limits opportunities to widen sidewalks, add bicycle facilities, maintain parking, and add landscaping on every street. Given this constraint, this plan uses a layered network approach that prioritizes walking, biking, transit, truck, and regional auto access on specific streets. Modal priorities are assigned based on a combination of factors including adjacent land uses, available public right-of-way, and connectivity to major walk, bike, transit, and vehicle facilities at the borders of Lindenville. While some overlap occurs between these priority networks, some tradeoffs are necessary on specific streets. Figures 27-31 illustrate the layered network.

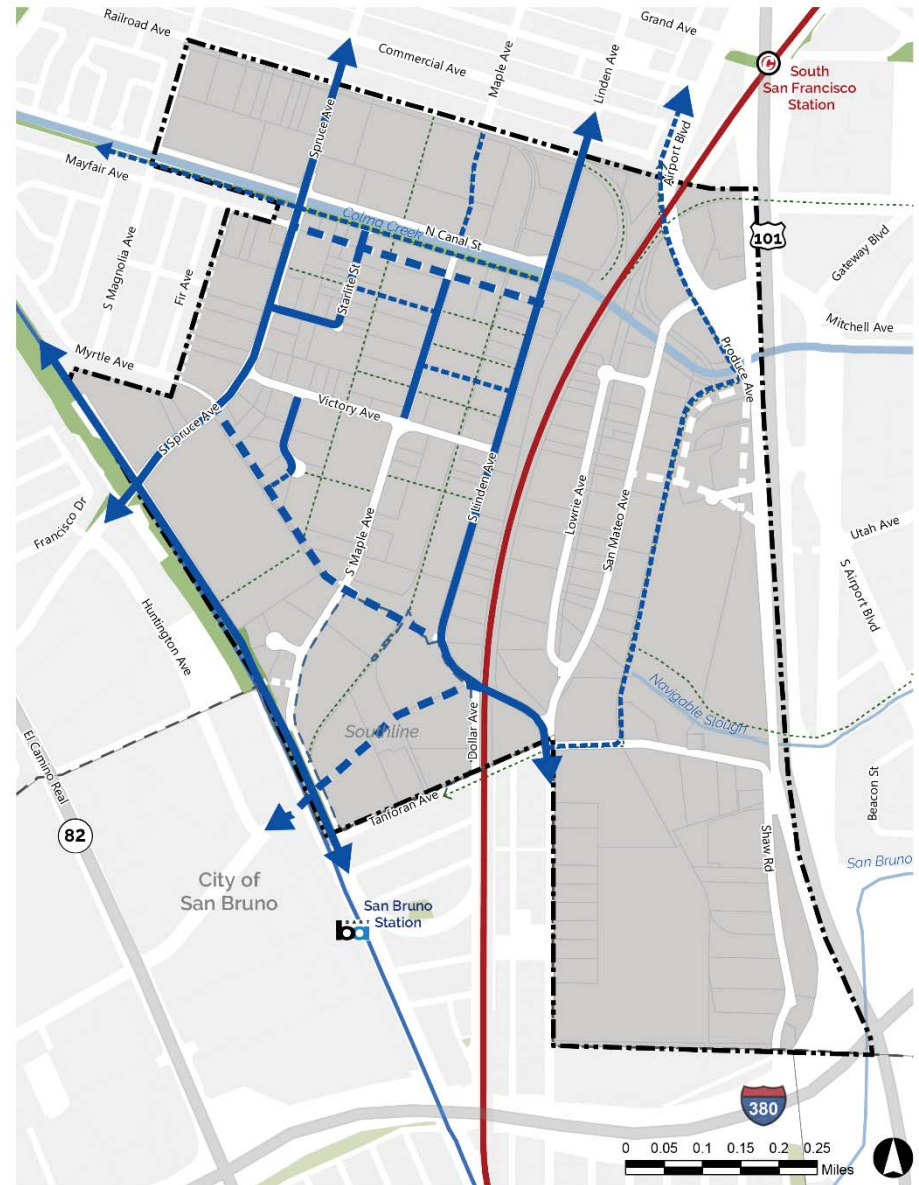


Pedestrian Priority Streets

Pedestrian priority streets incorporate wider sidewalks, landscaping, parklets, curb extensions, and other traffic calming features to create walkable environments in support of active ground floor land uses. These streets should emphasize a vibrant pedestrian realm with sidewalks that are 12 to 15 feet wide where possible. As shown in Figure 27, pedestrian priority streets would include South Linden Avenue, South Spruce Avenue, Southline Avenue, and all other new streets within Lindenville. The proposed grid of multi-use paths and laneways/alleys between buildings would hugely improve pedestrian connectivity and comfort levels.

Figure 27: Pedestrian Priority Streets

- City Limit
- Proposed Streets / Proposed Trails
- Pedestrian Priority Streets

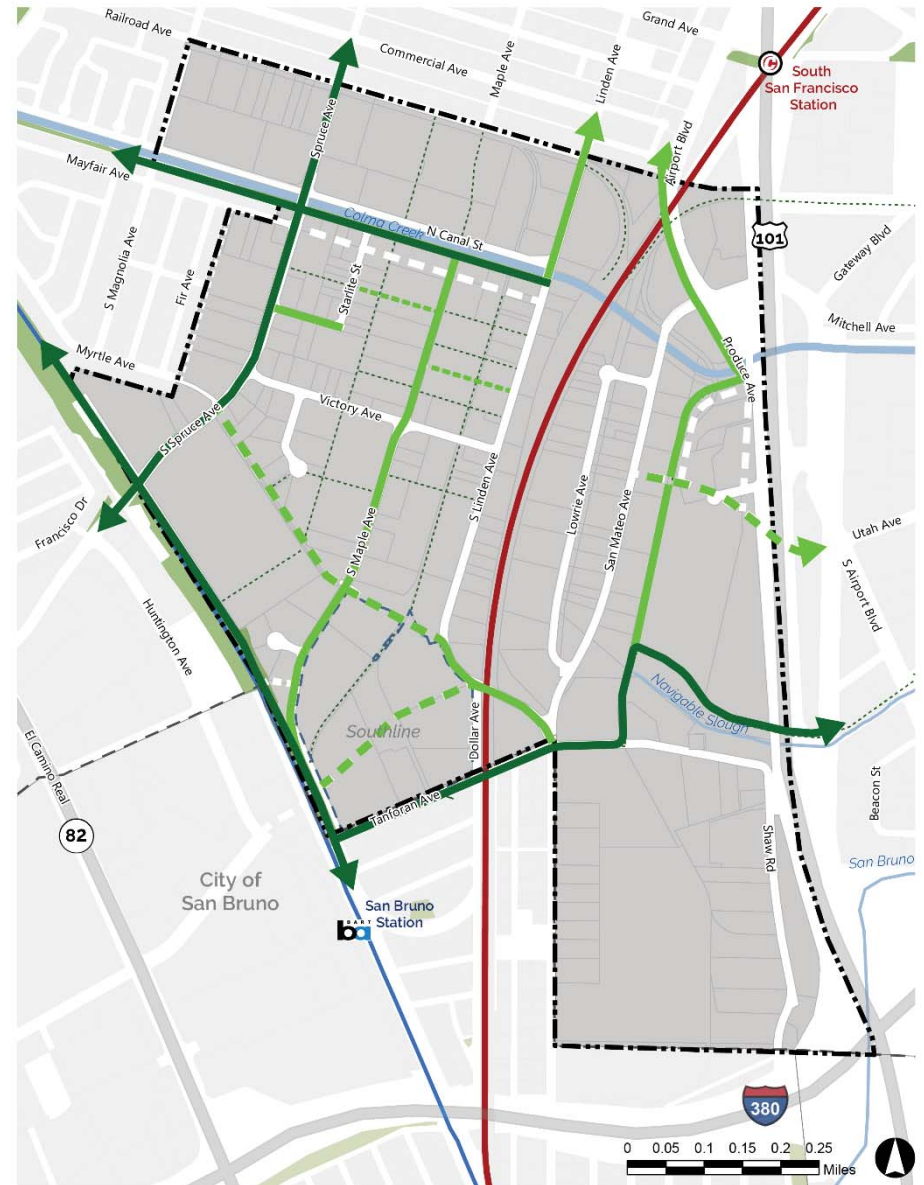


Bicycle Priority Streets

Bicycle priority streets incorporate low-stress bicycle facilities that accommodate people of all ages and abilities to facilitate cross-town travel and local access. As depicted in Figure 28, Lindenville would feature four backbone routes that incorporate bike trails and protected bikeways: the Centennial Way Trail, South Spruce Avenue, South Canal Street/Colma Creek, and a new cross-town bikeway that links the Centennial Way Trail and the Bay Trail via Tanforan Avenue, a grade-separated crossing of Caltrain, Shaw Road, and a bridge over US-101. These routes should include protected intersection crossings with painted pathways and bicycle boxes for visible queuing. Local access routes would augment these backbone routes and facilitate circulation within Lindenville; these include South Maple Avenue, Southline Avenue, Airport Boulevard, and some new streets. Local access routes would primarily include bike lanes, although protected bike lanes may be incorporated where feasible. The proposed grid of multi-use paths, linear parks, and laneways/alleys between buildings would improve bicycle connectivity and comfort levels.

Figure 28: Bicycle Priority Streets

- City Limit
- Proposed Streets / Proposed Trails
- Backbone Routes (Class I Trails and Class IV Separated Bikeway)
- Local Access Routes (Class II Bike Lanes)

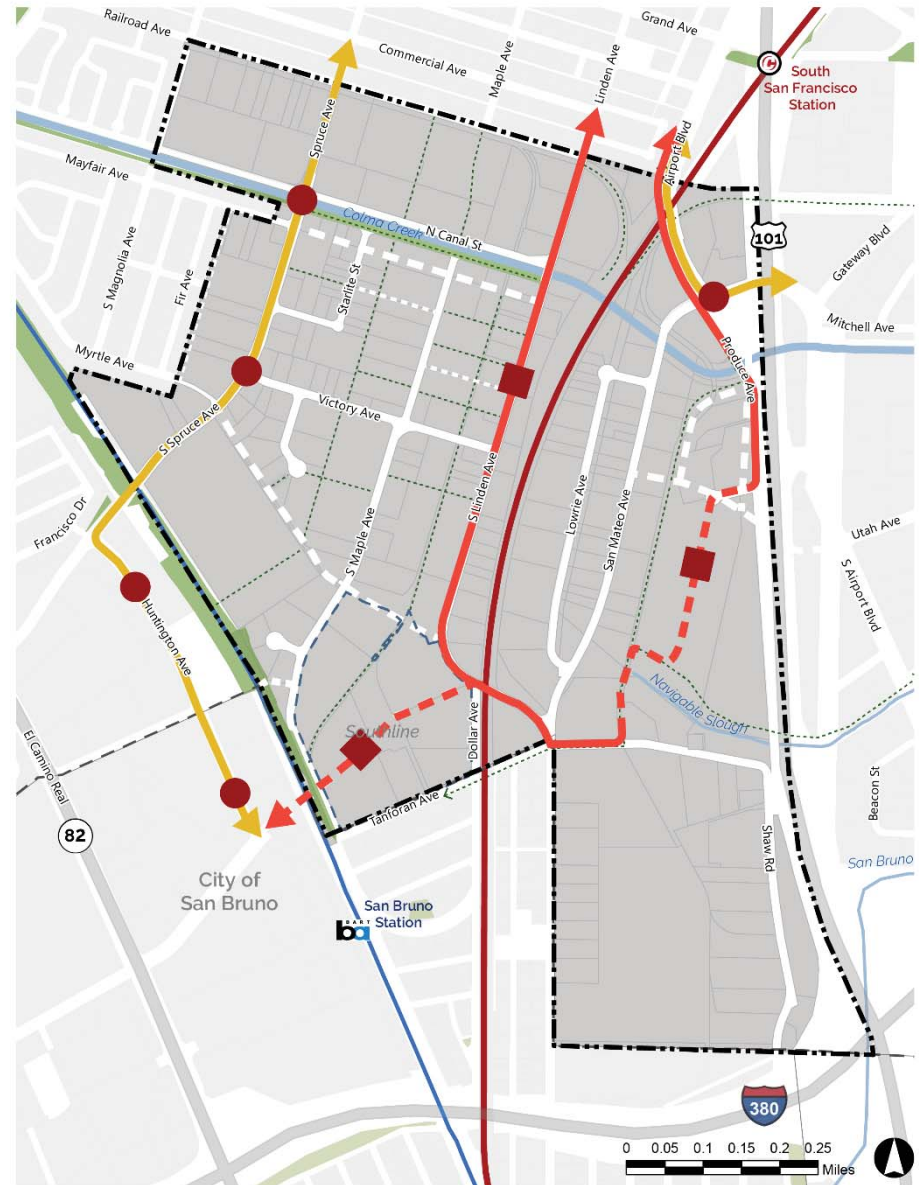


Transit Priority Streets

Transit priority streets incorporate bus and shuttle service, high-quality shelters, and prioritization features, as shown in Figure 29. Lindenville is directly served by two SamTrans routes: Route 141 operates along South Spruce Avenue with stops at Victory Avenue and South Canal Street/Colma Creek, while Route 292 operates along Airport Boulevard with one proposed stop at San Mateo Avenue. SamTrans service would be supplemented with first/last mile shuttles connecting the Southline and Terminal Court employment centers with Caltrain and BART. These routes are likely to operate along Southline Avenue, South Linden Avenue, and Airport Boulevard, with an opportunity to incorporate an additional stop to serve other Lindenville users. Bus stops should be located on the far side of street intersections and feature bus bulbs and shelters to provide an efficient and comfortable rider experience. Transit signal priority should be incorporated into traffic signals along South Spruce Avenue and Airport Boulevard to minimize bus delays at intersections.

Figure 29: Transit Priority Streets

- City Limit
- Proposed Streets / Proposed Trails
- Bus Route / Shuttle Route
- ■ Bus Stop / Shuttle Stop

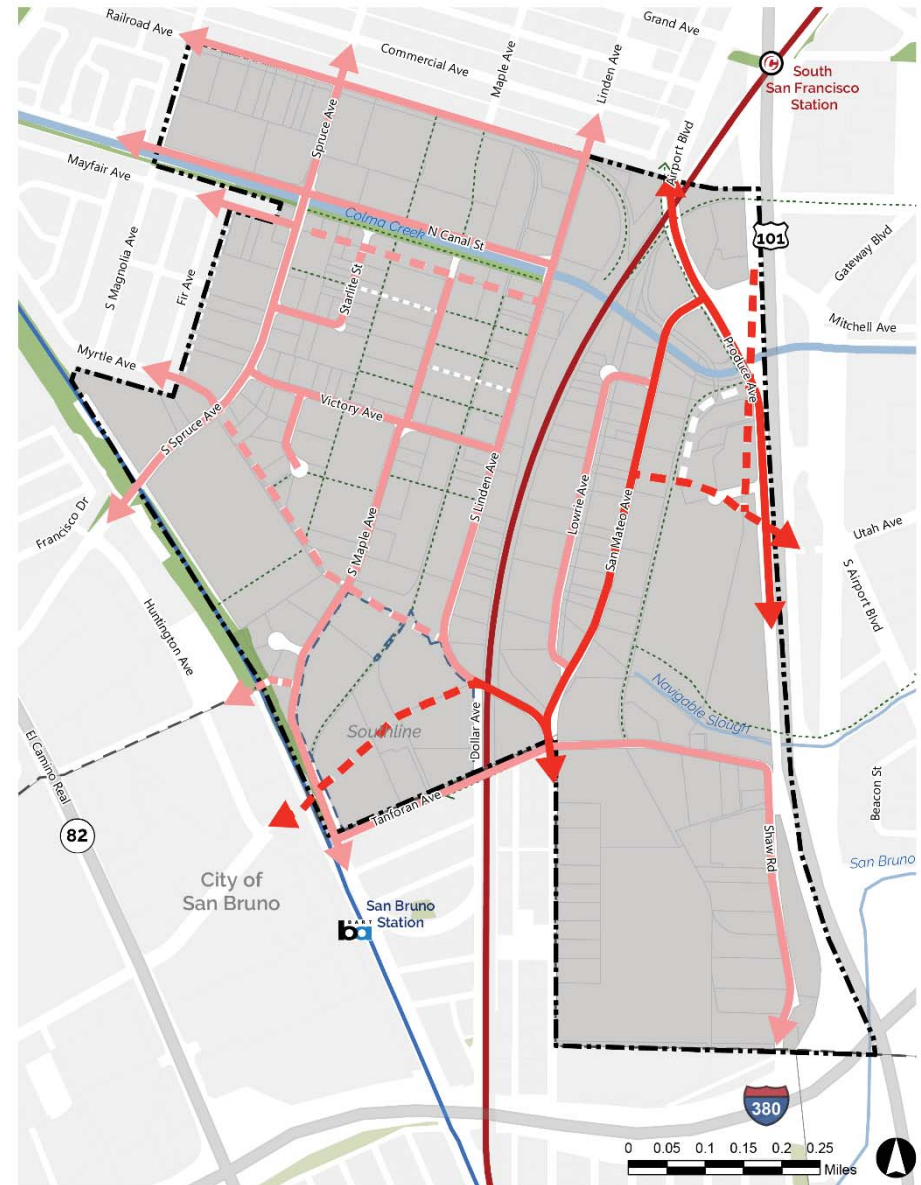


Regional and Local Auto Access Streets

Regional auto access streets would accommodate the auto and truck travel to US-101 and I-380. As depicted in Figure 30, four streets would prioritize regional auto access: Airport Boulevard, San Mateo Avenue, Southline Avenue, and Utah Avenue. Although auto travel would occur along all streets in Lindenville, auto capacity and delay are a lower priority along these streets. Local auto access routes are generally those where on-street parking would be permitted.

Figure 30: Auto Priority Streets

- City Limit
- Proposed Streets / Proposed Trails
- Regional Auto Access Routes
- Local Auto Circulation Routes

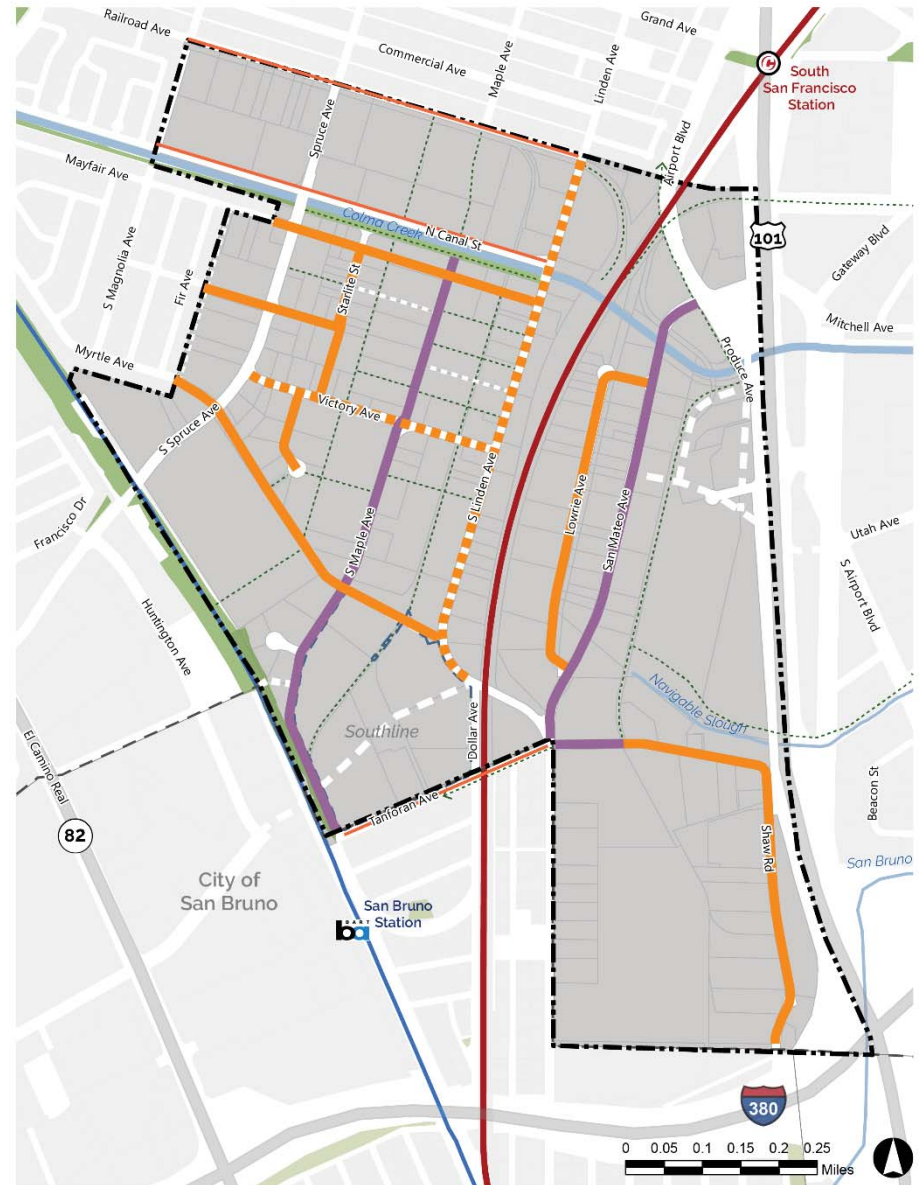


On-Street Parking

On-street parking is generally the lowest priority use in Lindenville's transportation network. On-street parking would be provided on-street when it would not otherwise conflict with pedestrian, bicycle, transit, and auto circulation needs. In some cases, it may be mixed with other curbspace uses (flex space) such as loading zones, parklets, bus stops, bike parking, and landscaping. On-street parking would be provided along South Linden Avenue, Victory Avenue, Shaw Road, Lowrie Avenue, and most new streets (see Figure 31). Streets without on-street parking would rely on wayfinding signage to direct vehicles to off-street parking locations.

Figure 31: On-Street Parking Priority

- City Limit
- Proposed Streets / Proposed Trails
- Parking on both sides of street
- Parking on one side of street
- Parking/flex space on both sides of street
- Parking removal



6.3 COMPLETE STREETS GUIDANCE

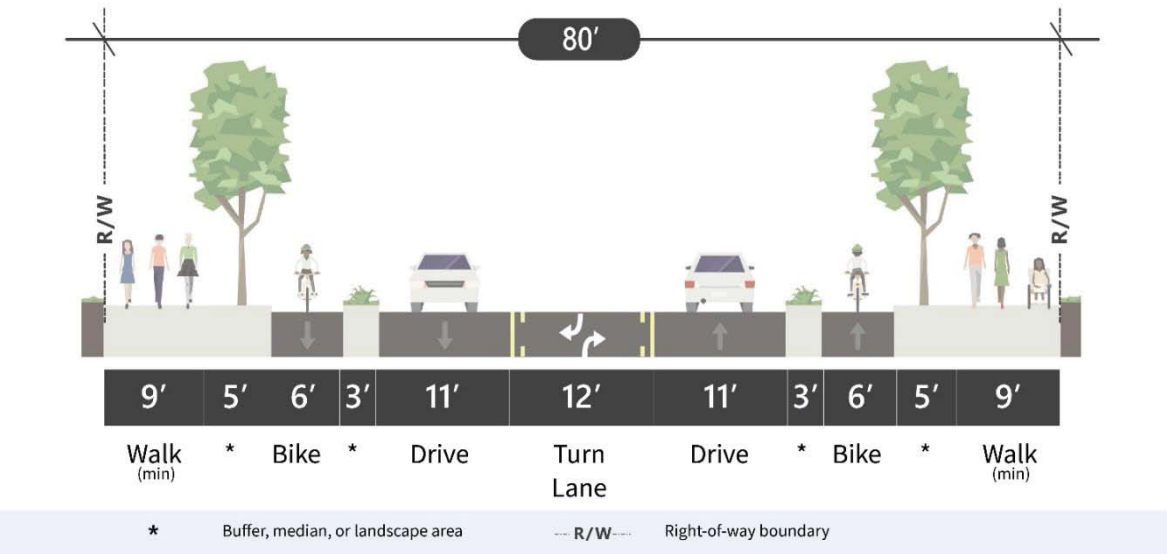
Each street is a puzzle piece providing connectivity to the larger network. Some streets, such as South Spruce Avenue, require curb-to-curb overhauls to best serve Lindenville’s changing mobility needs, while others, such as South Linden Avenue, can change organically over time as land uses change. This section provides guidance for developing complete streets consistent with the layered network framework.

6.3.1 Street Layouts

SOUTH SPRUCE AVENUE

Per Figure 32, South Spruce Avenue would function as the primary east-west link for buses and bicyclists across Lindenville with connections to the El Camino Real corridor and Downtown. Within the roughly 80-foot right-of-way, South Spruce Avenue would feature protected bike lanes and protected crossings at intersections, landscaped sidewalks, two travel lanes, and a center turn lane. This layout seeks to transform South Spruce Avenue from an auto-oriented throughfare to a neighborhood boulevard that aligns with the corridor’s transition to a mixed use residential center.

Figure 32: Proposed Cross Section – South Spruce Avenue



SOUTH MAPLE AVENUE

South Maple Avenue would facilitate local circulation for pedestrians, bicyclists, and autos within Lindenville. South of Victory Avenue, as depicted in Figure 33, South Maple Avenue would primarily serve industrial uses within its 60-foot right-of-way. Land uses along this segment are less likely to change; consequently, minor streetscape changes are planned to add buffered bike lanes, widen sidewalks, and incorporate landscaping where feasible. North of Victory Avenue, as shown in Figure 34, the corridor is likely to experience greater land use change and presents the opportunity to expand the right-of-way to 70 feet to accommodate wider sidewalks and landscaping. Protected bike lanes may be considered as an alternative to buffered bike lanes provided that appropriate emergency vehicle clearance can be maintained where necessary.

Figure 33: Proposed Cross Section – South Maple Avenue
(South of Victory Avenue)

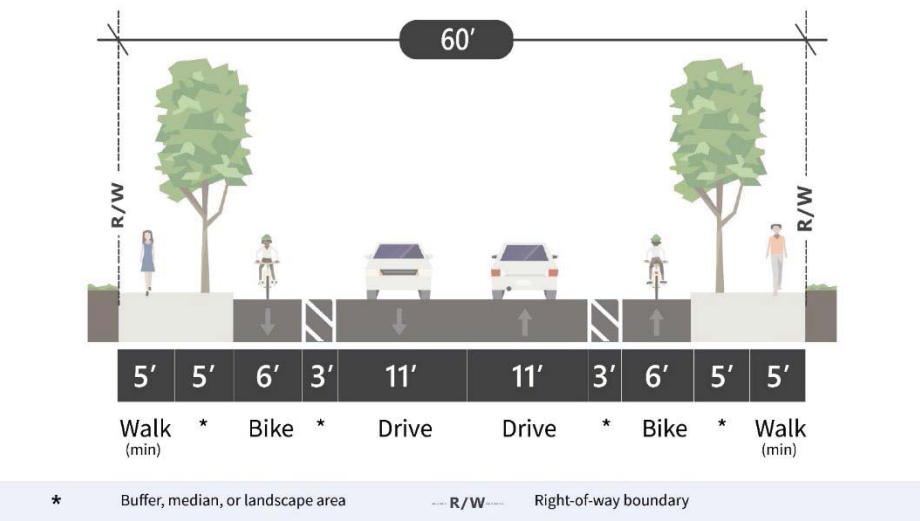
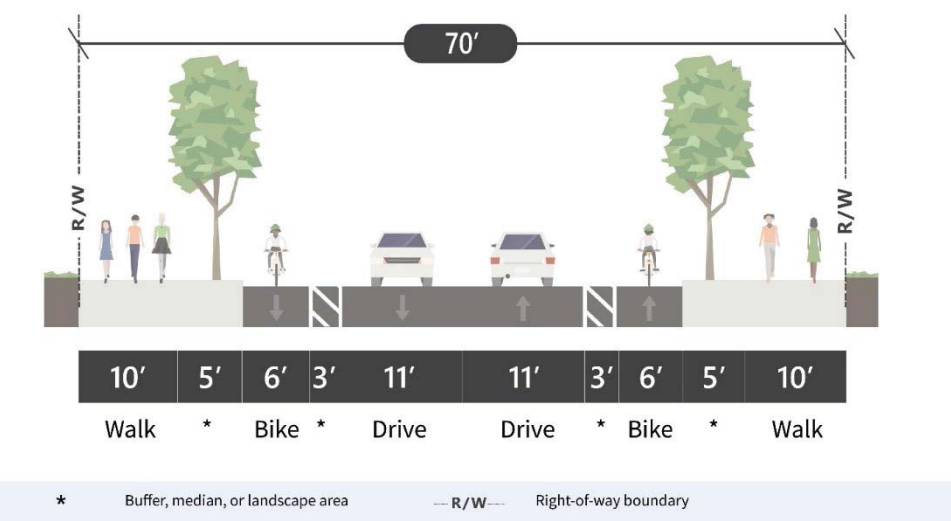


Figure 34: Proposed Cross Section – South Maple Avenue
(North of Victory Avenue)



SOUTH LINDEN AVENUE

South Linden Avenue would prioritize pedestrian and auto access to the South Linden Avenue Arts and Makers District and industrial uses. The street’s 60-foot right-of-way presents obstacles to accommodating all modes of travel: the street can accommodate two travel lanes, narrow sidewalks, and flex zones that can serve parking, loading zones, parklets, bike parking, and landscaping. Where possible, the street should be widened to facilitate wider sidewalks and the addition of landscaping; however, this is expected to occur incrementally as redevelopment occurs along the corridor given its smaller parcel sizes, limited building setbacks, and proposed arts and industrial uses. North of South Canal Street and Colma Creek, bike lanes would be prioritized over parking and flex space, with bicyclists mostly diverting to bike lanes on South Maple Avenue to continue farther south.

Figure 35: Proposed Cross Section – South Linden Avenue
(South of Colma Creek)

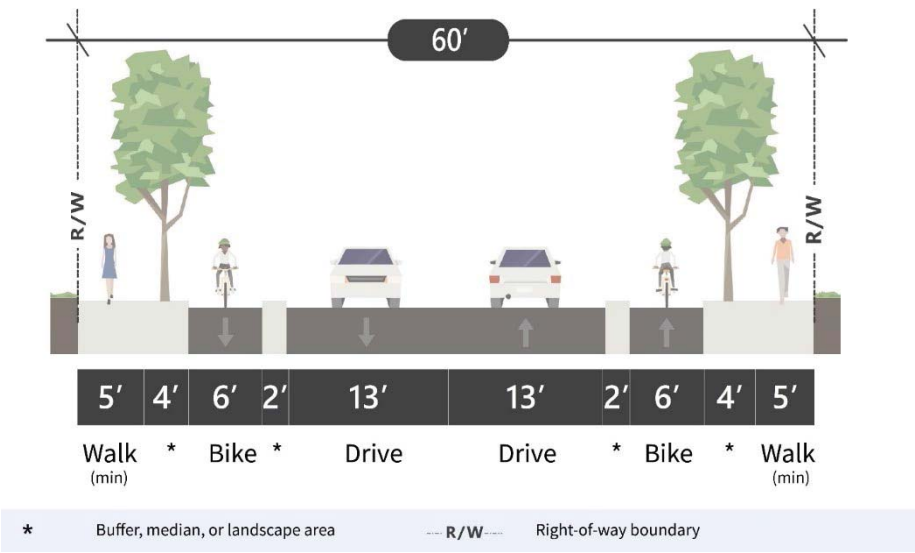
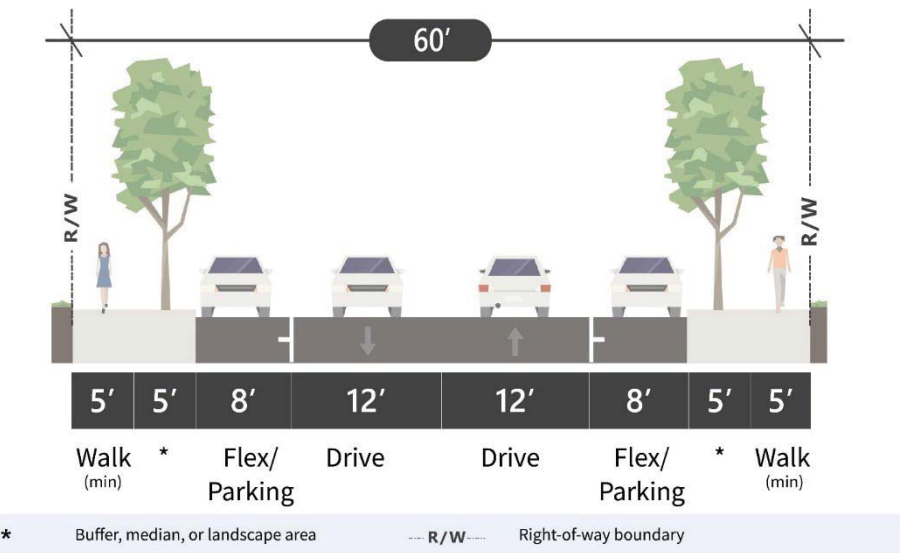


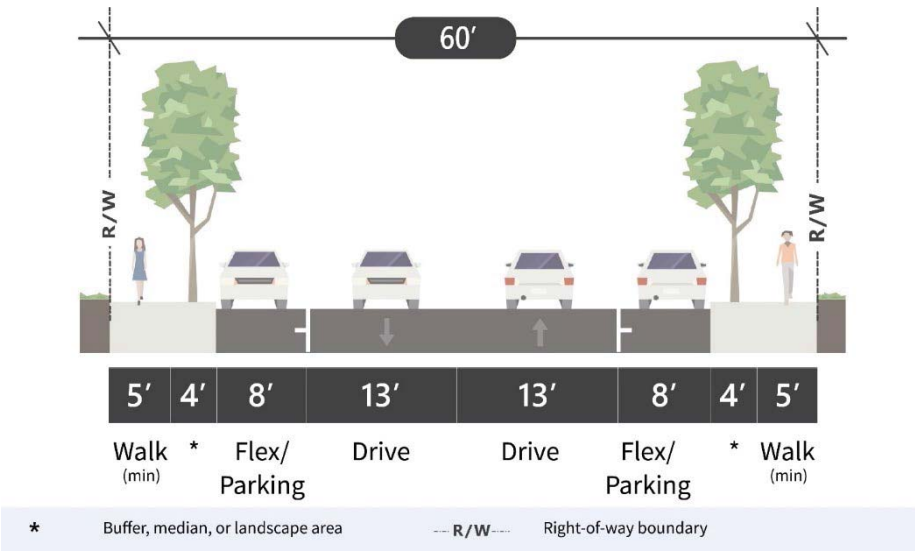
Figure 36: Proposed Cross Section – South Linden Avenue
(North of Colma Creek)



VICTORY AVENUE

Victory Avenue would mark the transition between mixed-use residential and mixed industrial areas within Lindenville. The street’s 60-foot right-of-way would include sidewalks, two travel lanes and flex zones that can serve parking, loading zones, parklets, bike parking, and landscaping, per Figure 37.

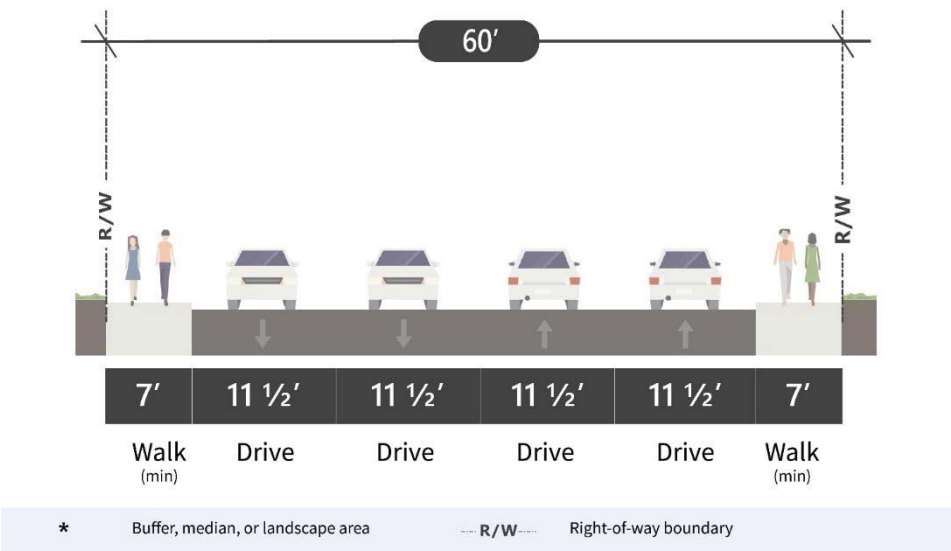
Figure 37: Proposed Cross Section – Victory Avenue



SAN MATEO AVENUE

San Mateo Avenue, shown in Figure 38, would prioritize regional auto access to US-101. The street’s 60-foot right-of-way would include four vehicle lanes and sidewalks serving mostly industrial uses. On-street parking may be provided along portions of the corridor until four lanes are needed to accommodate vehicle throughput needs.

Figure 38: Proposed Cross Section – San Mateo Avenue



NEW STREETS AND ALLEYS/LANEWAYS

New neighborhood streets within Lindenville should provide 70 feet of right-of-way (as shown in Figure 39) to accommodate wide landscaped sidewalks, two lanes of travel, and flex zones that can serve parking, loading zones, parklets, bike parking, and landscaping including street trees. Neighborhood streets should be designed to facilitate slow speed travel to access local land uses.

The Mayfair Avenue extension is imagined as a shared, “green street” that has characteristics of a festival street or woonerf. The Mayfair green street will not contribute to the parks and open space acreage target but will offer significant benefits regarding connection of open space, access to nature, habitat, and stormwater management.

Within blocks slated for mixed use residential uses, the street network will incorporate smaller shared alleys/laneways, measuring 26-feet minimum. These alleys or laneways would serve as vehicle access points to garages and loading spaces as well as connecting passages for pedestrians and bicyclists. All space within the alley/laneway would be shared. East-west alleys are envisioned between Starlite Street and South Maple Avenue and between South Maple Avenue and South Linden Avenue. A north-south alley is imagined running parallel to Fir Avenue and South Spruce Avenue.

Figure 39: Proposed Cross Section – New Streets

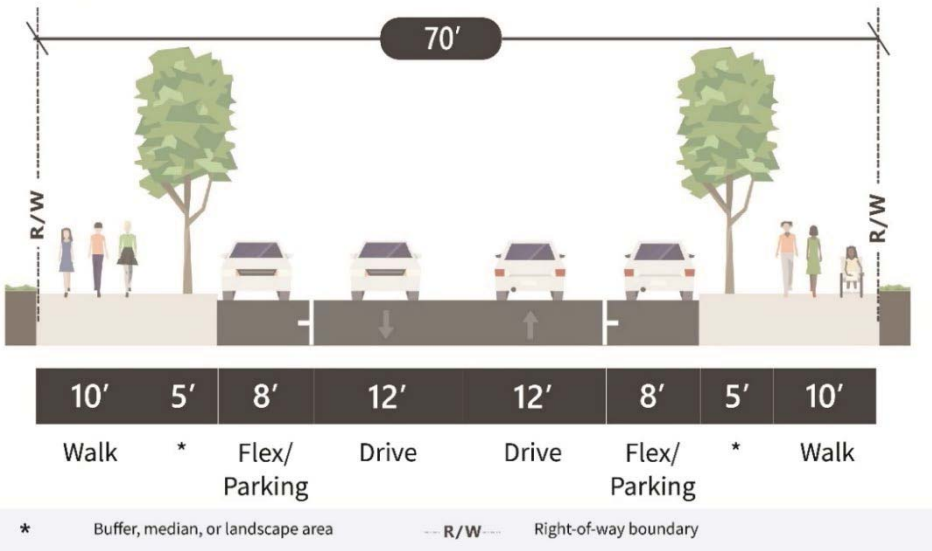
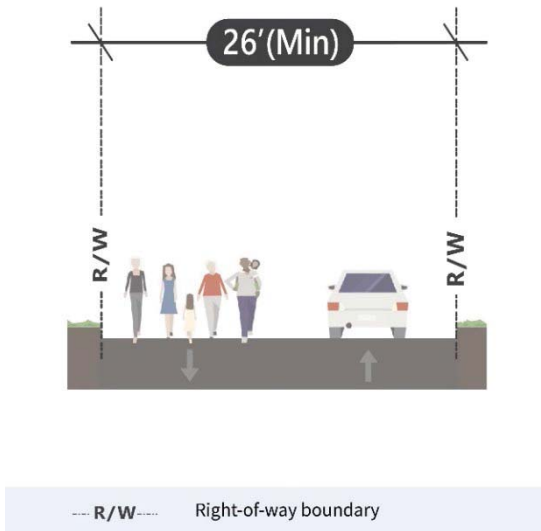


Figure 40: Proposed Cross Section – Shared Alley/Laneway



The following guidelines apply to both the Mayfair Avenue “green street” extension and shared alleys/laneways, depicted in Figure 27.

STANDARDS

1. **Streetscape design.** The Mayfair Avenue “green street” and shared alleys/laneways should incorporate consistent streetscape design, including materiality, for all use cases.
2. **Transitions.** Mayfair Avenue and shared alleys/laneways should incorporate a distinct entrance that signifies a change in roadway environment. These transitions may be manifested through trees, slight grade change, change of material, alteration or narrowing of roadway, and signage.
3. **Curbless.** Pedestrian, bicycle, and vehicular space should be on the same level; encouraging drivers to travel more slowly and carefully.
4. **Street life.** Areas along the building edges and intermittently between parking should incorporate outdoor furnishings, public art, and/or landscaping.
5. **Floodable street.** In coordination with a wider stormwater management strategy, these Mayfair Avenue and shared alleys/laneways may be temporarily flooded and/or used to stormwater conveyance.

6.3.2 Other Considerations

TRAFFIC CALMING

All streets within the Plan Area should be designed for lower vehicle speeds. In addition to posting speed limits of 25 miles per hour, traffic calming measures should be applied where appropriate. These can include curb extensions – like corner bulb outs or midblock chicanes – or vertical speed controls – like speed humps or raised crosswalks. These measures are particularly important given the desire to make the area safer and more comfortable for pedestrians and bicyclists while still supporting light industrial and commercial business that use trucks to operate their business.

The proposed Myrtle Avenue and extension and new alleys/laneways are bicycle priority segments but do not have space for dedicated lanes. Shared lane markings (known as sharrows) should be considered for these streets along with other traffic calming measures. Such measures may include slight curves, change in pavement materiality, chicanes, speed bumps, cushions, narrow travel lanes, small corner radii, limited and intermittent on-street parking, and other elements such as street trees, stormwater facilities, bollards, and furniture. Shared lanes are appropriate for these streets because bicyclists and motorists will be traveling at about the same speed. Shared lane markings alert drivers to the presence of bicyclists and should be strategically placed in the center of the travel lane to move bicyclists out of the “door zone.”

STREET MAINTENANCE

Given the heavy truck usage of Lindenville streets, they require more frequent maintenance than most other streets in South San Francisco. Although some truck traffic may be phased out over time, truck activity will continue to be a part of the daily reality in Lindenville. This means that paving and re-striping should be scheduled at regular intervals following each streetscape update project.

This Plan recommends protected bicycle lanes, which have special maintenance considerations compared to unprotected bicycle facilities. Street sweeping may require special equipment. This is the case if the combined width of protected lane and buffer is too narrow for existing street maintenance equipment. Street sweeping may have to be done more frequently on bicycle lanes than on streets, especially during the fall, because the lack of the sweeping effect of motor traffic, together with the canyon profile of a protected lane, tends to hold leaves and other debris.

6.4 TDM AND PARKING REQUIREMENTS

6.4.1 TDM Ordinance Compliance

Development projects within the Plan Area would be subject to the City's Transportation (TDM) Ordinance (Section 20.400 of the South San Francisco Municipal Code). The TDM Ordinance seeks to accomplish the following goals:

- Reduce the amount of vehicle trips and vehicle miles traveled generated by new development, and the expansion of existing development, pursuant to the City's police power and necessary in order to protect the public health, safety, welfare, and environment.
- Ensure that expected increases in vehicle trips resulting from growth in the City of South San Francisco will be adequately mitigated.
- Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities.
- Promote the more efficient utilization of existing transportation facilities and ensure that new developments are designed in ways to maximize the potential for multimodal transportation usage.
- Establish an ongoing monitoring and enforcement program to ensure that the desired mode share percentages and trip caps are achieved.
- Achieve compliance with the City/County Association of Governments of San Mateo County's (C/CAG) Congestion Management Program.

Most developments are required to implement a TDM program that includes a set of strategies, measures, and incentives to encourage walking, bicycling, transit use, and carpooling.

As described in the ordinance, these measures include transit pass subsidies, carpool/vanpool programs, bicycle storage, TDM marketing, unbundled parking, bicycle and pedestrian gap closures, shuttle service, transit capital improvements, carshare, and other related measures.

TDM requirements vary by land use type as described in the ordinance. Larger employment projects are subject to the most stringent performance standards, that include drive-alone mode share targets, auto trip caps, and annual survey monitoring. Smaller residential and non-residential projects are subject to more flexible performance standards based on a self-certification process.

6.4.2 Parking Requirements

Development projects would be subject to parking requirements defined in Zoning Code Chapter 20.330 ("On-Site Parking and Loading"). These requirements seek to provide flexibility to accommodate demand for various land uses while avoiding the over-supply of parking and promoting travel via walking, bicycling, transit, and carpooling.

Due to the lack of on-street parking in Lindenville, active management of curbspace is likely to be necessary to ensure sufficient availability and turnover around commercial areas. Management practices may include demand-based pricing to ensure parking availability as well as time restrictions to promote turnover. Commercial developments in Lindenville may benefit from incorporating off-street parking that may be shared with adjacent uses in order to augment overall parking supply within the district; however, off-street parking supply should be balanced with district-wide goals to promote multimodal travel.



7.1 INFRASTRUCTURE GOALS AND POLICIES

7.2 POTABLE WATER

7.3 SANITARY SEWER

7.4 STORMWATER AND FLOODING

7.5 ELECTRICITY AND GAS

CHAPTER 7

INFRASTRUCTURE

The Lindenville Specific Plan Area is anchored by an infrastructure and utility network serving the physical and economic stability and growth of its resident industries.

Lindenville’s history with reliable logistics and infrastructure developed the backbone of City operations capable of adapting to demand fluctuations while providing a competitive cost advantage to businesses. Robust infrastructure systems rely upon the availability of adequate resources, provisions for utility improvement and ongoing maintenance, coordination within the local and regional regulatory context, and alignment to the needs of the industries and residents who call Lindenville home.

As Lindenville evolves, it will be presented with a new set of challenges as the types of uses in the Plan Area change combined with advances and innovations in technology, changes in policy, and shifting patterns in climate conditions. A sustainable future vision for Lindenville calls for the development of infrastructure solutions to support the Specific Plan’s vision for a new Mixed Use Neighborhood, an increase in residential population, and utilization of green infrastructure for stormwater management and public realm enhancement. It will require coordinated and collaborative actions throughout the Colma Creek watershed to address potential flooding in Lindenville and in East of 101. Existing infrastructure, built out before the 1990s for an almost exclusively industrial land use base, could adequately serve the Plan’s build-out scenarios by planning for changes to peak usage patterns, strategic improvements and maintenance, and new development and adaptive reuse standards.

7.1 INFRASTRUCTURE GOALS AND POLICIES

The following goals and policies summarize how infrastructure and utility recommendations support the implementation of the Lindenville Specific Plan Vision.

Goal I-1. The development, management, and maintenance of infrastructure in Lindenville is driven by the ability to optimize the efficiency and effectiveness of each system, and to achieve the performance required to meet the City’s sustainability goals.

Policy I-1.1: Phased system. Ensure that Plan Area infrastructure and utility improvements are designed to accommodate the full phased development of residential and commercial uses, establishing foundational systems that can be expanded and added on to overtime.

Policy I-1.2: Fair share contribution. Require new development to contribute toward fees and on-site and off-site improvements related to the project.

Policy I-1.3: Current standards. Support the upgrade of public infrastructure and utilities up to the most current City standards in line with State and County regulations to achieve the City’s sustainability goals.

Goal I-2: Lindenville invests in sustainable and resilient infrastructure and practices to illustrate leadership.

Policy I-2.1: Flexible adaptation approach. Use a flexible adaptation approach to climate change, implementing strategies over time as current conditions, exposures and risks, and technologies change. Ensure that new infrastructure development, including transportation, water, and stormwater management, is designed and constructed to be adaptable.

Policy I-2.2: Best available science. Use the best available science for sea level rise projections from State and regional efforts in accordance with the State of California Sea Level Rise Guidance when planning for critical infrastructure in the plan area and shoreline.

Policy I-2.3: Recycled or reclaimed materials. When possible, use recycled or reclaimed materials in infrastructure projects to lower embodied carbon.

Policy I-2.4: Alternative-fuel vehicles and construction equipment. Encourage the use of electric or alternative-fuel vehicles and construction equipment to contribute to greenhouse gas mitigation efforts.

Policy I-2.5: Regional coordination. Coordinate with regulatory agencies, including the Department of Toxic Substances Control and the San Francisco Bay Regional Water Quality Control Board, to facilitate the consideration of climate change in updates to remediation plans and requirements for contaminated sites.

Goal I-3: The City ensures the long term provision of water resources to serve new and existing land uses.

Policy I-3.1: Targeted utilization. Reduce water demand through targeted utilization of potable uses.

Policy I-3.2: Expand recycled water infrastructure. Reuse “waste” water and expand recycled water infrastructure in the Lindenville Specific Plan Area.

Policy I-3.3: Water conservation and reuse. Prioritize water conservation and the use of recycled water for outdoor, non-drinkable uses, including in streets, open spaces, and landscaped areas.

Policy I-3.4: Sustainable development practices. Encourage sustainable development practices for development projects to reduce the demands on the water supply and sanitary sewers systems, including use of recycled water indoors, installation of localized blackwater systems, regenerative and high efficiency landscape practices that reduce water and energy use, and increased building efficiency beyond City standards.

Goal I-4: Enhanced stormwater management networks are established by the City and developers to improve water quality and promote urban ecology.

Policy I-4.1: Implement green infrastructure. Implement green infrastructure strategies to reduce runoff, promote treatment and infiltration, manage flood risk, and support urban ecology and livability.

Policy I-4.2: Pair stormwater and streetscape / open space improvements. Leverage stormwater enhancements in coordination with right-of-way (ROW) / open space enhancements.

Policy I-4.3: Implement LID. Establish and incentivize district-wide low intensity development (LID) strategies.

Policy I-4.4: Coordination with OneShoreline. Coordinate with OneShoreline’s Colma Creek and Navigable Slough improvements to ensure flood protection design considers mobility, habitat, and recreational value.

Goal I-5: The City increases reliance on local energy systems to ensure adequate utility provisioning for new potential users.

Policy I-5.1: Energy conservation. Prioritize energy conservation.

Policy I-5.2: Natural gas services. Prohibit new natural gas services in all buildings and infrastructure to transition to all electric.

Policy I-5.3: Solar plus battery storage. Encourage the installation of solar arrays on roofs, parking lots, and as shade structures paired with battery storage.

Policy I-5.4: Energy infrastructure phasing. Increase energy infrastructure to build capacity for Lindenville, with a clear phasing program.

7.2 POTABLE WATER SUPPLY SYSTEM

Water service within the Lindenville Specific Plan area is provided by CalWater, a public utility company under the regulation of the California Water Service Group. Water supply sources come from a number of locations and reservoirs, with approximately 66% of Lindenville's water supply imported from the Sierra Nevada and Delta diversions.¹ Water management initiatives, such as the 2020 South San Francisco Urban Water Management Plan, set policies and priorities for the long-range planning of water supply and systems. Initiatives such as these also serve as a data source for population, housing, water demands, water supplies, and capital improvement projects.

Lindenville's existing potable water distribution system has been developed to support primarily industrial and commercial uses, as shown in Figure 41. With the introduction of new residential and mixed use development, there is a projected 12% increase in water demand from 2025 to 2045 that will require infrastructure improvements and the identification of additional imported water supplies.² Additional demand must be met by CalWater's increased supply of imported water from San Francisco Public Utilities Commission and groundwater from the Westside Subbasin.

According to CalWater, meeting potable and irrigation demands in the Lindenville Specific Plan Area, like the rest of their network, are less of a concern due to the relatively lower demands on their system as compared to other uses, such as fire. When it comes to site development, the larger demands on the water network tend to be the larger fire water demands.

Site development is subject to the California Fire Code which includes fire flow requirements based on building square footage and construction type. If the building is equipped with a sprinkler system, the site fire flow demand is lowered, but overall these demands are substantially higher than potable and irrigation demands. As buildings' square footage increases to serve higher occupancy, the Fire Flow Area increases per Fire Code increases. Thus, the proposed land use plan and subsequent increase in population density of the area would translate into higher demands that may result in larger pipe sizes, primarily in sections within the Lindenville Specific Plan Area where the demand for fire water will significantly increase, including the Mixed Use Neighborhood and the Employment Areas.

As per the California Fire Code, an approved water supply capable of supplying the required fire flow for fire protection of buildings shall be connected to the Municipal Water Supply if available within 1,000 ft. of the subject property.

¹ "South San Francisco Urban Water Management Plan," City of South San Francisco, 2020, 12, https://www.calwater.com/docs/uwmp2020/SSF_2020_UWMP_FINAL.pdf.

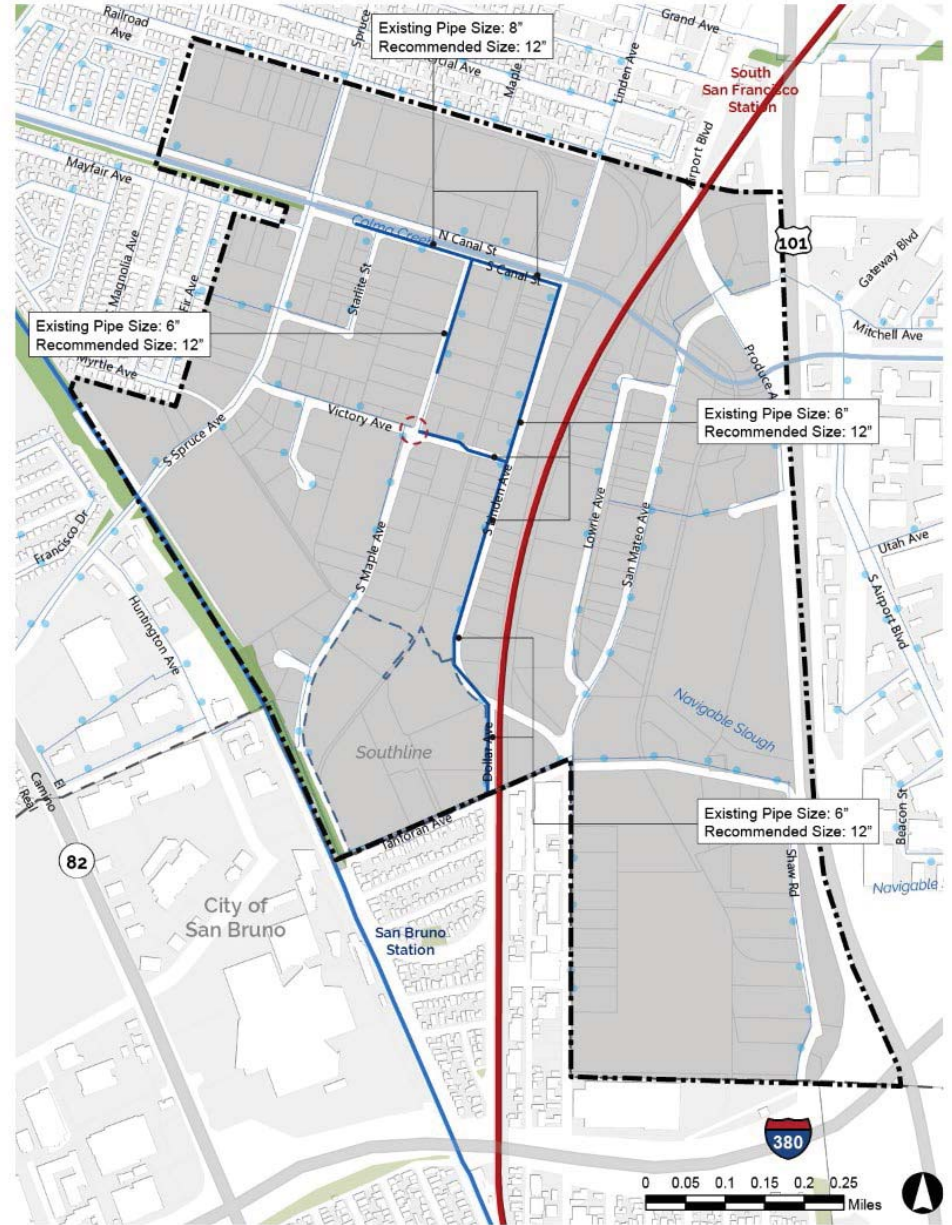
² "South San Francisco Urban Water Management Plan," City of South San Francisco, 2020, 37, https://www.calwater.com/docs/uwmp2020/SSF_2020_UWMP_FINAL.pdf.

Figure 41 shows the proposed potable water infrastructure upgrades and improvements based on proposed land use and potential increases in population densities. It shall be considered final pending building footprint, construction type, and hydraulic analysis. Points of concern in potable water infrastructure occur in choke points, where smaller pipe sizes meet larger pipe sizes. These can be resolved through installing a larger connection point in the water network. With regards to fire water demand, the California Fire Code also states that a reduction in fire flow of up to 75% is allowed subject to fire marshal approval when the building is protected with an approved automatic fire sprinkler system, as long as the minimum projected fire flow is 1,000 gallons per minute for residential uses or 1,500 gallons per minute for non-residential uses, respectively.³ Development along these frontages will more than likely require an increased fire water demand, pending hydraulic modeling and calculations.

Figure 41: Proposed Potable Water Infrastructure Improvements



**Potential proposed pipe sizes, pending hydrological modeling & analysis*



³ 2022 California Fire Code, Title 24, Part 9, Appendix B

7.3 SANITARY SEWER SYSTEM

The City of South San Francisco owns and maintains a sanitary sewer system made up of a series of forced mains, gravity mains, and pump stations. The South San Francisco District relies on two facilities for wastewater treatment: the North San Mateo Wastewater Treatment Plant (NSMWTP) and the South San Francisco and San Bruno Water Quality Control Plant (SSFWQCP). CalWater coordinates with the NSMWTP and SSFWQCP for wastewater collection, treatment, and recycling.⁴ Sewage in Lindenville generally moves through forced mains, gravity mains, and pump station systems, and it is conveyed to the SSFWQCP for full secondary wastewater treatment. All forced main pipelines are owned by the City of South San Francisco and range from 6” to 36” in diameter. There are two sewer pump stations within Lindenville.

The existing City-operated sewer system serving Lindenville requires capacity improvements in order to meet the demands of new residential, mixed industrial, and business professional land uses allowed by the Specific Plan. The South San Francisco Sewer System Master Plan (SSF SSMP) indicates that the existing sewer collection system exhibited some deficiencies during peak dry weather flows along Shaw Road, South Maple Avenue, and Huntington Avenue. Proposed sewer size improvements based on these identified deficiencies, recommendations in the SSF SSMP, and the capacity analysis of the new land uses are shown in Figure 42. Upgrades to sewer lines in the center and northern areas of Lindenville should be prioritized to support growth.

The sanitary sewer lines indicated in yellow in Figure 42 are infrastructure lines with proposed upgrades indicated in City records, but not indicated in the SSF SSMP. Furthermore, the sanitary sewer lines indicated in green are lines that have recommended upgrades as per the SSF SSMP. The proposed upgrade originating from South Spruce Avenue is strictly associated with the neighborhood to the west and would warrant further analysis of that adjacent neighborhood. Table 8 recommends pipe sizes based on population increase in Lindenville.

⁴ “South San Francisco Urban Water Management Plan,” City of South San Francisco, 2020, 66, https://www.calwater.com/docs/uwmp2020/SSF_2020_UWMP_FINAL.pdf.

Table 8: Proposed Sanitary Sewer Infrastructure Improvements and Projected Flows Based

				Projected Sewage Flow			Existing Pipe Size	Recommended pipe size at .5% slope
ROW Number	2019 Population	2040 Projected Population	Population Increase	gpd*	gpm	gpm (rounded up)	Inches	Inches
16431	1,817	1,961	144	196,100	136	140	6	8
16435	0	774	774	77,400	54	60	8	12
19121	0	531	531	53,100	37	40	4,6	8
19122	0	0	0	0	0	0	-	-
19123	0	3,291	3,291	329,100	229	230	6	10
19124	0	0	0	0	0	0	-	-
19125	0	4,730	4,730	473,000	328	330	8,15,18	12,21,24
19126	0	2,602	2,602	260,200	181	190	6	10
19127	0	1,144	1,144	114,400	79	80	4,6	8
Total	1,817	15,033	13,216	1,503,300	1,044	1,050		24

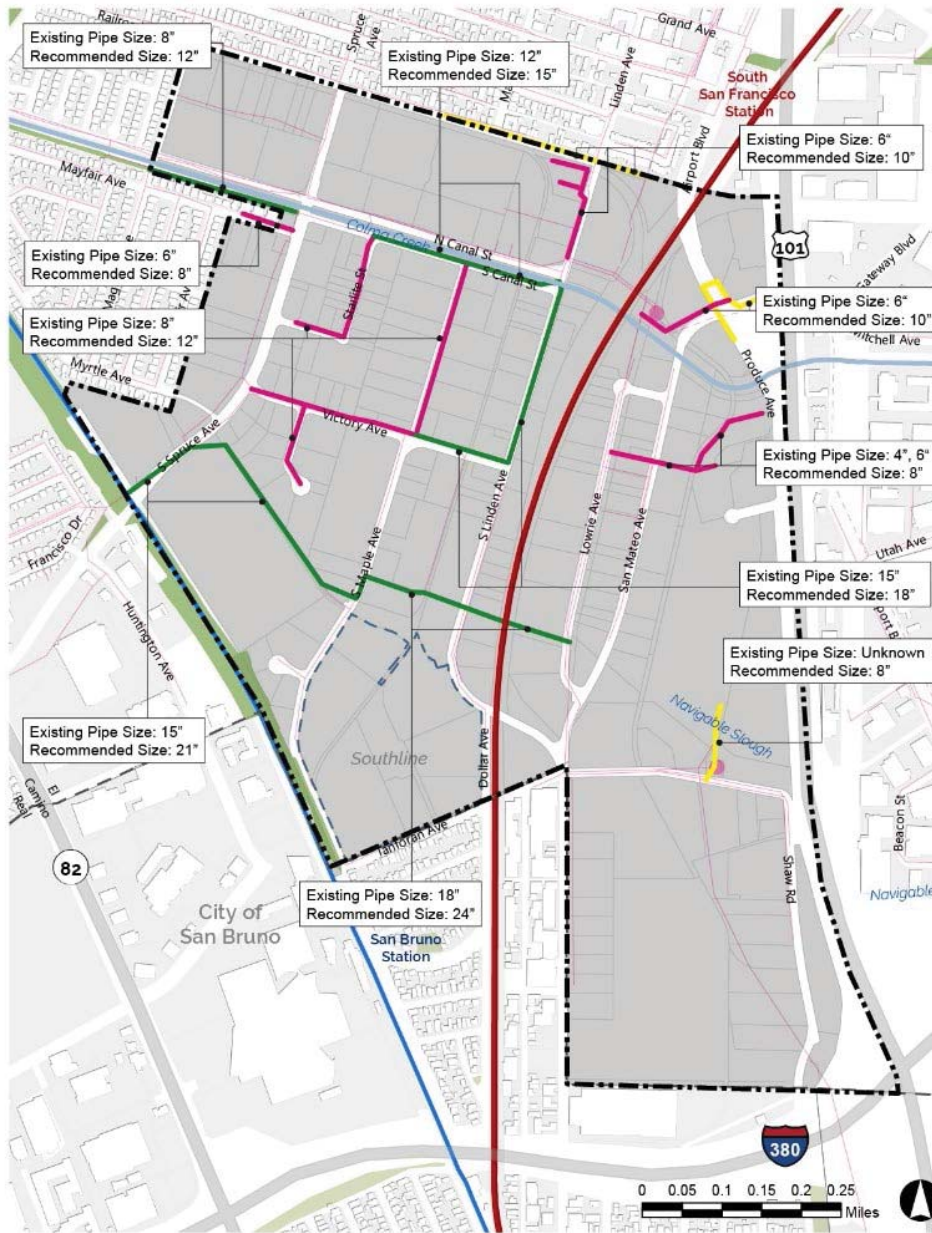


Figure 42: Proposed Sanitary Sewer Infrastructure Improvements

- Lindenville Area Boundary
- City of South San Francisco
- Highway
- CalTrain
- BART
- Rivers / Streams
- Existing Sanitary Sewer
- Existing Sewer Pump Stations
- Proposed Sanitary Sewer Lines
- Proposed Sanitary Sewer Lines from SSF City-wide SSMP
- Proposed Sanitary Sewer Lines from City Records, but not in SSF City-wide SSMP

7.4 STORMWATER AND FLOODING

7.4.1 Stormwater System

Stormwater in Lindenville is collected and conveyed through storm drains owned and maintained by both the City of South San Francisco and San Mateo County. These lines generally drain toward Colma Creek, depending on their location within Lindenville, before discharging into larger conveyance pipes that outfall into the San Francisco Bay. Lindenville has a network of storm main pipelines oriented generally in a northeast to southeast direction along major streets and arterials. Major outfalls between 18” and 36” in pipe diameter are found along the two bodies of water present in Lindenville: Colma Creek and Navigable Slough.

Currently, Lindenville has a high proportion of impervious surfaces, like surface parking lots, but new open spaces and new development will reduce impervious coverage. Likewise, new development will be required to meet increasingly more stringent local municipal stormwater requirements and Bay Area Municipal Regional Stormwater Permit (MRP) requirements over time. Based on this, future land use changes in Lindenville should not negatively impact the existing City stormwater system.

Lindenville sits at the intersection of three regional watersheds and plays a key role in managing stormwater that originates outside of the district and outside of the city, as depicted in the South San Francisco Storm Drain Master Plan (SSF SDMP⁵) and in Figure 43. As seen in Figure 44, these regions are further broken down into sub-watersheds, with Lindenville falling under Areas A, B, G, and H. All storm drain systems within the Northern and Southern Regions discharge to the Colma Creek channel, while the storm drains in the Lower Region discharge either to Colma Creek or directly into the San Francisco Bay. Many of the storm drains that outlet to Colma Creek and the San Francisco Bay experience backwater conditions due to the high tides in the area.

⁵ “City of South San Francisco Storm Drain Master Plan,” City of South San Francisco, 2016, 19, <https://www.ssf.net/home/showpublisheddocument/16097/636966333017930000>

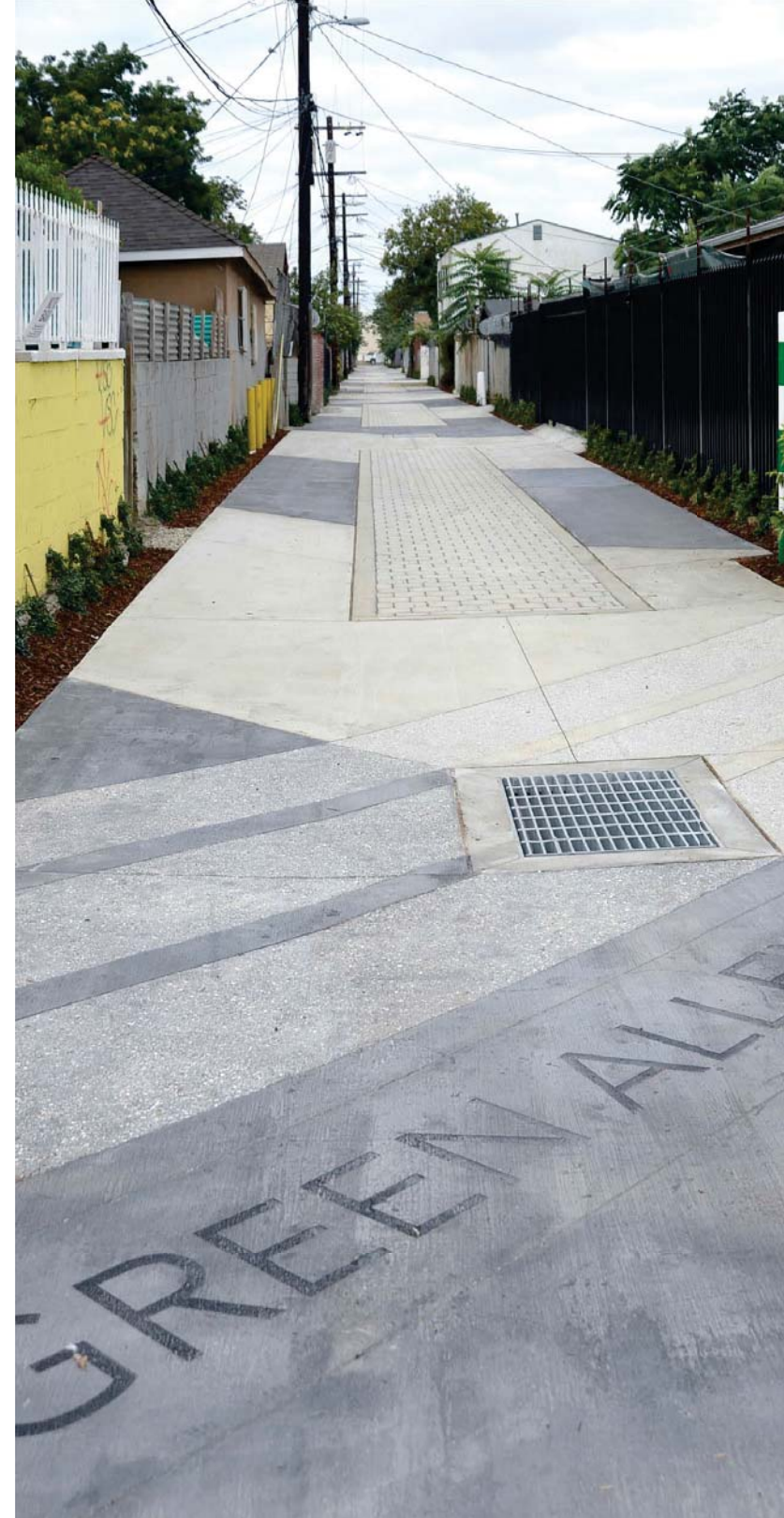


Figure 43: Regional Watersheds Determined by the SSF SDMP

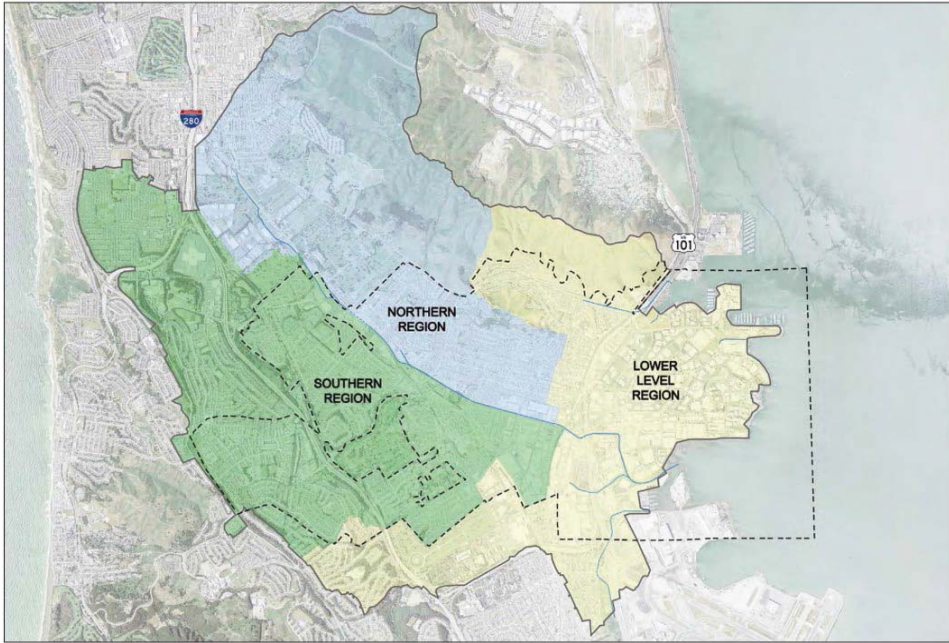
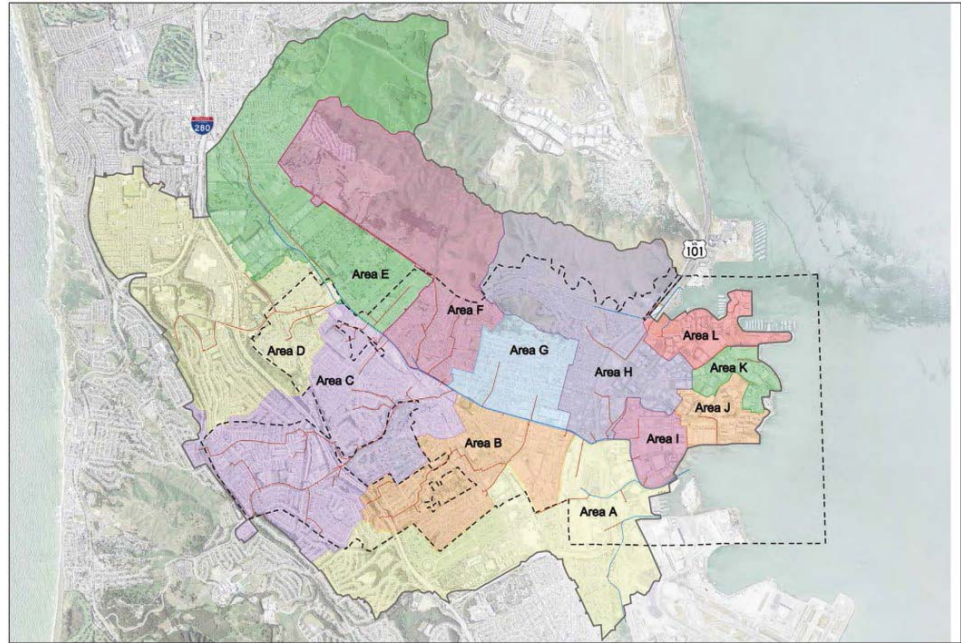


Figure 44: Regional Sub-Watersheds Determined by the SSF SDMP



7.4.2 Existing Flood Mitigation Strategies

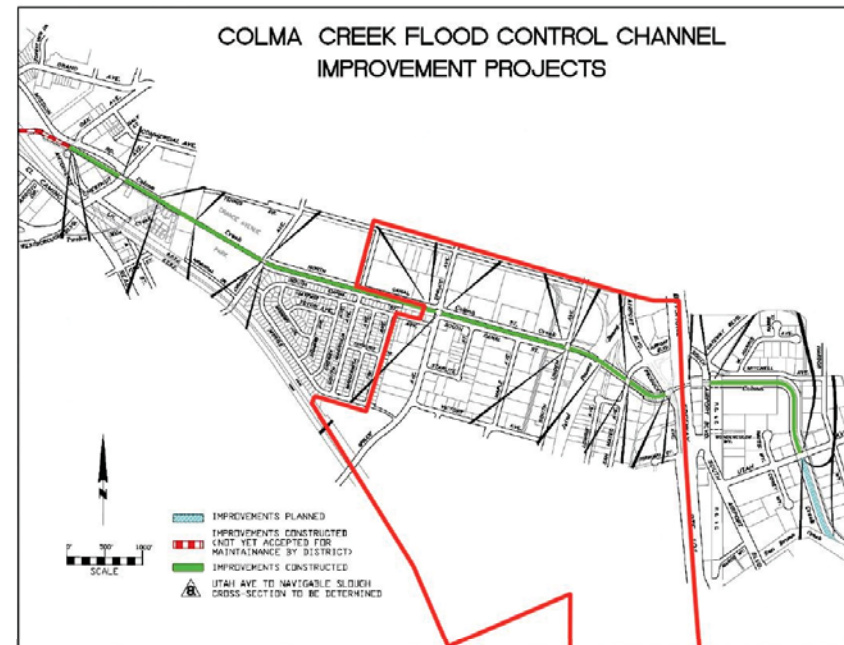
The City of South San Francisco's Department of Public Works (DPW) and San Mateo County Flood and Sea Level Rise Resiliency District (known as OneShoreline) manage flood risk in Lindenville and within the watershed. As indicated in Figure 45, Colma Creek has multiple flood control elements, including:

- **Flood Control Channel.** A 70' wide concrete channel most recently improved in 2006 that can hold up to an additional 3' of water height in the channel.
- **Seven pump stations.** Located within the Colma Creek watershed, operated by DPW.
- **Navigable tidal channel.** The tidal channel is a tributary to Colma Creek, passing under US-101 and South Airport Boulevard as culverts.

The Navigable Slough also has several flood control elements established by OneShoreline, including:

- **Two pump stations.** 2 pump-stations maintained by OneShoreline.
- **Two open channels.** 2 open channels of the creek in the lower portion of the watershed.
- **Tide gate structure.** A tide gate structure designed for the 25-year flow consisting of four, 5' diameter circular pipes with flap gates on the downstream side.

Figure 45: Locations of Flood Control Elements within Colma Creek



Source: San Mateo County

7.4.3 Climate Change Impacts on Stormwater System

Climate change is anticipated to exacerbate flood risk and impact the stormwater management system, primarily due to the increased intensity of precipitation and rising groundwater and sea levels. While the majority of South San Francisco is not located within a flood hazard zone, 100-year and 500-year storm event projections show how portions of Lindenville, as well as the surrounding residential areas, may be impacted by flooding emanating primarily from Colma Creek and Navigable Slough and require more enhancements to the flood management system.

Opportunities to increase system resilience throughout Lindenville include reducing impervious coverage, increasing detention capacity, and using green infrastructure in parks and streets to remove pollutants and reduce runoff volumes entering the stormwater system. While green stormwater infrastructure can lessen impacts from increased rainfall and sea level rise, interventions within Lindenville alone will not fully mitigate these potential impacts. Watershed-wide improvements, both up and downstream from Lindenville, will be required to minimize the potential extent of future flooding within Lindenville. This will require proactive initiatives with OneShoreline, surrounding communities, and State and federal agencies.

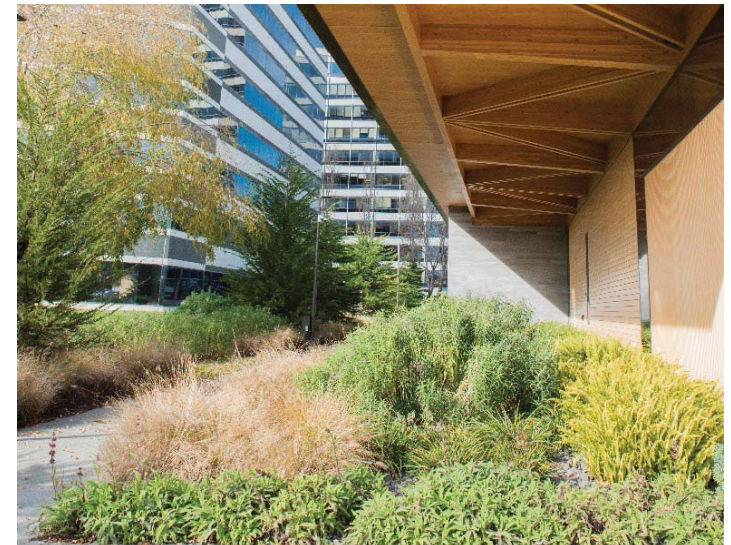


Figure 46: Flood Risk for the Existing and Future 100-Year Storms plus Sea Level Rise

Existing Climate 100-year Storm



Existing Climate 100-year Storm + 3' SLR



Future Climate 100-year Storm + 3' SLR



Future Climate 100-year Storm + 6' SLR



Source: Lotus Water, 2023.

7.4.4 System Improvements

Planning efforts to improve the existing stormwater and flood management system are already underway. The City plans to implement stormwater infrastructure improvements as identified in the SSF SDMP. Figure 47 show the various planned infrastructure and facility improvements and upgrades to Lindenville’s stormwater infrastructure.

The City anticipates some improvements to be made to existing storm drain lines in the Lindenville area. Per the SSF SDMP some of these improvements include adding a dual 5’x12’ reinforced concrete box (RCB) that runs parallel to the existing 66”/18” storm drain line on South Spruce Avenue between Centennial Way Trail and South Canal Street. Figure 48 below identifies all the proposed stormwater improvements.

In addition to these stormwater system improvements, a hybrid approach to flooding and SLR adaptation in the Plan Area is recommended. This includes a combination of both human engineered “gray” infrastructure and nature-based “green” and “blue-green” infrastructure solutions. This approach will play a key role in developing a cohesive and resilient SLR strategy for the Plan Area, while also creating multiple co-benefits. These combinations of adaptation measures will need to work in coordination to exist and work effectively; no one measure is a stand-alone solution for every scenario, driving the need for holistic and comprehensive strategies.

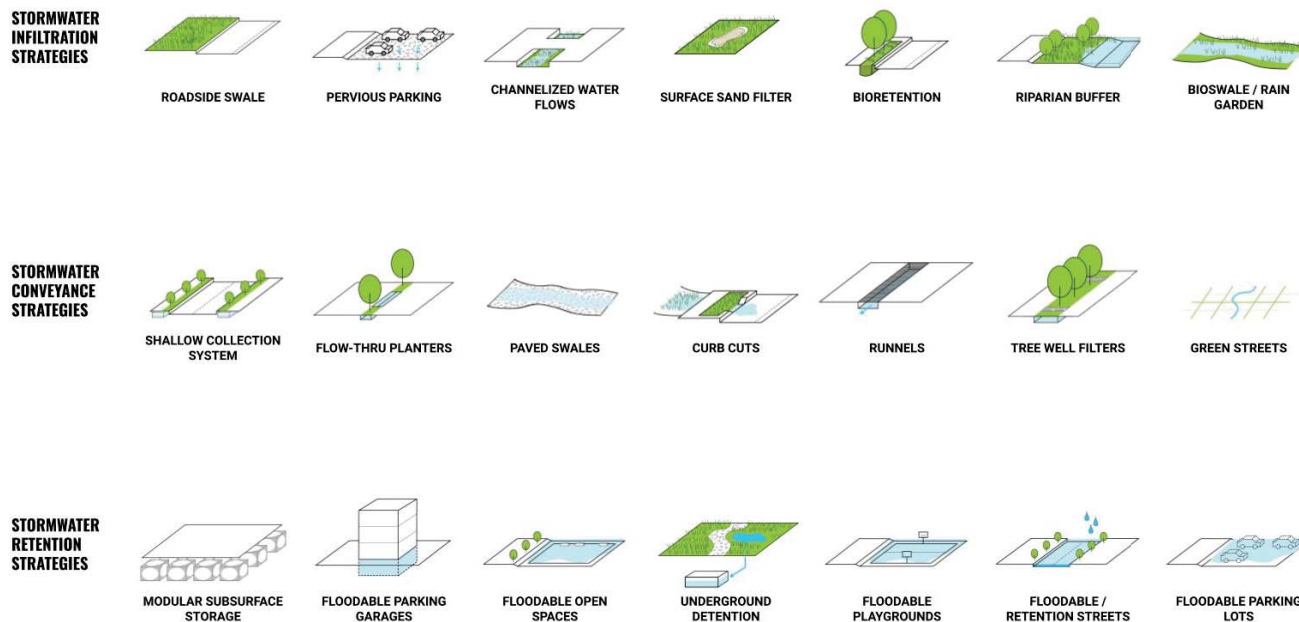


Figure 47: Recommended Green Infrastructure Strategies

DISTRICTWIDE STRATEGIES

The recommended strategies are shown on Figure 48:

- **District infrastructure.** District-scale infrastructure should be considered and implemented across the entire Plan Area, primarily through the development of utility corridors along major thoroughfares such as South Spruce Avenue, South Maple Avenue, South Linden Avenue, and San Mateo Avenue.
- **Closed water loop.** This strategy would be best suited in Lindenville based on land use, e.g., industrial clusters establishing a closed water loop system.
- **Floodable parking.** There are several opportunities for floodable parking areas in the Plan Area. These spaces can be constructed with pervious concrete in hardscaped areas and bioswales in medians.
- **Retention and detention strategies.** Retention ponds should ideally be surrounded by natural vegetation to improve bank stability, such as along Colma Creek.
- **Floodable streets.** Collector streets, such as Victory Avenue, Starlight Street, Shaw Road, and South Canal Street could be established as retention streets. These retention streets could allow for stormwater infiltration, retention, and conveyance (purposes of which are listed in the following section) to local bodies of water, namely, Colma Creek or Navigable Slough.
- **Green streets.** Streets such as South Spruce Avenue, South Maple Avenue, South Linden Avenue, and San Mateo Avenue should be designated as green streets. These streets could allow for stormwater infiltration, retention, and conveyance (purposes of which are listed in the following section) to Colma Creek or Navigable Slough.
- **Floodable parks.** Floodable parks are a type of naturalized flood prevention measure and can contribute to the development of a blue-green network in a region. These spaces are designed to not only manage runoff and reduce flood impacts, but can also contribute to biodiversity preservation, water quality, and double as community assets. As per the proposed Open Space Framework in Chapter 5, a floodable park is recommended north of Colma Creek.

COLMA CREEK AND NAVIGABLE SLOUGH

These strategies combine to reduce flood risk in Lindenville through reduced infill in to Colma Creek and Navigable Slough. In addition to these strategies, the vision for Colma Creek and Navigable Slough combines the following:

- **Colma Creek.** Combining all flood control strategies together results in the most significant reduction along both sides of Colma Creek. These strategies include: expanding the Colma Creek channel south to allow additional flood volumes within the channel, raising flood walls one foot, reducing inflow through green infrastructure, and creating a floodable park on the north side of Colma Creek. These improvements are complemented by new public improvements in parks and open space and active mobility.
- **Navigable Slough.** A combination of detention (north and south) of the Slough and floodwalls south minimizes flooding. This could be sized to eliminate some or all of the flooding in Lindenville while mitigating the downstream impacts in East of 101.

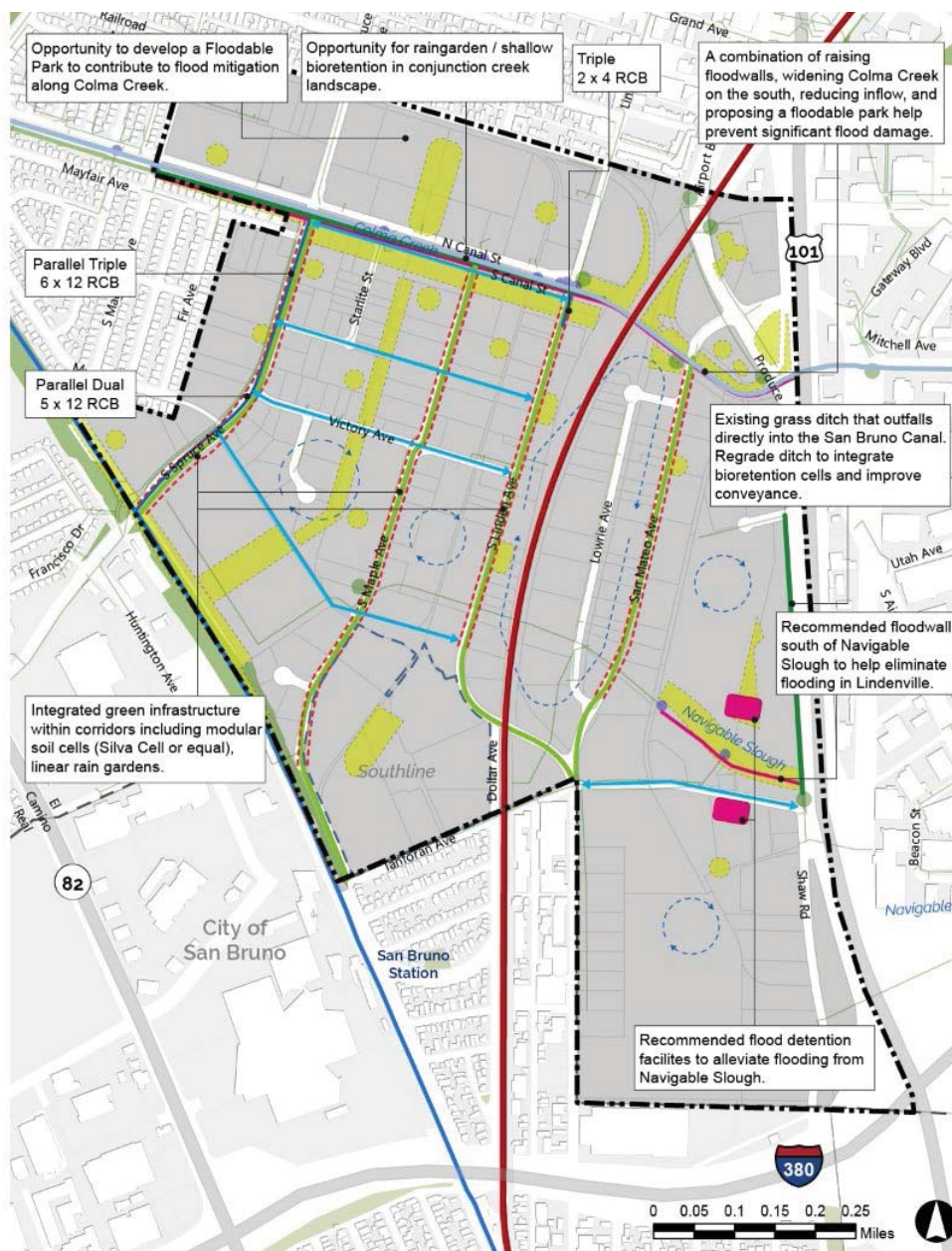


Figure 48: Proposed Stormwater and Flood Infrastructure Improvements and Upgrades



7.5 ELECTRICITY AND GAS

Natural gas and electric power are supplied to the City of South San Francisco and the Lindenville Plan Area by Pacific Gas and Electric Company (PG&E), an investor-owned utility overseen by the California Public Utilities Commission. It is anticipated that current resources may not be adequate for the projected full build out and that the legacy electric infrastructure will need to be updated and enhanced to meet needs. South San Francisco has joined several other cities around the country to ban the use of natural gas in new residential construction, in an effort to encourage future development to be powered entirely by electricity.

Other policies and actions included in the City's 2022 Climate Action Plan include requiring all new buildings to be electric and phasing out natural gas over time. Citywide greenhouse gas mitigation programs will phase in programs to decarbonize existing buildings. Likewise, there are also opportunities to create onsite renewable energy to help address the electric grid impacts created by this new load, including but not limited to addition of solar panels and battery storage.

While electricity can be provided in piecemeal fashion, planning for a more consistent, districtwide approach will reduce overall costs, reduce greenhouse gas emissions, improve the potential to reduce greenhouse gas, and support long-term energy reliability. Working with Peninsula Clean Energy and PG&E will help to adequately plan and ensure energy resilience.





8.1 IMPLMENTATION ACTIONS
8.2 CAPITAL IMPROVEMENTS
8.3 FUNDING AND FINANCING STRATEGIES

CHAPTER 8

IMPLEMENTATION

This Chapter describes the implementation activities, funding approach, and plan administration needed to execute the vision for Lindenville. It identifies a range of funding programs to implement the capital improvements needed to support existing and future development.

Implementation of the Lindenville Specific Plan will require a comprehensive approach that incorporates contributions from private sector development and City actions and resources. This Chapter describes the actions to implement the goals and policies of the Specific Plan and identifies funding sources to implement the recommended capital improvement projects.

8.1 IMPLEMENTATION ACTIONS

The following implementation actions in Table 9 are needed to achieve the vision and policies of the Lindenville Specific Plan. The timeframe for these actions includes four phases: ongoing, 1-3 years (short-term), 4-10 years (medium-term), and 10+ years (long-term). The table below includes information on priority status, type of activity, and the department(s) with primary (and secondary) responsibilities for implementing each action.

Table 9: Implementation Actions

Implementation Item	Description	Time Frame	Responsibility
Regional sea level rise	Work with neighboring communities and appropriate regional agencies such as OneShoreline to develop sea level rise capital improvements.	Ongoing	City Manager, Planning, Engineering
Regional Collaboration on Industrial Lands	Partner with regional organizations, such as San Mateo County Economic Development Association, to identify local and regional impacts of industrial land loss and potential locations for displaced businesses.	Ongoing	Economic Development & Housing (EDH)
Capital Improvement Program	Incorporate capital improvement projects in the Capital Improvement Program and identify funding sources for their implementation	Ongoing	Public Works , Finance
Affordable Housing Land Acquisition / Contribution	Monitor and proactively pursue opportunities to acquire land or use publicly owned lands in Lindenville for affordable housing development	Ongoing	Economic Development and Housing (EDH)
Use of Affordable Housing Funds	Set any future criteria for use of Affordable Housing Trust Funds to prioritize locations in Lindenville and other high priority locations specified in the City's Housing Element	Ongoing	Economic Development and Housing (EDH)
Caltrain and BART Coordination, Electrification Plan	Continue to meet and coordinate with Caltrain and BART to determine how to proceed with station area access projects. Coordinate with Caltrain on the Electrification Plan and implement throughout Lindenville.	Ongoing	Planning, Engineering

Zoning Code Amendment	Update the Zoning Code to reflect the Lindenville Specific Plan.	Short-term	Planning (ECD)
General Plan Update	Amend the City's General Plan to reflect the Lindenville Specific Plan.	Short-term	Planning (ECD)
Standard Publicly Accessible Private Open Space Agreement	Prepare a standardized publicly accessible private open space agreement to use with future developments.	Short-term	Parks & Recreation, Planning
Impact Fee for Utility Improvements	Explore potential adoption of a Lindenville Utility Impact Fee; prepare a nexus study and adopt an impact fee if appropriate	Short-term	Planning, Engineering, Finance
Arts & Makers Façade Improvement Grant Program	Target grants for façade improvements along South Linden Avenue to improve the exterior of the buildings.	Short-term	Economic Development and Housing (ECD)
Affordable Housing Partnership	Pursue partnerships and dialog with property owners, commercial developers, market rate housing developers, and affordable housing developers to explore and implement opportunities to accelerate affordable housing production.	Short-term	Economic Development and Housing (ECD)
Affordable Housing Funding	Pursue additional county, regional, state, and federal funding to support affordable housing development in Lindenville, including leveraging any funding sources made available through expansion of the Priority Development Area designation to areas of Lindenville.	Short-term	Economic Development and Housing (ECD)
Priority Production Area Designation	Pursue designation of the remaining industrial zoned land in Lindenville as a Priority Production Area by the Association of Bay Area Governments, and leverage any potential funding opportunities created through this designation.	Short-term	Planning (ECD)
Business Displacement Monitoring	Establish a system to monitor and offer services to businesses on industrial lands in Lindenville that are subject to displacement due to development projects.	Short-term	Economic Development and Housing (ECD)
District-Based Funding Mechanism(s)	Partner with property owners to explore the potential creation of district-based funding mechanism(s) in Lindenville.	Short-term	Economic Development and Housing (ECD), Finance, Planning
Green Infrastructure Plan	Integrate Lindenville's green strategies into the City's Green Infrastructure Plan.	Short-term	Engineering
Lindenville Linear Park Master Plan	Prepare a master plan for the Lindenville Linear Park, including specific amenities and their locations.	Short-term	Parks and Recreation
Arts and Makers Incentives	Explore financial incentives to support arts and makers businesses, including small business grants, property tax credits, low-interest loans, etc.	Medium-term	Economic Development and Housing (ECD), Finance
Arts and Makers and Lindenville Branding	Collaborate with a South San Francisco artist(s) to establish unique branding and identity for Lindenville and the South Linden Avenue Arts and Makers District.	Medium-term	Economic Development and Housing (ECD), Parks and Recreation (P&R)

Wayfinding, Signage, and Furnishings Program	Develop a program that provides guidance and standards for implementing: <ul style="list-style-type: none"> • Wayfinding for key public destinations. • Signage with direct clear, unified, and attractive identification, and directional signage for the area. • Design guidance for all streetscape furnishings, including specifying the manufacturer, model, and color of site elements and amenities (e.g.; benches, lighting, bike racks, and trash receptacles) along all public streets. 	Medium-term	Engineering, Parks and Recreation
Public Art	Integrate public art into publicly-accessible spaces.	Medium-term	Economic Development and Housing (ECD), Parks (P&R), and Recreation (P&R)
Establish District-Based Funding Mechanism(s)	As possible and based on stakeholder outreach, establish district-based funding mechanism(s) in Lindenville	Medium-Term	Economic Development and Housing (ECD), Finance, Planning
Affordable Housing Fee Waivers	Explore implementation of a citywide fee waiver program for affordable housing projects and/or market rate projects that exceed affordable housing requirements	Medium-Term	Economic Development and Housing (ECD), Finance, Planning
Façade Improvements	Conduct outreach to and work with targeted property owners for distributing façade improvement grants and completing improvements.	Medium-Term	Economic Development and Housing (ECD)

8.2 CAPITAL IMPROVEMENTS

This section consolidates the list of capital improvements and public benefit projects described in other chapters of the Specific Plan. It includes improvements by topic: transportation, park and open space, and utilities. Specific funding mechanisms for these projects are described in the Funding and Financing Strategies section of this chapter. On-site or off-site improvements, dedications, and easements may be implemented as part of a development project entitlement process, a development agreement, or City-led capital improvement project.









8.2.1 Park and Open Space Improvements

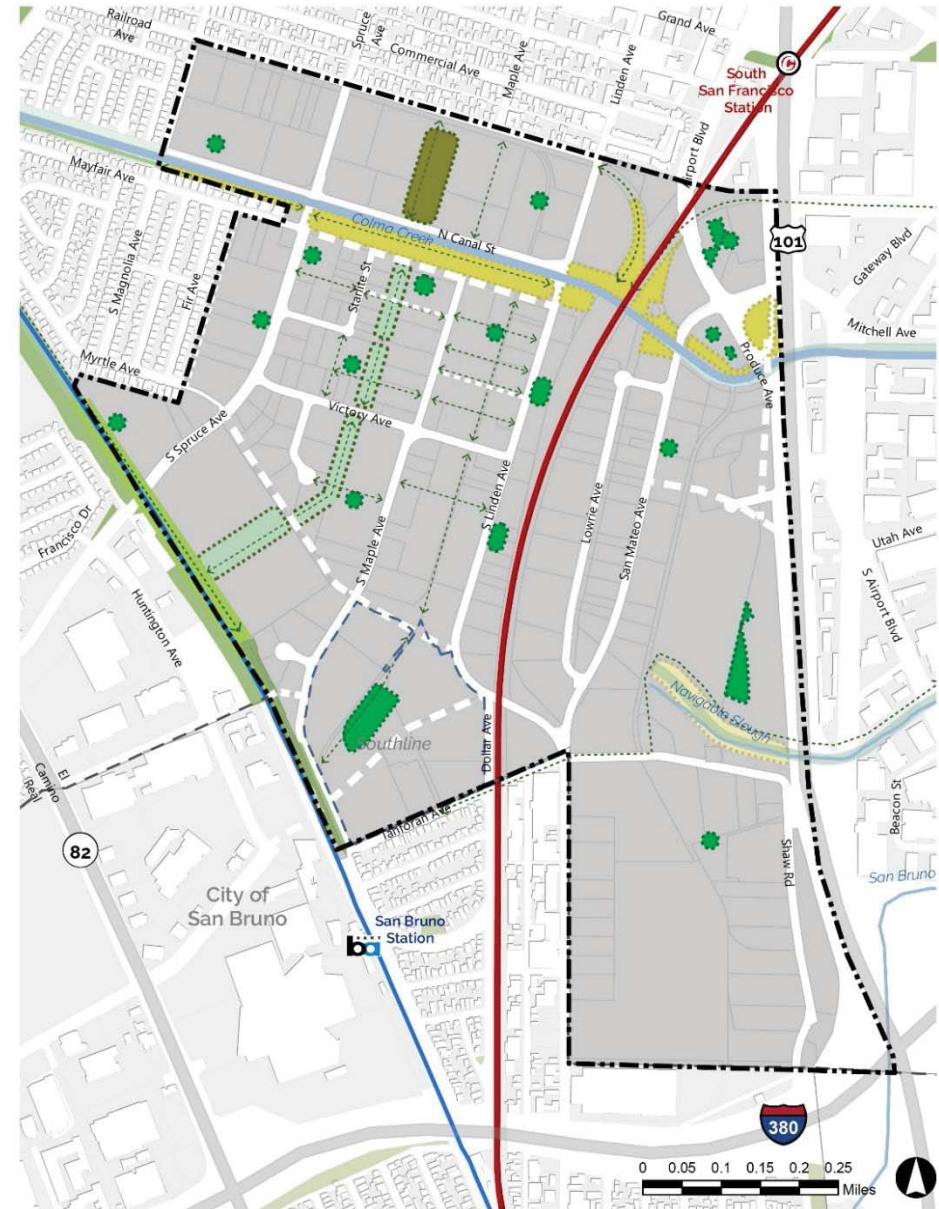
The Lindenville Specific Plan includes park and open space improvements to support residents and employees in the Plan Area. Figure 49 shows the priority open space improvements, including the Colma Creek Greenbelt, Neighborhood Park, Lindenville Linear Park, and other new Mini Parks and Plazas, and linear parks. The specific locations and sizes for new public parks, plazas, and linear parks should follow the standards in Chapter 5 but may be adjusted with approval from the City.

Each new development project will design and construct the improvements identified on their site and any improvements needed to the land. Other improvements may be constructed after land is dedicated from multiple properties in an area.

There is a subset of park and open space improvements that the City should pursue independent of development activity, including the Colma Creek Greenbelt.

Figure 49: Parks and Open Space Framework Plan

-  Colma Creek Greenbelt
-  Neighborhood Park
-  Lindenville Linear Park
-  Mini Parks / Plazas
-  Centennial Way Trail
-  Open space at Navigable Slough
-  Open space beyond borders
-  Trails / Greenways



8.2.2 Mobility Improvements

The Lindenville Specific Plan includes transportation improvements to support planned growth in the area and improve connectivity within the Plan Area, and to other parts of the city. Figures 27-31 show transportation improvements within public rights-of-way, including the reconfiguration of existing streets, new streets, and improvements to increase bicycling and walking. Other improvements, such as service streets and greenways, are not included on the map, and will be constructed and maintained by the property owner.

Each new development project will design and construct the improvements within and adjacent to their site and any improvements needed for site access. Other improvements may be constructed after land is dedicated from multiple properties in an area. There is a subset of network changes that the City should pursue independent of development activity. The following projects should be added to the Capital Improvement Program and implemented as City projects:

South Spruce Avenue

1. Complete a detailed street design study for South Spruce Avenue and construct a re-designed street with a road diet, protected bicycle lanes, wider sidewalks, and transit priority features between El Camino Real and Railroad Avenue.
2. Add high-visibility crosswalks at all intersections and corner bulbouts for crosswalks across South Spruce Avenue.

South Maple Avenue

1. Replace on-street parking with on-street bicycle lanes. This could be completed as part of a roadway repaving project.

South Linden Avenue

1. Add high-visibility crosswalks at all intersections and corner bulbouts for crosswalks across South Linden Avenue.
2. Replace on-street parking north of South Canal Street with on-street bicycle lanes that extend north to Downtown. This could be completed as part of a roadway repaving project.

South Canal Street

1. Eliminate South Canal Street and associated traffic signal as part of Colma Creek widening project.
2. Add bicycle and pedestrian path within the previous South Canal Street right-of-way and on the banks of the new Colma Creek Greenbelt. Trail should seamlessly integrate with trail in Sister Cities Park.

Cross-Town Trail

1. Coordinate with relevant regulatory agencies and landowners to implement “cross-town trail” bicycle concept connecting Centennial Way Trail and Bay Trail via new facilities on Tanforan Avenue, Shaw Road, and along the Navigable Slough.

San Mateo Avenue

1. Monitor traffic flow as development occurs within Lindenville and, if necessary, remove on-street parking to allow for two travel lanes in one or both directions. This could be completed as part of a roadway repaving project.

Utah Avenue

1. Advance a reconfiguration of the southbound US-101 offramp and onramp as a future phase of the Utah Avenue interchange project. Continue interchange planning efforts alongside redevelopment of the Produce Avenue corridor.

8.2.3 Infrastructure and Utility Improvements

Infrastructure and utility improvements are required in Lindenville to support future land uses and to address the impacts of climate change. The existing utility systems were assessed to determine necessary upgrades to water, sewer, and stormwater infrastructure. In addition to future land use growth, demand for future utilities is directly related to the effectiveness of the City's sustainability and greenhouse gas mitigation programs.

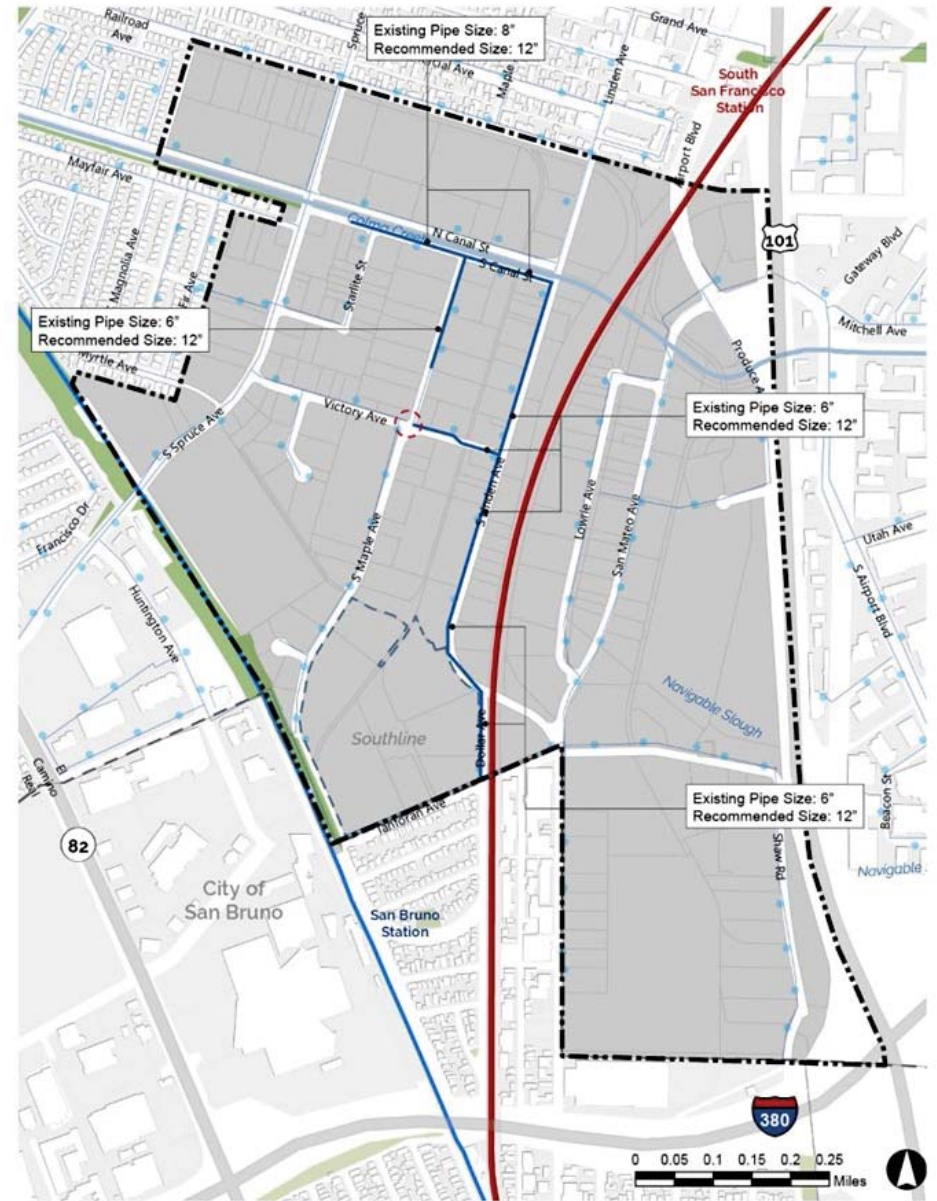
WATER

Lindenville's existing potable water distribution system has been developed to support primarily industrial and commercial uses, as shown in Figure 50. With the introduction of new residential and mixed use development, there is a projected 12% increase in water demand from 2025 to 2045 that will require infrastructure improvements and the identification of additional imported water supplies.

Figure 50: Proposed Potable Water Infrastructure Improvements



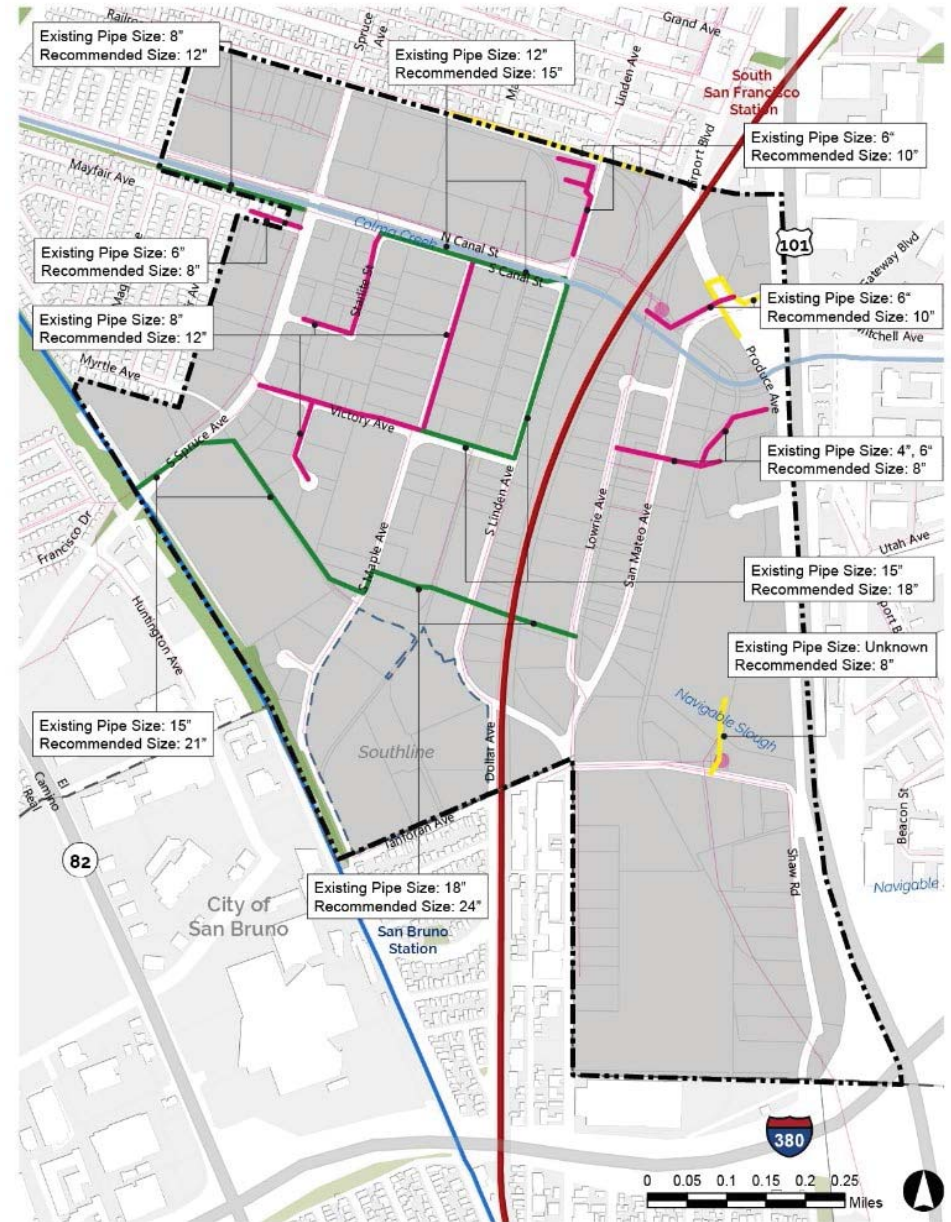
*Potential proposed pipe sizes, pending hydrological modeling & analysis



SANITARY SEWER

The existing City-operated sewer system serving Lindenville requires capacity improvements in order to meet the demands of new residential, mixed industrial, and business professional land uses allowed by the Specific Plan. The South San Francisco Sewer System Master Plan (SSF SSMP) indicates that the existing sewer collection system exhibited some deficiencies during peak dry weather flows along Shaw Road, South Maple Avenue, and Huntington Avenue. Proposed sewer size improvements based on these identified deficiencies, recommendations in the SSF SSMP, and the capacity analysis of the new land uses are shown in Figure 51. Upgrades to sewer lines in the center and northern areas of Lindenville should be prioritized to support growth.

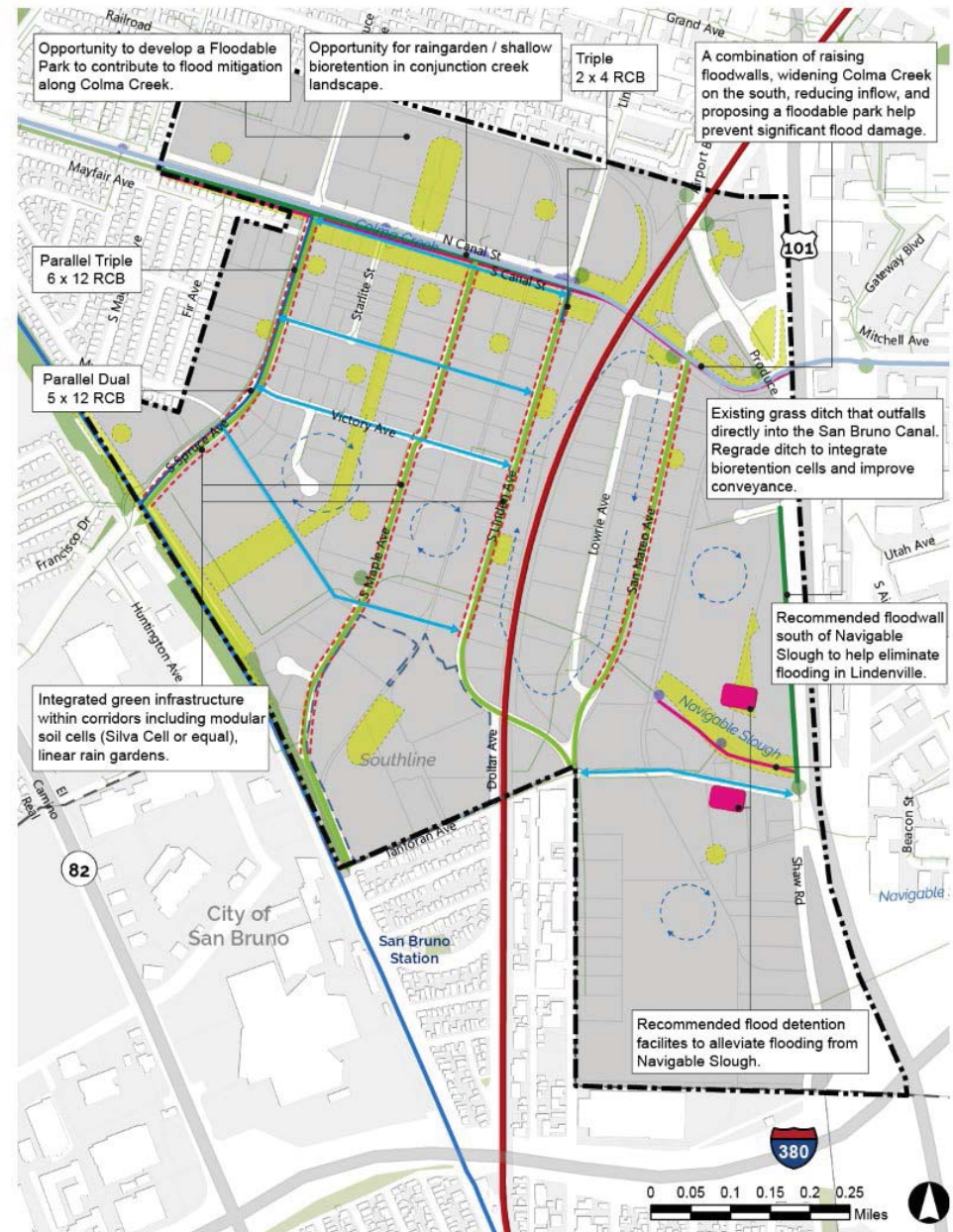
Figure 51: Proposed Sanitary Sewer Infrastructure Improvements



STORMWATER AND FLOODING

Planning efforts to improve the existing stormwater and flood management system are already underway. The City plans to implement stormwater infrastructure improvements as identified in the South San Francisco Storm Drain Master Plan. In addition to these stormwater system improvements, a hybrid approach to flooding and sea level rise adaptation in the Lindenville Plan Area is recommended. This includes a combination of both human engineered “gray” infrastructure and nature-based “green” and “blue-green” infrastructure solutions. These combinations of adaptation measures will need to work in coordination to exist and work effectively; no one measure is a stand-alone solution for every scenario, driving the need for holistic and comprehensive strategies.

Figure 52: Proposed Stormwater and Flood Infrastructure Improvements and Upgrades



8.3 FUNDING AND FINANCING STRATEGIES

A combination of funding sources and mechanisms will be necessary to fund the proposed capital improvements required to support future development in Lindenville, including public and private contributions. The funding and financing strategies identify categories of private and public funding sources and their application to capital improvement projects within the Plan Area. In many cases, multiple funding sources will need to be combined to pay for specific projects.

Although the terms “funding” and “financing” are often used interchangeably, there is an important distinction between the two terms. “Funding” typically refers to a revenue source such as a tax, fee, or grant that is used to pay for an improvement. Some funding sources, such as impact fees, are one-time revenues, while others, such as assessments, are ongoing revenues. “Financing” involves borrowing from future revenues by issuing bonds or other debt instruments that are paid back over time through taxes or fee payments, enabling agencies to pay for infrastructure before the revenue to cover the full cost of the infrastructure is available.

Funding for improvements will come from a mix of developer contributions (both required and negotiated), City resources, outside grants, and district-based mechanisms. The funding responsibilities for private developers and the City are clear in some instances—for example, developers must meet minimum development standards, provide required CEQA mitigations, and pay development impact fees and other fees that are directly linked to the impacts of their development project. However, funding many of the infrastructure improvements in the Specific Plan Area may require negotiations with developers and property owners to establish district-based funding mechanisms. Individual development/community benefit agreements may also be negotiated for life science and office development project developers seeking longer entitlement terms or seeking to exceed the 2.5 FAR established in the structured citywide Community Benefits Program.

8.3.1 Funding Sources

The following categories of funding sources may be used to fund capital improvements in the Lindenville Specific Plan area.

Table 10: Funding Source Categories and Examples

Category	Examples
Developer Contributions	Direct Developer Funding Development Standards CEQA Mitigations Impact / In-Lieu Fees Negotiated Agreements
City Resources	General Fund Capital Improvement Program User Fees
Outside Grants	Regional, State, and Federal Grants
District-Based Tools	Special Assessment District Community Facilities District Enhanced Infrastructure Finance District Climate Resilience Districts

DEVELOPER CONTRIBUTIONS

- **Direct developer funding and capital improvements construction.** Development applicants must fund/construct any infrastructure improvements that are directly required to enable construction of their project, such as requiring road access or new sewer connections.
- **Development standards.** Each new development project will contribute to the Specific Plan's implementation by meeting requirements regulating each project's land uses, FAR, height, density, setbacks, parking requirements, street frontage improvements, pedestrian access, and other requirements specified in the Specific Plan. These standards must be satisfied for a project to be granted approval.
- **Reimbursement agreements.** If a developer is required to provide additional infrastructure capacity or amenities to serve the entire district, a reimbursement agreement can be established to receive payments from future developers who benefit from these early improvements. This allows for areawide cost-sharing.
- **CEQA mitigations.** As a requirement of approval, developers may be required to contribute to environmental mitigation measures to reduce identified CEQA impacts, both for areawide needs and for their specific development projects.
- **Impact / in-lieu fees.** Impact fees are one-time fees imposed on new and intensified developments to pay for improvements and facilities that either serve the new development and/or reduce the impacts of the project on the existing community. Fee revenues cannot be used to fund existing deficiencies in infrastructure. All development projects within the Specific Plan Area must meet applicable impact and in-lieu fee requirements.
- **TDR Program.** The Transfer of Development Rights program described in Chapter 3: Land Use and Housing creates an incentive for developers to provide funding for Colma Creek naturalization, blue-green infrastructure, open spaces, and public facilities.

- **Development/Community Benefit Agreements.** Negotiated Development and/or Community Benefit Agreements will specify developer contributions that exceed other base requirements. Community Benefit agreements are currently required for office and life science development projects that exceed a 2.5 floor area ratio.

CITY RESOURCES

- **General Fund.** General Fund revenues include property tax, sales tax, transient occupancy tax, and other revenues that are primarily used to pay for ongoing municipal services and operations. Commitment of General Fund revenues may be necessary to construct the highest-priority improvements in the Specific Plan Area.
- **Capital Improvement Plan (CIP).** Infrastructure projects identified in the Specific Plan are candidates for inclusion in the City's Capital Improvement Plan, which identifies long-term capital improvement projects and programs a variety of funding sources for those projects.
- **User fees.** User fees and rates include the fees charged for the use of public infrastructure or goods.

OUTSIDE GRANTS

Various federal, State, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive and intermittent, grant funds are an unpredictable funding source, and the City of South San Francisco must remain vigilant in applying for grants to implement the Specific Plan. Unique grant funding opportunities may become available due to designation of all or part of the Lindenville area as a Priority Development Area, and potential designation of portions of Lindenville as a Priority Production Area.

DISTRICT-BASED “VALUE CAPTURE” TOOLS

Land-based financing tools are typically associated with new real estate development to generate benefit-based special assessment revenues or property tax revenues to finance improvements through bond repayment or paying for improvements over time. District-based tools provide a stable revenue stream while ensuring that properties benefiting from improvements also contribute to those public investments. The table below describes the three primary types of district-based funding and financing tools. Note that assessment districts and community facilities districts primarily capture additional funding from private entities, while the enhanced infrastructure financing district reinvests growth in public property tax revenues within the district. If a district-based tool is utilized, the boundaries do not necessarily need to align with the Specific Plan Area boundaries.

The City of South San Francisco and property owners in the Specific Plan Area should explore establishing a district-based funding mechanism—such as a Community Facilities District (CFD), Enhanced Infrastructure Financing District (EIFD) or Climate Resilience District (CRD). The funds raised through these mechanisms can support bond issuances. The City of South San Francisco and property owners should also consider potential applications of special assessment districts for basic maintenance and cleaning needs in areas envisioned to serve as pedestrian-oriented residential and commercial districts, such as along the South Spruce Avenue corridor.

Table 11: Summary of Major District-Based Value Capture Tools

Funding Tool	Description	Uses	Considerations
Special Assessment Districts	<p>Additional assessment against a range of participants, depending on the type of district and relative benefit received.</p> <p>Examples include Landscaping and Lighting District, Community Benefit District, Business Improvement District.</p>	Most useful for funding ongoing operations and maintenance.	<ul style="list-style-type: none"> • Requires simple majority vote of paying stakeholders. Increases costs and risk for paying stakeholders. • Stakeholders need to perceive a clear benefit for themselves. • Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits. • Little financial risk to the City or public agencies; could lead to increased tax revenue based on private reinvestment. • Additional City staff time to administer districts could offset some gains.
Community Facilities District (Mello-Roos)	Additional assessment on property, levied and varied based on a selected property characteristic (excluding property value).	Financing infrastructure improvements, development of public facilities; also, ongoing operations and maintenance.	<ul style="list-style-type: none"> • Requires approval of 2/3 of property owners (by land area) if there are fewer than 12 registered voters residing in the district. • Boundaries can include non-contiguous parcels. • Fees can be proportionally subdivided and passed on to future property / homeowners. • Increases costs and risk for landowners and homeowners if fees dissuade buyers or reduce achievable sales prices. • Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits.
Enhanced Infrastructure Financing District (EIFD)	Diverts a portion of future municipal General Fund property tax revenues generated within the district to help fund infrastructure projects. Climate resilience districts (CRD) are a type of EIFD specifically intended to fund climate projects such as addressing sea level rise.	Financing infrastructure improvements, development of public facilities, affordable housing development.	<ul style="list-style-type: none"> • Formation and bond issuance does not require a local vote. • Does not cost individual property owners additional fees and taxes. • Does not divert revenues from schools. • Reduces future General Fund revenues by restricting use of the district's future property tax revenue growth. • CRDs may be applicable to improvements at/near Colma Creek

Table 12 describes funding sources and their potential application to the broad categories of Lindenville Specific Plan capital costs identified in this Chapter.

Table 12: Capital Improvements Funding Sources

Source	Category	Specific Plan Capital Costs				
		Streets and Mobility	Parks and Open Space	Water, Stormwater, Sewer, Utilities	New Public Facilities	Colma Creek Naturalization and Resilience
Development Standards / Requirements	Developer Contribution	X	X	X		
CEQA Mitigations of Project Impacts	Developer Contribution	X	X	X		X
Development Impact Fees, In-Lieu Fees, and Related City Funds	Developer Contribution	X	X	X	X	X
Community Benefits Contributions	Developer Contribution	X	X	X	X	X
TDR Program	Developer Contribution		X	X	X	X
Reimbursement Agreements	Developer Contribution	X	X	X	X	X
Assessment District (e.g., landscape and lighting district)	District-Based	X	X			
Mello Roos Community Facilities District (CFD)	District-Based	X	X	X	X	X
Enhanced Infrastructure Financing District (EIFD)	District-Based	X	X	X	X	X
Climate Resilience District (CRD)	District-Based			X		X
General Fund	City Resource	X	X	X	X	X
Capital Improvement Program	City Resource	X	X		X	X
Federal, State, and Regional Grants and Partnerships	Caltrans, BAAQMD, ABAG, MTC, etc.	X	X	X	X	X

GLOSSARY

#

100-year storm: A "100-year storm" is used to define a rainfall event that statistically has this same 1-percent chance of occurring.

500-year storm: A "500-year storm" is used to define a rainfall event that has a 0.2-percent chance (or 1 in 500 chance) of occurring in a given year

A

Active transportation: This is a non-motorized form of transportation, primarily made up of walking and bicycling.

Adaptation: Adaptation is an adjustment in natural or human systems to a new or changing environment

Adaptive reuse: The process of reusing and renovating an existing building for a use different from the original use it was built for.

Affordability: Affordability refers to a household's ability to pay for housing costs, where housing is commonly understood to be affordable if households are paying less than 30% of their income towards housing costs

Albedo: A measure of a surface's reflectivity of solar radiation, where a lower albedo reflects less light and absorbs more heat, and a higher albedo reflects more light and absorbs less heat. It is usually measured as a three-year aged solar reflectance (SR) value or as a solar reflectance index (SRI) value.

Anti-displacement: Strategies to reduce and stop the number of low-income residents who are forced to move out of rental housing units or cannot move into certain neighborhoods due to economic or physical barriers.

Aquifer: A saturated area below the water table that stores water underground.

B

Best Management Practices (BMP): Methods used to prevent or reduce non-point source pollution that may affect water quality.

Biodiversity: The biological variety of life in an ecosystem.

Bioswales: Channels designed to receive rainwater runoff and has vegetation to capture water and remove pollutants before releasing to a storm sewer. Bioswales can also be designed for water to infiltrate and recharge groundwater.

Bird safe design: Design choices that minimize the adverse effects of new development & construction on native and migratory birds.

C

Carbon neutrality: The balance between carbon emissions and carbon absorption from the atmosphere.

Climate change: Climate change refers to changes in the average and/or the variability of temperature, rainfall, and extreme weather that persist for an extended period.

Commercial linkage fees: Fees charged by the City to the developers of new commercial properties and used to develop affordable housing.

Community benefits: Programs or activities developers contribute to the City that furthers community goals and amenities, such as parks and public spaces, affordable housing, and other community-serving amenities.

Community resilience: The ability of a group to prepare for, withstand, adapt, and recover from disruptions or harmful situations.

Complete neighborhoods: Neighborhoods where residents can reach community amenities (e.g., grocery stores and retail), transit, public facilities (e.g., parks and community centers) and services (e.g., health care and affordable childcare) within a 20-minute walk.

Complete streets: A transportation strategy where streets are designed and operated to be safe and accessible to all people. This involves infrastructure improvements to public transportation networks, sidewalks and trails, and bicycle networks, while also prioritizing historically disadvantaged communities.

Community Noise Equivalent Level (CNEL): The average sound level in a 24-hour period derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Creative economy: "An economic sector that involves careers and activities at the intersection of arts, culture, and technology. The creative economy is made up of the businesses and individuals involved in producing cultural, artistic, and design goods and services, as well as supportive organizations that provide artistic venues, education, and funding."

D

Dark sky best practices: Outdoor lighting strategies that reduce light pollution by minimizing glare, light trespass, and skyglow into the night sky.

Decarbonized buildings: New or existing buildings that reduce the amount of greenhouse gas emissions produced through the implementation of efficiency upgrades. This includes eliminating the use of fossil fuels within the building and can go as far as eliminating fossil fuels from the energy used to electrify the building.

Decibel (dB): A unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 dB, the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are ten times more intense, and 20 decibels are a hundred times more intense, than 1 dB.

Decibels A (dBA): The "A-weighted" scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Deed-restricted affordable housing: Housing units that have a restriction in the building deed that limits the rent or purchase price of the unit and requires the unit to be occupied by low income households for a certain period of time.

Density bonus incentive: This incentive-tool allows qualifying developers to increase their development in allowed dwelling units per acre, floor area ratio, or height, typically in exchange for community benefits in the form of funding or in-kind support.

Development standards: Conditions for development that regulate site and building design and development, such as block standards, site design and lot standards, height, massing, building frontage design, building placement, and other aspects of architecture.

Disadvantaged Communities: A disadvantaged community is defined as “a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

Disaster: A natural, technological, or human-caused event that results in deaths, injuries, property damage/loss, and/ or destruction resulting in serious disruptions and that exceeds the ability of local authorities to cope without outside assistance.

Displacement: Displacement is the process through which households and businesses are forced to leave their residence and/ or place of business in response to the economic and social pressures of gentrification.

Distributed Energy Resources (DERs): These resources are small, modular energy generation and storage systems that provide electricity or energy and can be connected or independent from the larger electrical power grid.

Distributional equity: Strategies to fairly distribute resources, benefits, and burdens. Prioritize resources for communities that experience the greatest inequities, disproportionate impacts, and have the greatest unmet needs.

Dwelling units per acre (du/ac): The number of dwelling units allowed on one acre of land. Often used by cities to regulate allowed residential density.

E

Ecosystem: The collection of organisms and the natural elements with which they interact.

Environmental Justice: Environmental justice is defined in California’s Government Code (Section 65040.12(e)) as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.”

Existing Building Electrification Plan: A strategy to electrify and eliminate natural gas use from existing buildings.

F

Façade articulation: A design technique used to show how various pieces of a building's facade come together and are divided into different sections.

First-last mile connections: The beginning or end of an individual's trip made with public transportation that requires the individual to travel between their origin and first public transportation mode, and between the last public transportation mode and their final destination. The gap between public transit and the final destination can be bridged by private shuttles, walking, biking, or other methods.

Floor Area Ratio (FAR): The development intensity of buildings can be measured through floor area ratio (FAR), which divides gross building area by lot area. A higher FAR indicates greater development intensity, or greater building height and/or lot coverage.

Form-based zoning: A type of zoning code that establishes standards for the physical form of buildings instead of solely regulating land use and development through the separation of uses. Form-based codes can regulate the façade, form, and mass of buildings and their relation to each other and to the public realm.

G

Gentrification: Gentrification is the process of change that neighborhoods experience when they begin to attract new private and public investments.

Graywater: The water generated from buildings that is not contaminated (e.g., sinks, dishwashers). **Graywater systems** This system collects domestic, uncontaminated wastewater and reuses it for irrigation or toilet flushing. Sources of graywater include sinks, showers, washing machines, and dishwashers.

Green Stormwater Infrastructure (GSI): This type of infrastructure uses permeable surfaces, vegetation, stormwater harvest systems, and landscaping to capture and filter urban stormwater runoff before it infiltrates into the ground or is released to the sewer system or surface water sources.

Greenhouse gas (GHG) emissions: These are gases within the atmosphere that accelerate the warming of the Earth and are released from human activities that burn fossil fuels or from historic carbon sinks, such as melting permafrost.

H

Hazard: It is something that is potentially dangerous or harmful. **Hazard mitigation** Any action taken to reduce or eliminate the long-term risk to human life and property from hazards

Health in All Policies: "Health in All Policies (HiAP) is a collaborative approach to improving the health of all people by incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas." HiAP recognizes that health is influenced by many factors beyond healthcare and, in many cases, beyond the scope of traditional public health activities.

Healthy Communities: Healthy communities are places that foster positive health outcomes for all who live, work, and play in them. Good nutrition, physical activity, and access to healthcare all influence health. However, health is also influenced by many other factors, including access to economic opportunities, safe and sanitary housing, high-quality education, and low exposure to pollution.

I

Impact Fee: A fee charged to a developer by the City according to the proposed development project, typically by number of units, square footage or acreage. The fee is often used for City services and infrastructure development such as schools, roads, police and fire services, and parks.

Impervious: An impervious surface does not allow for the infiltration of liquids. Impervious materials include concrete, brick, and stone.

Inclusionary housing: Policies that require developers to include affordable housing in new developments.

Infill: A pattern of construction that builds on unused or underutilized parcels within an area that has preexisting development.

Invasive plants: These plants are non-native to the ecosystem being examined, can spread quickly, and are likely to cause harm to the ecosystem's native plant species.

L

LEED: Leadership in Energy and Environmental Design (LEED) green building rating system is used to evaluate the sustainable design strategies of new construction and retrofitted projects.

Low Impact Development (LID): A stormwater management practice that uses design strategies to store, detain, filter, and infiltrate a site's stormwater. Strategies can include the installation of cisterns, rain gardens, permeable pavements, and more.

M

Maximum Residential Density: Maximum density (dwelling units per acres and FAR) for new residential development without the State Density Bonus.

Minimum Residential Density: Minimum density (dwelling units per acres and FAR) for new residential development.

Mixed use: Mixed use is used to describe both an area with varying uses adjacent to one another (horizontal mixed use) and a parcel that has a diversity of uses (vertical mixed use).

Mobility: The movement from one place to another through one or more modes of transportation.

Mobility hubs: Places where different travel networks (including walking, biking, transit, and shared mobility) meet and provide convenient connections to destinations.

Multimodal: Having different types of travel options within a transportation network.

N

Native plants: These plants have adapted to their ecosystem or region over hundreds of years and have a symbiotic relationship with other native wildlife.

Naturally-Occurring Affordable Housing (NOAH): Existing residential units that have maintained affordable costs for middle to lower income households.

Noise contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

P

Passive solar shading: Exterior window shading that is designed to mitigate sunlight before entering a building. This design method uses sunshades and vertical fins to reduce the amount of heat and light entering through a window at certain times during the year.

Potable water: Drinking water that is safe to drink or use in the preparation of food.

R

Reach code: A local building energy code that sets targets beyond the state requirements for energy use or energy efficiency.

Regional Housing Need Allocations (RHNA): A projection of the total amount of housing units needed over time to accommodate households at different income levels within a city, county, or region.

Research and Development (R&D): Innovative activities that work towards the development of new - and improvement of existing - products, processes, and services.

Resilience: Resilience is the ability of an individual, a community, an organization, or a natural system to prepare for disruptions, to adapt to changing conditions, withstand and rapidly recover from shocks and stresses, and to adapt and grow from a disruptive experience.

Risk: The potential for an adverse outcome assessed as a function of hazards/threats, assets and their vulnerabilities, and consequences.

S

Safety countermeasures: Actions meant to prevent collisions and injuries on transportation networks.

Sea level rise: The increase in the level of the ocean due to the effects of global warming, such as the melting of glaciers and ice sheets.

Sensitive receptors: Locations where occupants are more sensitive to noise such as residential areas, hospitals, convalescent homes and facilities, and schools.

T

The Cortese List: The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites.

Total FAR Maximum: Maximum density for a parcel inclusive of office and R+D floor area, commercial and retail areas, residential floor area, and TDR floor area from sending parcels.

Transfer of development rights (TDR): A program through which developers can purchase the development rights, such as allowed square footage, of specific parcels, “sending parcels,” and transfer the rights to a “receiving parcel.” TDR programs can establish guidelines for the type of land uses and buildings that can be developed with the transferred development rights, such as preserving open space or developing public facilities on sending parcels.

Transportation Demand Management (TDM): Strategies and policies implemented to reduce the amount of traffic and improve the efficiency and use of transportation services and options.

U

Understory planting: A landscaping technique where vegetation that is small and shade tolerant is placed under the canopies of taller trees.

Universal design: Design techniques that make buildings and spaces accessible to people of all ages and abilities.

Urban ecology: The study of humans in cities, of wildlife & nature in cities, and the relationship between humans & wildlife in an urban context.

Urban forest: The collection of trees and vegetation within a city, town, or suburb.

V

Vulnerability: A qualitative or quantitative expression of the level to which an entity is susceptible to harm when it experiences a hazard.

W

Walkability: The ability of a built environment - including sidewalks, spaces between buildings, and crosswalks - to encourage pedestrian use and connectivity.

Watershed: An area of land that channels rainfall and snowmelt through stream and rivers into a larger body of water or waterway.

Wayfinding signage/stations: Individual or centralized signage designed to help people navigate a space by providing relevant information on nearby destinations, transit systems, and more.

Z

Zero lot line: A property where the building touches or ends very near the property lot boundary.