THE BAYLANDS SPECIFIC PLAN

CITY OF BRISBANE, CALIFORNIA

~~JANUARY 2023 DRAFT SUBMITTAL~~ APRIL 2025 (Supersedes 2023 Draft)

Prepared for:
The City of Brisbane, California



THE BAY LANDS

ESA

575 Market Street
Suite 3700
San Francisco, CA 94105
415.896.5900 phone
415.896.0332 fax

esassoc.com

Brisbane Baylands
Modifications to the Specific Plan

Modifications have been made to the prior 2023 Baylands Specific Plan. The modifications consist of updates to the project boundary and corresponding changes to the Specific Plan figures, tables, and text; minor revisions to development standards; updates addressing proposed water supply; and inclusion of existing use regulations. These modifications are reflected in the 2025 Baylands Specific Plan as redline edits and notations to figures. The 2025 Baylands Specific Plan supersedes the 2023 plan and is the document evaluated in the 2025 Draft Environmental Impact Report.

The Specific Plan boundaries were modified to include existing uses within the Specific Plan that had been excluded from the 2023 Specific Plan. These existing use areas include:

- **The Recology Uses Along Tunnel Avenue site**, which spans 3.6 acres and hosts waste management and recycling operations, including a materials recovery facility, transfer station, and administrative offices. These facilities manage commercial and residential waste processing and transfer.
- **The Golden State Lumber site**, which covers 5.3 acres and serves as a hub for the storage, distribution, and retail sale of lumber and building materials. Facilities include a large outdoor yard, warehouse, and retail spaces.
- **The Kinder Morgan Tank Farm**, which occupies 23.5 acres and functions as a storage and distribution center for petroleum products, including jet fuel for San Francisco International Airport. It features large storage tanks, pipelines, and related fuel transfer infrastructure.
- **The Machinery & Equipment Company site**, which spans 2.9 acres and specializes in refurbishing, storing, and selling industrial equipment for industries such as food processing and manufacturing. Operations are housed in the historic Pacific Fruit Express building, which includes warehouse and repair areas.
- **The Bayshore Sanitary District Pump Station**, a 0.1-acre site that manages sewage flow within the local sanitary system. Facilities include pump equipment, underground pipelines, and a compact control structure.
- **The Bayshore Boulevard Commercial Uses North area**, which covers 0.3 acres and supports the wholesale distribution of construction materials, with a warehouse and retail space serving contractors. Outdoor areas are used for inventory management.
- **The Bayshore Boulevard Commercial Uses South area**, which spans 2.6 acres and features industrial and environmental service operations. Facilities include workshops, waste management systems, and administrative offices for handling materials and wastewater treatment.

Updated Specific Plan Figures 1.5 and 2.1, Baylands Specific Plan Area and Proposed Land Use Plan, respectively, are presented below to reflect the modified Specific Plan boundary and land use plan along with the 2023 Specific Plan figures they are replacing.

Updated Specific Plan Figure 1.5: Baylands Specific Plan Area



SOURCE: The Baylands Specific Plan, 2025.

2023 Baylands Specific Plan Figure 1.5 that has been replaced: Baylands Specific Plan Area



SOURCE: 2023 Baylands Specific Plan

Updated Specific Plan Figure 2.1: Proposed Land Use



SOURCE: The Baylands Specific Plan, 2025.

2023 Baylands Specific Plan Figure 2.1 that has been replaced: Proposed Land Use



SOURCE: 2023 Baylands Specific Plan

Prepared by:

OJB

Biohabitats

Geosyntec consultants

BKF

Thornton Tomasetti

Gensler

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VISION & EXECUTIVE SUMMARY

00 | VISION AND EXECUTIVE SUMMARY

0.1 PROJECT OVERVIEW

The Specific Plan Area ("The Baylands") is located in the City of Brisbane ("City") and is one of the largest underdevelop locations in the central Bay Area. At ~~641.8~~ 680.1 acres, the site was originally part of San Francisco Bay, estuarine ecosystem in which upland drainage flowed into nutrient-rich marshes, tidal mud flats and open bay waters. The expansion of the railroad in the early 1900s, combined with the 1906 earthquake, prompted filing the Bay that eventually moved the shoreline eastward and created the area now known as the Baylands. From that time on, the site was used as a railway, freight hub and a municipal landfill, with ongoing uses such as fleet parking and materials recycling. Portions of the site have been polluted by these legacy industrial uses, which are neither aligned with the intended ecological character of The Baylands, nor are they appropriate for the community's vision for the site.

Despite its history of heavy industrialized uses, The Baylands site is positioned at a key juncture of the world-class research, investment and employment centers of Silicon Valley, San Francisco and the East Bay. The adjacency to U.S. Highway 101 also gives The Baylands great access to other key Bay Area locations, such as the San Francisco International Airport and a variety of other employment hubs. In addition, the site has access to the natural amenities of the San Bruno Mountain, the regional Bay Trail and the different parklands of San Francisco. Furthermore, the site currently is served by two transit facilities - the Bayshore Caltrain Station and the Visitacion Valley MUNI Station. The Baylands is also planned for a possible future Bus Rapid Transit (BRT) line along Geneva Boulevard that connects the site to the Balboa Park BART station.

In July of 2018 the City Council approved General Plan Amendment GP-1-18. In the November 2018 elections, GP-1-18 was introduced as Measure JJ and was then voted in by the citizens of Brisbane. The amendment created General Plan Baylands Provisions, which allowed for a new transit-oriented city neighborhood and the revitalization of the site's natural features. A brief summary of these provisions is included in the following section.

0.2 BACKGROUND

The Brisbane City Council sponsored Measure JJ to amend the General Plan to rezone The Baylands site for new mixed, residential and commercial uses. The General Plan Baylands Provisions require 1,800 to 2,200 units of housing, up to 6.5 million square feet of various commercial uses and 500,000 square feet of hotels. The provisions also require a minimum of 25% of the developable area to be reserved for open space.



Aerial view of The Baylands site and San Bruno Mountains

Additionally, the General Plan Baylands Provisions require the current property owners to fully address the following:

- *Compliance with the approved Remedial Action Plans (RAPs) and Landfill Closure Plan to support all land uses.*
- *Identify and secure an adequate and sufficient water supply.*
- *Assure that all future development be revenue-positive for the City of Brisbane.*
- *The Sustainability Framework principles must be incorporated.*
- *Key habitat and wetland areas must be identified and protected and/or mitigated.*
- *Flood protection and sea level rise must be addressed.*
- *Sufficient and timely transportation facilities and infrastructure.*
- *The preservation and rehabilitation of the Roundhouse.*

To adhere to these provisions, this Specific Plan takes a comprehensive approach to the planning process, informed by the community's visions and aspirations for the 641.8-acre site. The Specific Plan envisions the site as a vital component for the future growth of the city of Brisbane and the region. The Baylands contributes to the economic, social, and environmental well-being of the community and re-establishes a connection and stewardship for the natural environment within and around it. By dedicating a minimum of 25% of the site to open space, the Specific Plan provides a variety of natural amenities that serve The Baylands community and also greatly benefit all residents of Brisbane and of the surrounding neighborhoods.

0.3 PLANNING PROCESS

Anchored in the General Plan policies, this Specific Plan is the direct result of a planning process, in which the community's input, aspirations and visions have been the guiding elements.

The development and planning of The Baylands has been a long process with different stages, interests and participants. Sunquest Properties, Inc. ("Sunquest") is the majority owner of the site and the applicant for the Specific Plan. Additionally, L & C Diversified, LLC and Brisbane Bayshore Properties, Inc. are minority owners and affiliates of Sunquest. Finally, Baylands Development Inc. ("BDI") is the property and development project manager for The Baylands.

Starting in 2019, BDI, Home for All and the City of Brisbane sponsored a series of community workshops, where the Brisbane citizens expressed multiple concerns and aspirations for the planning process of The Baylands site. Among some of the issues important to the community were topics such as remediation, open space connections, transit, traffic impact, community feeling and many more. The workshops also yielded valuable community input and direction, which is now the foundation of this Specific Plan.







Brisbane Community Workshop

0.4 COMMUNITY DESIGN PRINCIPLES

As a result of a series of community workshops, urban design principles were crafted that informed the master plan design, land use program, street network, open space framework and other elements of the Specific Plan. These principles ensure that future site development results in a suitable and sustainable new mixed-use environment. The following delineates the overarching principles for urban design throughout The Baylands site. Additionally, these principles guide the more specific Land Use, District, Block and Building Type Standards.



0.4.1 EXPRESSION OF UNIQUE NATURAL SETTINGS

Development of The Baylands is designed to respond to the natural setting that makes the Specific Plan Area unique. Land uses are situated so buildings may take advantage of the views around them and the built environment is interlaced with natural amenities. The fundamental aspect of the Plan is shaped to preserve, restore, and make accessible the site's key natural features.



0.4.2 CONCENTRATED DENSITY LINKED WITH TRANSIT

Central to the design of The Baylands is concentration of development close to existing and proposed transit links. Both residential and commercial developments benefit from the convenience of accessible transit in the northern portion of The Baylands. Further to the south, density drops to respect the natural ecology with land uses that are more suitable to this setting.

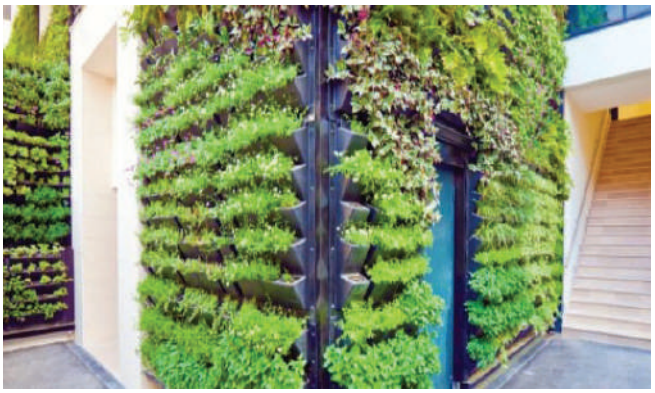


0.4.3 ACTIVE AND PEDESTRIAN-FRIENDLY STREETS, FRONTAGES, AND DESTINATIONS.

Creating active streets and destinations is accomplished through coordination of careful building design, street design, and distribution of land uses. Places to live, work, and shop that are located in close proximity to each other, produce a high level of pedestrian activity. Well-scaled buildings and streetscapes promote comfortable and welcoming environments for pedestrians and bicyclists.

0.4.4 SUSTAINABILITY IN ALL FORMS

Sustainable design informs the entire development strategy of The Baylands, from its circulation and open space, to its buildings and infrastructure. Sustainability influences all scales of design: compact development with links to transit; incorporation of natural stormwater strategies in streets and open spaces; green building standards; energy and greenhouse gas emissions reduction strategies; on-site renewable energy capture; and site design that preserves the natural environment



0.4.5 QUALITY AND DIVERSITY IN DESIGN

The Baylands becomes a special place to live and work due to its remarkable setting and its distinctive built environment. To achieve successful design, a set of development standards was created to ensure that architecture is high-quality, unique, and human scaled. This insures variety, not only at the building scale, but also at the block level.



0.4.6 STREETS WITH UNIQUE SENSES OF PLACE

Street environments are impacted by scale, building design, land use, and presence of diverse modes of transportation. In The Baylands, there is a hierarchy of transportation elements that responds to various urban environments and creates varied experiences for residents. Enhanced sidewalks, setback widths, bike lanes, building heights, and park frontages create a unique street environment. Furthermore, the character of landscape elements, such as street furniture, tree wells, and lawns, further promote diversity among the streets in The Baylands.



0.4.7 DE-EMPHASIZING VEHICLES AND PARKING

Personal vehicles and private parking become less of a priority in a development that features accessible and available transit, bike and pedestrian networks. Parking is designed to be tucked under townhome units, duplexes and other single-family buildings. In multi-family and commercial buildings, parking structures are always screened with liner buildings[1] to avoid exposure to primary streets and other pedestrian environments. Entrances to parking garages and structures are located on secondary streets to reserve the primary street frontage for an enhanced public realm.



1 Liner is defined in Chapter 03 Development Design Standards and Controls , Section 3.5.

0.5 COMMUNITY DESIGN STRUCTURE

The Key Features Diagram and Land Use Plan (Figure 0.1) identifies layers of existing features, natural systems, non-auto circulation, primary road network, and integrated land use that make up the primary elements of the community design. This design was generated by the complex opportunities and constraints on The Baylands. Existing features, such as access points, the Caltrain/JPB rail tracks, the Brisbane Lagoon, Visitacion Creek provide an initial framework for the design. Natural features, site topography, and drainage systems create an extended open space network which serves as the primary armature for the development.

The circulation network, mixed-use districts, and commercial areas are organized around a robust open space system. Higher land use density is located strategically near the Bayshore Caltrain Station Plaza. This plaza is surrounded by the tallest buildings and the most intense mix of uses. The non-auto circulation system is a rich mix of trails, bikeways, and includes a shuttle bus route. This non-auto system extends well beyond the site to link Brisbane into the amenities of the site and its transit rich environment. The road network is dense, human-scaled and defines the smaller block design of The Baylands. Geneva avenue serves as an important arterial, spanning over the tracks and taking traffic east to U.S. Highway 101. In addition, Geneva has a proposed dedicated BRT line, which serves as a transit link to the eastern development.

These open space and circulation networks are the framework for the community. West of the tracks, two mixed-use neighborhoods flank the open space axis. A high density transit oriented development (TOD) commercial district shapes the Bayshore Caltrain Station Plaza. South of Geneva, near the Roundhouse, is a lower density zone, dominated by larger townhomes and single family units. These homes front onto “shared green streets”, where the pedestrian and the vehicular environments coexist. East of the tracks, the site is dominated by two large low density commercial areas, Visitacion Park, Lagoon Park and the Brisbane Lagoon. Various parcels in the east are also dedicated to sustainable infrastructure.





1. Existing Conditions



2. Open Space



3. Auto-Circulation



4. Transit



5. Mixed Use Areas



6. Employment Areas



FIGURE 0.1 KEY FEATURES DIAGRAM & LAND USE PLAN

0.5.1 EXISTING CONDITIONS

Surrounding uses, existing land forms, history and access points provide the starting blocks of the Master Plan. Gateway points and surrounding developments inform and begin to shape the Plan design. Immediately north, across the San Francisco County line, the site is bordered by The Baylands North project, Recology and Little Hollywood. To the west, the site is bordered by Visitacion Valley, Daly City and the City of Brisbane. Office parks, residential development and the demolished Candlestick Park are located to the northeast of the site across U.S. Highway 101. The entire east side of the Baylands site is bounded by U.S. Highway 101, and opens out to dramatic views of the San Francisco Bay and the East Bay skyline. The Bayshore Caltrain station provides major regional transit connection to The Baylands, while the Caltrain/JPB rail corridor divides the Specific Plan Area into its western and eastern developments. The Visitacion Valley MUNI station provides the site with further transit connectivity to the city of San Francisco.

To the north, Sunnydale Avenue connects the Bayshore Caltrain station to the Visitation Valley MUNI station. The intersection at Bayshore Boulevard and Geneva Avenue creates a major entry point to the site. East of Caltrain/JPB rail corridor, the intersection of Beatty Avenue and Alana Way serves as an entry connection from U.S. Highway

101. Tunnel Avenue and Sierra Parkway connect the site south to the City of Brisbane and Sierra Point Commercial District.

Several regional and local parks, including San Bruno Mountain State and County Park, Candlestick Point State Recreation Area, Bay Trail and McLaren Park are within biking, walking or driving distance of The Baylands. Other key features inside the Specific Plan Area, such as Visitacion Creek, Brisbane Lagoon and Icehouse Hill, give shape to the design of The Baylands. The historic Roundhouse building is preserved and repurposed to serve as one of the main focal points in the western side of The Baylands, while the high topography in the eastern



FIGURE 0.2 EXISTING CONDITIONS

landfill areas create opportunities for views to the San Francisco Bay. The Brisbane Lagoon is a primary feature of The Baylands and an important open space element for the local Brisbane community. Preserving this natural water feature and addressing its presence is central to Land Use Plan (refer to Chapters 02 Land Use Programs and Definitions and 03 Development Design Standards and Controls for details).

0.5.2 OPEN SPACE STRUCTURES

The open space network forms the backbone and framework for the Specific Plan. It consists of a progression of urban parks, plazas and recreation amenities that provide direct connections to the ecological and natural habitat areas associated with Icehouse Hill, the Brisbane Lagoon and Visitacion Creek. These open space framework features various ecosystems, natural environments and amenities that serve both The Baylands community and the citizens of Brisbane.

In the west, the grand axis of Baylands Park connects the high density area of Sunnydale Avenue to the historic Roundhouse. This axis park provides a gathering place and recreation opportunities for the residents and workers in the surrounding neighborhoods. South of the Roundhouse, the open space becomes organic and is shaped by ecological treatments. Aptly named Ecological Park, this linear open space connects the northern development to the Icehouse Hill and further south to the new Community Fields Park.

In the East, the main open space system is comprised of the Visitacion Creek Park, Lagoon Park and the Bay Trail. Visitacion Creek Park expands the natural features around the creek in the form of wetlands and natural water treatment areas and connects The Baylands east to the enhanced Bay Trail. The Baylands Preserve Park runs north-south along the Kinder Morgan Tank Farm, connecting Visitation Creek Park to an expanded and ecologically restored Lagoon Park.

All the components of the Specific Plan open space are fully accessible to the surrounding neighborhoods and are meant to serve as extensions of the natural surroundings of the site (refer to Chapter 05 Conservation and Open Space for details).



FIGURE 0.3 OPEN SPACE STRUCTURE

0.5.3 ACTIVE TRANSPORTATION AND TRANSIT

The Baylands transit network is designed to prioritize people and provide them with ample mobility options. Generous sidewalks with street trees and protected bikeways form the typical 'back of curb' environment, which connects to existing facilities and key transit nodes. An extensive pedestrian trail and shared-use path network follows the open space system and further extends on-street facilities. West of Caltrain/JPB rail corridor, the active transportation network connects the Caltrain station to Icehouse Hill and further south to Brisbane. East of the corridor, the Bay Trail connects north to Geneva Avenue and south to Visitacion Park, Lagoon Park and the Brisbane Lagoon.

The Baylands also builds on its strategic location among different transit options, such as the Bayshore Caltrain station and the MUNI light-rail system. Bus routes along Bayshore Boulevard connect the site to the northwestern neighborhoods and south to the City of Brisbane. The future BRT route along Geneva Avenue creates an east/west transit connection through the center of the site. In addition, shuttle bus routes provide first- and last-mile access to the Caltrain station, BRT, and light rail systems. These shuttle routes ultimately connect the Specific Plan Area to the City of Brisbane (refer to Chapter 06 Circulation for details).



FIGURE 0.4 TRAILS, BIKES & TRANSIT

0.5.4 PRIMARY CIRCULATION

Pedestrian mobility is the main focus of The Baylands' primary circulation, while adequate street rights-of-way support transit access and the movement of goods through the site.

The intersection of Baylands Boulevard and Sunnydale Avenue contains the highest densities of retail, residential and commercial uses, while anchoring the Bayshore Caltrain Station Plaza. A possible future BRT line is accommodated by the Geneva Avenue extension over Caltrain/JPB rail corridor, and through the eastern portion of The Baylands, connecting to U.S. Highway 101. South of the Roundhouse, Main Street serves as a demarcation between residential and commercial uses as mandated by the General Plan. Further south, Campus Parkway provides a gateway to the commercial employment area.

The north/south primary streets on the west disperse traffic over three routes. The one-way couplet around Baylands Park combines a primary bikeway with easy pedestrian crossings into the park. Baylands Boulevard hosts one of the shuttle bus routes, which runs directly from the Caltrain station to the center of the employment zone south of Main Street. Along the Caltrain/JPB rail corridor, Frontage Road provides access to parking garages to higher density commercial and residential developments. East of the corridor, an improved Tunnel Road provides access to infrastructure and low density commercial parcels, and connects to the Caltrain station to the north and to the City of Brisbane in the south. Similar to Tunnel Road, Sierra Point Parkway serves low density commercial and infrastructure parcels along the Bay Trail and its north and south interchanges to U.S. Highway 101, create an important traffic reliever for Bayshore Boulevard in the west (refer to Chapter 06 Circulation for details).



FIGURE 0.5 PRIMARY CIRCULATION

0.5.5 WEST SIDE MIXED USE

The West Side Mixed Use (West Side: Phase I) allows for a rich mix of housing and commercial development, promoting a vibrant, 24/7 live-work environment. West of the tracks, the site naturally breaks into three districts: one above Geneva and two below (refer to Chapter 03 Development Design Standards and Controls, section 3.4 for details).

North of Geneva, the Bayshore District lines both sides of Baylands Park with a variety of residential types that allow for some ground floor retail. This district contains the highest density of commercial development on-site, bringing workers close to the Caltrain station while providing a visual buffer from the tracks.

South of Geneva are two districts: The Roundhouse and Icehouse Hill Districts. The Roundhouse residential area is a lower density mix of housing types. It features “shared green streets” that connect the neighborhood to the historic and restored Roundhouse. Along the tracks, high-rise towers sit atop parking structures to afford views of the Bay and the San Bruno mountains. Farther south to the Icehouse Hill, a commercial district surrounds the Ecological Park with a campus-like development of mid density commercial uses (refer to Chapter 02 Land Use Program and Definitions for details).



FIGURE 0.6 WEST SIDE MIXED USE

0.5.6 EAST SIDE CAMPUS COMMERCIAL

The East Side Campus Commercial (East Side: Phase II) includes major corporate uses in a large, low density, campus-like setting. This area also contains large parcels, dedicated to crucial sustainable infrastructure uses.

The northern part area between Geneva Avenue and Visitacion Park, provides a complex of low-rise office buildings that sit atop elevated topography with views of the Bay and the San Bruno mountains. Along the Caltrain/ JPB rail corridor, Tunnel Avenue provides access to the Golden State Lumber parcel, Recology parcel and to various sustainable infrastructure facilities that will serve all of The Baylands. South of Visitacion Creek, another large parcel includes renewable energy infrastructure that also serves the entire Specific Plan Area. Finally, to the south are major open space elements, including The Baylands Preserve Park, the expanded Lagoon Park, and the Brisbane Lagoon (refer to Chapter 03 Development Design Standards and Controls for details).



FIGURE 0.7 EAST SIDE CAMPUS

0.6 COMPONENTS OF THE SPECIFIC PLAN

The organization of this Specific Plan is meant to provide a clear guideline for the implementing the development standards and implementation measures that govern future development in The Baylands. This Specific Plan includes land use program, development standards, sustainability, open space, circulation and other components of The Baylands. These components are organized as follows:

CH 00 **Vision & Executive Summary** – provides an overview of the Specific Plan's background, Measure JJ and its relation to the General Plan. This chapter also introduces the community planning process and the design principles that inform the bases of The Baylands and its structure.

CH 01 **Introduction** – establishes the broad purpose of the Specific Plan as a guiding framework for improvement and growth within The Baylands. It summarizes the general conditions and historic sequence of events leading up to the Specific Plan's preparation and submission, and it also describes the Specific Plan's relationship to the General Plan. This chapter describes the character of the Specific Plan Area and its surroundings, land ownerships, and key factors that influence the Specific Plan's form and policies

CH 02 **Land Use Program and Definitions** – describes the land use and development concept for the Specific Plan Area, including the specific land use goals, policies, and its relation to the overall development program, allowable land uses and their definitions.

CH 03 **Development Design Standards and Controls**– covers the development standards, their definitions and their relation to the General Plan. This chapter also establishes guidelines on how these standards are applied at the district and block levels. The chapter also introduces the controls for the individual building types allowed in each land use, their development standards, and design guidelines

CH 04 **Sustainability Framework**– describes the approach to sustainability and the elements that have been incorporated into the Specific Plan. This includes strategies for carbon emissions, water efficiency, and waste management, transportation efficiency, sustainable food, and land conservation.

CH 05 **Conservation and Open Space** – describes the open space system and its primary components, including the creation and conservation of ecological resources, such as Visitacion creek, wildlife habitat spaces, wetlands, and existing parks. Open space also includes urban parks and recreational space within the development. These recommendations link to elements of other sections, including landscaped areas, stormwater management, sea level rise and energy conservation.

CH 06 **Circulation** – describes the circulation network and identifies the components and design standards required for safe, efficient access and movement of pedestrians, bicyclists, transit, and vehicles in and around The Baylands. This includes connections to adjacent systems, improvements to existing facilities, and development of new facilities.

CH 07 **Infrastructure** – describes The Baylands grading, storm drainage, water, sewer and dry utilities using an integrated approach, future planning, and current performance standards to support a safe and resilient Specific Plan Area.

CH 08 **Public Facilities Financing** – identifies public financing strategies and mechanisms, and addresses the Measure JJ requirement that the development result in a net fiscal benefit to the City.

CH 09 **Implementation** – describes steps that must be taken to implement the Specific Plan, including phasing, development approval procedures and capital improvements.

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01
INTRODUCTION

01 | INTRODUCTION

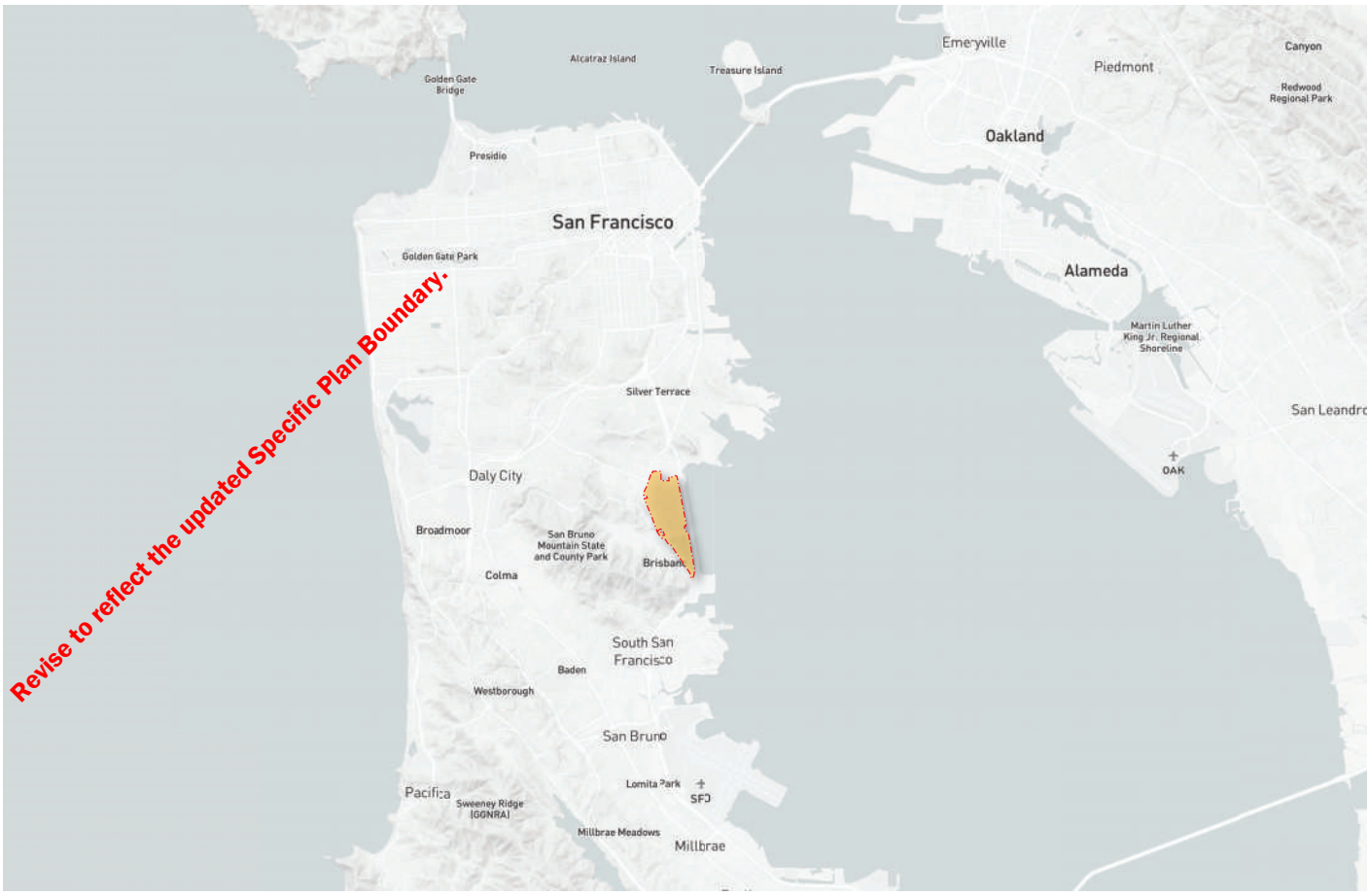


FIGURE 1.1 LOCATION MAP

1.1 SPECIFIC PLAN AREA REGIONAL LOCATION & CONTEXT

The Baylands Specific Plan Area is located approximately midway between San Francisco's central business district and its international airport, as illustrated in Figure 1.1. The Baylands is one of the largest undeveloped tracts of urban land on the western San Francisco Bay Peninsula. The site is well served by different regional transportation systems. U.S. Highway 101 is a major north-south freeway that provides direct access to The Baylands from interchanges at Harney Way, Beatty Avenue and Sierra Point Parkway. The Caltrain commuter rail and the Union Pacific freight lines both pass through the center of the Specific Plan Area, serving existing businesses in The Baylands. MUNI T-Third Street Light Rail Transit (LRT) and the implementation of the planned BRT along Geneva Avenue also serve The Specific Plan Area and ultimately connect The Baylands to Hunter's Point, Candlestick Point and Balboa Park BART station.

Within the City of Brisbane, The Baylands is bounded by commercial and industrial development to the west, Central Brisbane to the southwest, the Sierra Point business park, municipal marina to the southeast, and the Recology waste collection to the north. Low intensity commercial development and manufacturing uses border The Baylands to the northwest and immediately to the north across the San Francisco County line. The Baylands is bordered

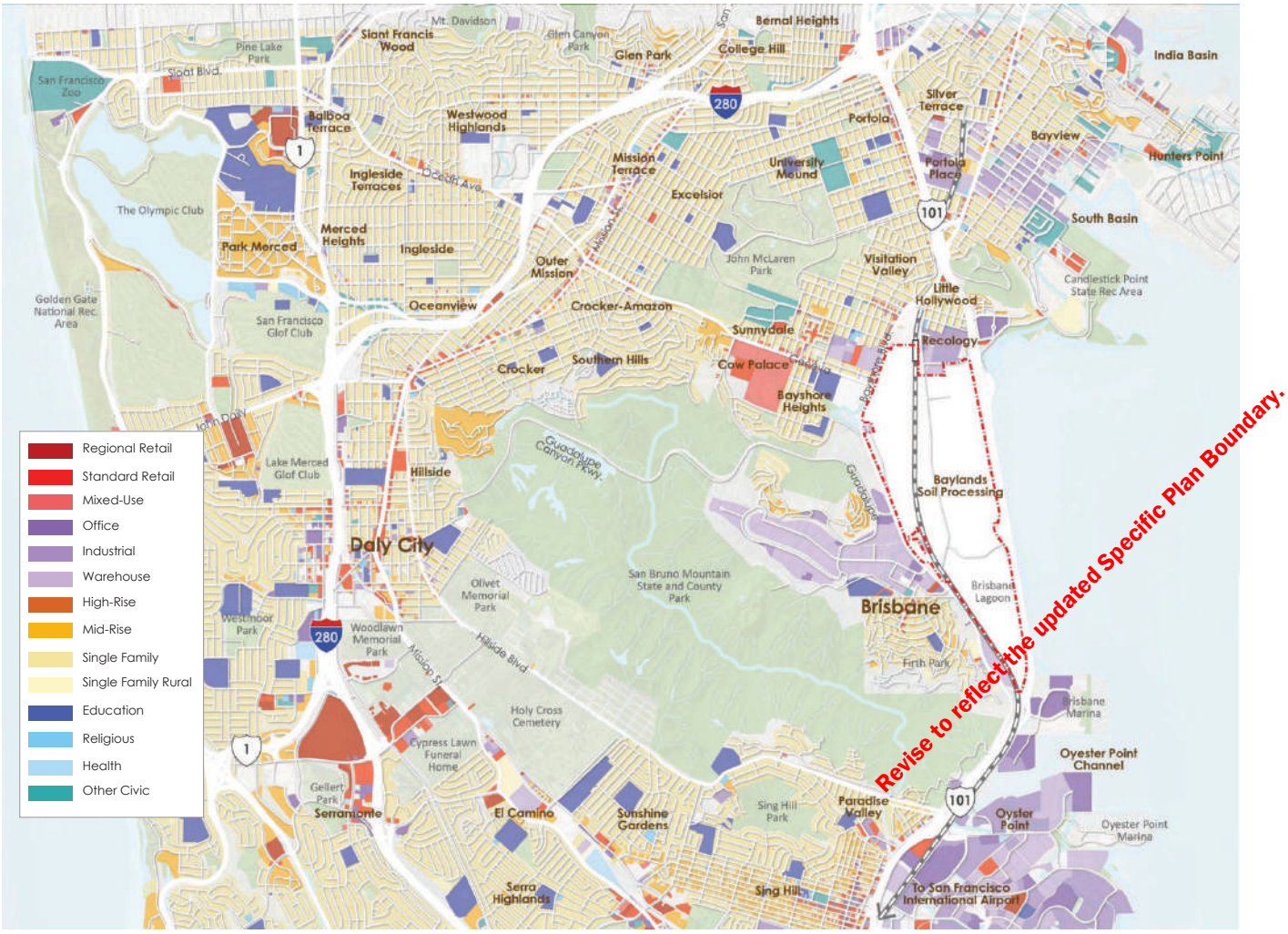


FIGURE 1.2 CONTEXT LAND USE

by The Baylands North project (formerly known as the Schlage Lock Site). Office parks, residential development, and the former San Francisco 49er's Candlestick Park are located to the northeast of the Specific Plan Area. Just north of Candlestick Point is the proposed Hunter's Point Redevelopment project, which is transforming the former shipyard into a mixed-use area with housing, businesses, and a green technology incubator. The entire east side of The Baylands site is bounded by U.S. Highway 101 and the San Francisco Bay.

Several regional and local parks, including San Bruno Mountain State and County Park, Candlestick Point State Recreation Area and McLaren Park are within a short walking or driving distance of The Baylands. Existing segments of the Bay Trail are located along Sierra Point Parkway and along Harney Way, with a connecting segment planned between the northern edge of Brisbane Lagoon and Beatty Avenue.

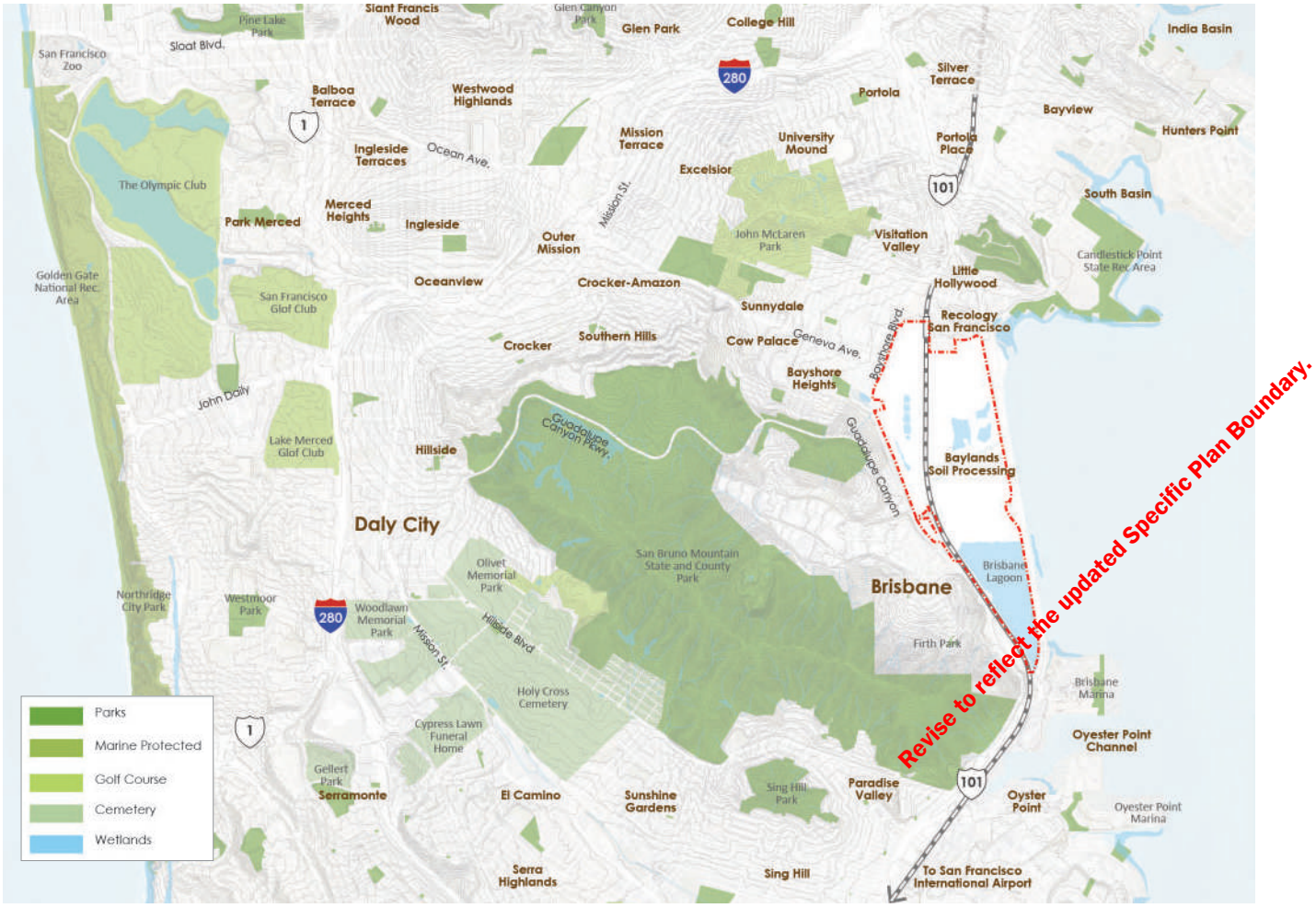


FIGURE 1.3 CONTEXT OPEN SPACE



Brisbane Lagoon and San Bruno Mountains



Image from San Bruno Mountains

1.2 SPECIFIC PLAN AREA CHARACTER & EXISTING CONDITIONS

1.2.1 HISTORICAL BACKGROUND

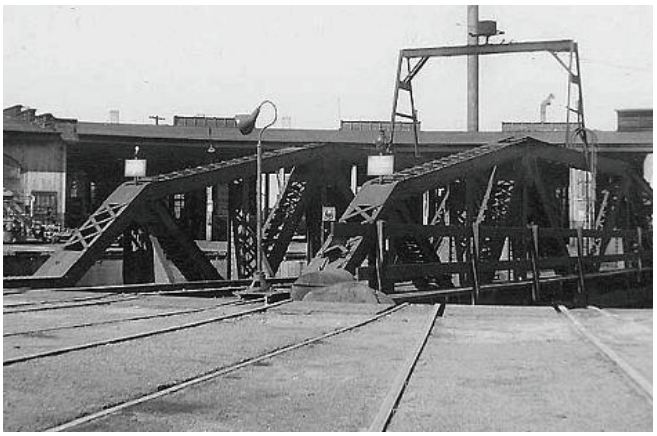
The Baylands site has played several roles throughout the Brisbane community's history. Prior to the settlement of Visitacion and Guadalupe Valleys, the area now known as The Baylands was part of San Francisco Bay. Located at the outfall of the Guadalupe Valley and the Visitacion Valley watersheds, The Baylands was a combination of wetlands, estuary fringe and open water that fulfilled important habitat and hydrological functions within the broader ecosystem of the Bay.

The Baylands estuary provided habitat to many native species and fertile hunting for pre-Spanish-era Native Americans. The upland backdrop of San Bruno Mountain and smaller ridges framing Guadalupe and Visitacion Valleys also includes a number of distinctive terrestrial habitats and vegetative communities.

When the Brisbane area was first settled, the road that is now Bayshore Boulevard generally followed the historic Bay shoreline, moving over and around the ridges, such as Icehouse Hill, that protruded into the Bay. Construction of the Bayshore Cutoff by the railroad between 1904 and 1907 marked the beginning of a process that redefined the Bay shoreline, moving it eastward, thus creating The Baylands uplands. As the railroad causeway crossed the inlet at Visitacion Valley, it provided the eastern limit for filling the estuary's wetlands with rubble from the 1906 earthquake, thus blocking natural stormwater flows through the area. Subsequently, this filled area west of Historic image of Brisbane Railyard the causeway became the main railyard for freight train activity going in and out of San Francisco until operations ceased in 1960.

Filling of the Bay did not stop with the railyards. As early as 1932, San Francisco began using the area east of the tracks as a municipal sanitary landfill. Development of the Bayshore Freeway (U.S. Highway 101) in the mid-1950s established the current edge to the Bay and of bay fill. After the landfill operation stopped in 1967, a cover of soil was been placed over the landfill material, meeting the closure requirements at the time. Except for more recent activities related to soil recycling, industrial, fleet parking, retail and filling operations, the area remains largely unchanged since the landfill closure in the late 1960s. The Baylands was annexed into the City of Brisbane in 1962, shortly after the City's 1961 incorporation.

Existing uses on The Baylands include soil recycling and filing operations. The site is largely vacant, but currently houses a range of industrial uses along Bayshore Ave and the Mission Blue Nursery farther to the south. On the East Side, the Golden State Lumber Yard maintains operation and Recology has a storage area for some of its equipment. A listing of the existing properties and tenants can be found in Appendix C: Tenant Roster.



Historic image of Brisbane Railyard



Historic Bayshore Boulevard



FIGURE 1.4 EXISTING CONDITIONS

1.2.2 SITE EXISTING CONDITIONS

Consistent with its historic and recent uses, The Baylands has an industrial character with low visual quality that is a significant contrast to its highly scenic setting of the San Francisco Bay and San Bruno Mountain. Existing development adjacent to the Specific Plan Area is reflective of the area's industrial character and low visual quality. The former Southern Pacific rail yard and railroad tracks used by Caltrain commuter and Union Pacific freight trains travel north and south through the Specific Plan Area. The Kinder Morgan Energy Partners, L.P. fuel storage facility occupies a parcel on the southwest part of The Baylands, and it creates a negative visual element from within The Baylands as well as from Central Brisbane and other nearby areas.

Physically, The Baylands is largely undeveloped, comprising mainly of disturbed areas that were formerly part of the San Francisco sanitary landfill. Since the landfill's closure in 1967, the area has been used as a repository for fill materials from construction sites in the region and for recycling of sand, dirt, gravel, and other construction materials. Over time, these activities, which are authorized under a permit from the City of Brisbane, have resulted in variable topography, with elevations that are on average 40 to 50 feet above the surrounding grades.

These elevated grades not only provide an effective cap on the former landfill site, but also allow for dramatic views out from portions of The Baylands in all directions. These views include the San Francisco Bay to the east, Visitacion Valley and McLaren Park to the northwest, San Bruno Mountain and Central Brisbane to the west and southwest, and Brisbane Lagoon to the south.

The ongoing movement of fill material into and recycled materials out from The Baylands has generally prevented the establishment of any significant vegetation. One key feature that remains despite the fill operations is the drainage channel that runs east-west through the center of the Specific Plan Area. The drainage channel, which carries runoff from the Visitacion Creek watershed west of the site to the Bay, supports a narrow strip of wetlands and riparian vegetation, and is held in easement by the City of Brisbane.

1.3 PURPOSE OF PLAN

The Baylands Specific Plan implements the General Plan as amended through voter-approved Measure JJ and identifies authorized land uses and other requirements for development of The Baylands. The Measure JJ General Plan amendments are provided in GP-1-18, which added Baylands Mixed Use (BMU) provisions to the General Plan.

While the Specific Plan addresses the ~~641.8~~ 680.1 acre site of The Baylands Subarea of the General Plan, no development is proposed in the 121.8 acres of ~~the Guadalupe Pass and~~ the Brisbane Lagoon. Though not part of the Specific Plan Area, this Specific Plan acknowledges and responds to the 33.1 acres of Caltrain/JPB tracks easement~~, the 5.5 acres of the Golden State Lumber, and 3.6 acres of the Recology properties~~. The majority of the Specific Plan Area is owned by Sunquest and managed by BDI. For information on site ownership refer to Figure 1.9 Land Ownership and for a full site tenant list, refer to Appendix C: Tenant Roster.

The Specific Plan provides a comprehensive land use program for The Baylands along with goals, policies and development standards to guide future public and private actions relating to The Baylands development. These policies and standards also guide the creation of a publicly accessible open space system within The Baylands. The Specific Plan identifies necessary infrastructure and circulation improvements to accommodate proposed growth and a strategy for ensuring proper implementation. The Specific Plan ensures that proposed development is coordinated and occurs in an orderly manner and has been adequately planned.

This Specific Plan furthers the goals and policies of the General Plan by incorporating its identified principles into the Specific Plan vision and framework. Following requirements and conservation direction of the General Plan, the Specific Plan provides significant areas of permanently protected open space that are focused upon Icehouse Hill and The Baylands' sensitive wetland habitats. These sensitive habitats include Visitacion Creek and the Brisbane Lagoon, which are within the overall development area boundaries, but are separately preserved and enhanced. In keeping with the General Plan's provision for open space, these proposed parks serve to protect fragile habitats, create new habitats, and provide opportunities for educational programs and passive recreation. To strengthen community facilities and thereby community interaction, numerous recreation uses are proposed including passive and active programs.

The Specific Plan concentrates development in the northern portion of The Baylands to allow Central Brisbane and its natural setting to retain the geographically distinct nature and identity that is a goal of the General Plan. To maintain views of the San Bruno Mountain and the Bay, development is aligned to create view corridors within The Baylands. A range of land uses are proposed in the Specific Plan, including a range of residential units, mixed-use densities, flexible office space in a variety of formats, and public and semi-public uses. Detailed development standards and controls are included to ensure high-quality developments and to promote compact, walkable districts. As part of General Plan subarea policies, The Baylands is also required to meet environmental sustainability standards, including a stormwater infrastructure that integrates with The Baylands existing hydrology and newly created network of wetlands. Keeping with the General Plan's objectives for economic development, the commercial uses must generate tax revenue and job opportunities for local residents in balance with the natural environment.

To connect The Baylands with the rest of Brisbane, the Specific Plan proposes a transportation system that, in keeping with the General Plan, is designed to comprehensively serve pedestrians, bicyclists, and transit riders to reflect and support adjacent land uses. To serve vehicular circulation, the Specific Plan also adopts the traffic standards and incorporates roadway improvements outlined in the General Plan.

The Specific Plan details all utilities and services needed by the future development, and thereby addresses public health and welfare objectives of the General Plan. As part of permitted development, the contamination of the Specific Plan Area is addressed as required by the General Plan and in accordance with City, County and State regulating bodies, for the site to be safely accessible to City residents, workers and visitors.



FIGURE 1.5 BAYLANDS SPECIFIC PLAN AREA SITE



FIGURE 1.5 BAYLANDS SPECIFIC PLAN AREA SITE

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FIGURE 1.6 GP-1-18 BOUNDARY RELATIONSHIP

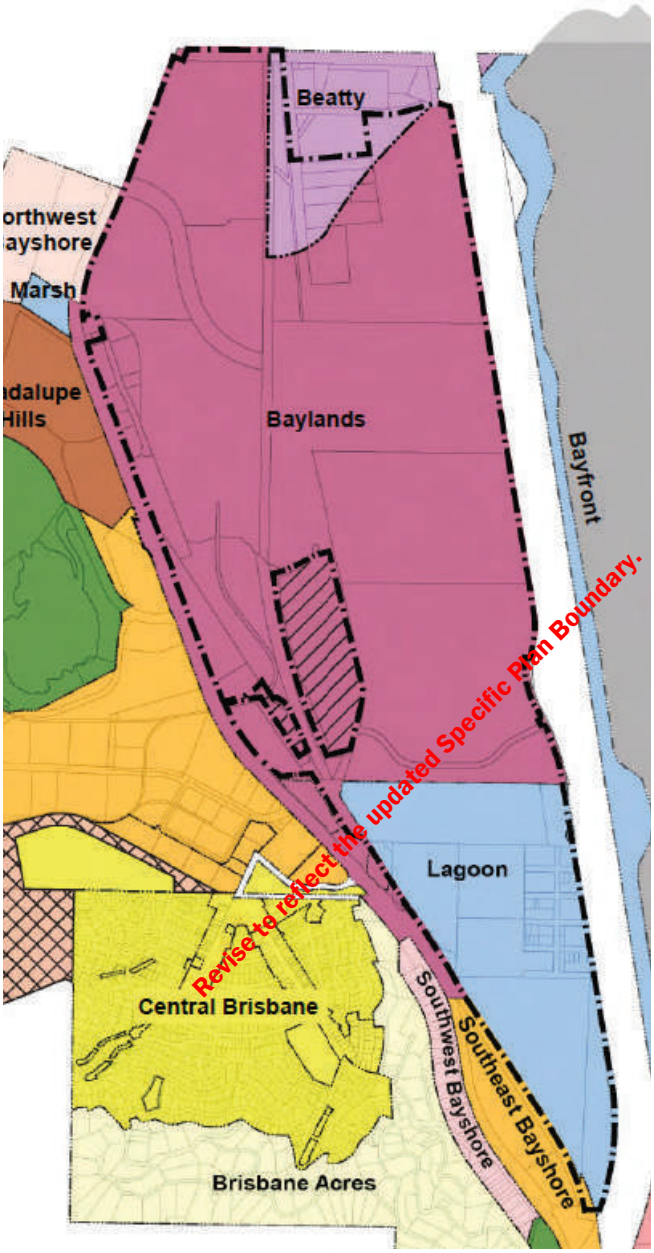


FIGURE 1.7 BRISBANE GENERAL PLAN

1.4 GENERAL PLAN BAYLANDS MIXED USE/MEASURE JJ CONSISTENCY

The various elements of the Specific Plan address the requirements of the General Plan Baylands Provisions as shown in Table 1.1.

In general, the General Plan Baylands Provisions require:

- *"a transit-oriented variety of residential, employment- and revenue-generating uses; natural resource management; and public and semi- public facilities. A range of 1800-2200 dwelling units (the upper range of which shall not exceed all units permitted under the State density bonus or other law providing for affordable housing), up to 6.5 million square feet of new commercial development, with an additional 500,000 square feet of hotel development shall be permitted. Non- residential development shall be distributed both to the west and to the east of the rail line. Residential uses shall be permitted only in the northwest quadrant of the site bounded by Bayshore Boulevard on the west, the City and County of San Francisco on the north, the Caltrain rail line on the east, and the line of Main Street (extended) on the south as shown on the General Plan Land Use Diagram."*

Development standards and controls included in this Specific Plan serve as zoning requirements for implementing the development program[1] under a revised Plan Development zoning designation (refer to Chapter 09 Implementation for details). The following table provides a summary of the Specific Plan mechanisms of compliance and consistency with General Plan Baylands Provisions. Additional detail contained in various chapters and sections of the Specific Plan regarding each provision is referenced in the Table 1.1.

1 Development Program is defined in Chapter 02 Land Use Program and Definitions, Section 2.3



Aerial of Baylands Specific Plan Area and San Bruno Mountains

General Plan Baylands Provisions			Compliance summary	Location in Specific Plan
3. Development within The Baylands Subarea shall be subject to the City's approval of a single specific plan for the entirety of The Baylands Subarea and a development agreement that is consistent with General Plan policies, incorporates all applicable EIR mitigation measures, and is consistent with the following standards:			This single Specific Plan has been completed for The Baylands Subarea. The Development Agreement is adopted by separate Ordinance and will be completed as required by GP-1-18 as part of the review and approval process for the Specific Plan.	
A.	The single Specific Plan and development agreement subject to City review and approval referenced above shall include:			
	i)	Detailed plans for Title 27 compliant closure of the landfill and Remedial Action Plans for OU-1 and OU-2 that have been approved by all appropriate regulatory agencies, which include, but shall not be limited to, Cal Recycle, the San Mateo County Environmental Health Department, the California Department of Toxic Substances Control (DTSC), the California Regional Water Quality Control Board	Remedial action plans (RAPs) have been completed and were approved for OU- 1 (hereafter referenced as OU-SM) and OU-2. The lead environmental oversight agency for OU-SM is DTSC, and the lead for OU-2 is the San Francisco Bay Regional Water Quality Control Board (SFRWQCB). Remedial Design Implementation Plans (RDIPS) are currently being prepared for review and approval by the DTSC and SFRWQCB. The RDIPs will be completed in late 2022 and will be provided to the city of Brisbane for review concurrent with DTSC/SFRWQCB reviews. The Landfill Closure Plan prepared in compliance with Title 27 was submitted to the SFRWQCB, CalRecycle, and the San Mateo County Environmental Health in December 2021 and is expected to be approved by these agencies in mid 2022. The Landfill Closure Plan for the landfill protects human health and the environment by the required implementation of specific grading and remediation activities.	Remedial Action Plans (RAPS-SM &OU-2); Landfill Closure Plan.
	ii)	A specific schedule establishing the time frames by which (i) the landfill must be closed in full compliance with Title 27 and (ii) the remediation of OU-1 and OU-2 must be completed	Tentative schedules for completing remediation of OU-SM and OU-2 are presented in the approved RAPs. The projected completion date for OU-SM is mid 2027 and OU-2 is mid-2026. These schedules will be updated in the RDIP documents and detailed schedules for the implementation of each remediation element will be provided in that document. A schedule for completion of the landfill closure was provided in the Landfill Closure Plan, which identified that the schedule for completing the Landfill Closure is within 10 years of approval of the Closure Plan.	Remedial Action Plans (RAPS-SM &OU-2); Landfill Closure Plan.

TABLE 1.1 GENERAL PLAN BAYLANDS PROVISIONS COMPLIANCE

General Plan Baylands Provisions			Compliance summary	Location in Specific Plan
	iii)	Specific means by which the City may enforce the applicant's adherence to the schedule for closure and remediation and specific consequences, e.g., monetary penalties, suspension of building permits, etc., that the City may impose on the applicant for failing to adhere to the schedule.	The Specific Plan and approved RAPs identify regulatory orders, which include financial assurance requirements and mechanisms that the lead environmental oversight agencies (i.e. DTSC and SFRWQCB) will use as legally binding mechanisms to compel the applicant's adherence to closure and remediation scopes and schedules. The Development Agreement with the City will include City compliance enforcement provisions to assure timely completion of remediation requirements. The Development Agreement also includes the requirement that remediation be completed prior to initiating construction activities.	Chapter 09 Implementation, Section 9.3; Remedial Action Plans (RAPS-SM &OU-2)
B.	A reliable water supply approved by the City of Brisbane to support proposed uses within The Baylands shall be secured prior to site development.		BDI has entered into a Memorandum of Understanding (MOU) with the Contra Costa Water District (CCWD). The CCWD MOU provides for delivery of 2,500 Acre Feet per Year (AFY) and potentially an additional 500 AFY. The water will be conveyed to the South Bay Aqueduct then to the San Francisco Public Utilities Commission (SFPUC) regional water system to Brisbane and the Baylands site. Water will be delivered through SFPUC pipes and the current assumption is the turnout location will remain the same and confirmed approval of the water supply will occur prior to site development by the water supply verification mandate in SB 221 (Kuehl, 2001).	Chapter 07 Infrastructure, Section 7.5.3
C.	All residential development shall be designed and remediated to accommodate ground level residential uses and ground level residential-supportive uses such as daycare, parks, schools, playgrounds, and medical facilities.		The RAPs for OU-SM and OU-2, approved by the DTSC and Water Board, provide for these at-grade conditions and uses. (Note, residential land use is prohibited for the landfill.) The open space plan defines a central open space for three major neighborhoods in The Baylands: Bayshore, Geneva, and Roundhouse. The approved RAPs require that OU-SM and OU-2 be remediated to a level that is safe for at-grade amenities to including residences, playgrounds and park space.	Remedial Action Plans (RAPS-SM &OU-2); Chapter 03, Section 3.5
D.	Each increment of development shall be provided with appropriate transportation related and other infrastructure, facilities, and site amenities as determined by the City. Such transportation related and other infrastructure, facilities, and site amenities (e.g., parks, open space preservation, habitat enhancement) shall be provided at the developer's cost.		The Specific Plan looks at all the land use, circulation and infrastructure demands of the new community and ensures that all these components and their needs are properly assessed, mitigated and provided in a timely manner. The identified infrastructure requirements are based upon the land use program and urban design standards. The actual provision and phasing of infrastructure will occur through Public Improvements Plans to be submitted as part of development proposals. This approach ensures that the impacts on City infrastructure systems - sewer, water, drainage, and circulation - that are produced by the build out of The Baylands will be largely mitigated on site.	Chapter 00 Executive Summary, Section 0.5; Chapter 02 land Use Program and Definitions, Section 2.3 Land Use Program; Chapter 05 Conservation and Open Space, Section 5.3.4; Chapter 06 Circulation, Section 6.2 Circulation Goals; Chapter 08 Public Facilities; Chapter 09 Implementation, Section 9.3; Infrastructure Report

TABLE 1.1 GENERAL PLAN BAYLANDS PROVISIONS COMPLIANCE

General Plan Baylands Provisions		Compliance summary	Location in Specific Plan
E.	The Baylands development shall be revenue positive to the City on an annual basis where all City costs (e.g., annual operating costs, maintenance and replacement of equipment, facilities, infrastructure, cultural resource and habitat protection and management etc.) are exceeded by Project generated revenues to the City (e.g., to the City's General Fund, enterprise funds, special funds, etc.) during all phases of development and upon final buildout.	A Draft Fiscal Impact Analysis confirms that the Specific Plan meets this requirement. Implementation of the Specific Plan is also subject to the financing plan requirements, including evidence of ongoing fiscal benefit to the City.	The Draft Fiscal Impact Analysis is provided under separate cover.
F.	Sufficient assurances for the satisfactory ongoing performance of site remediation and site development (e.g. site monitoring, performance bonds, environmental insurance) shall be provided as determined by the City.	The OU-SM and OU-2 RAPs and Landfill Closure Plan approvals include performance and schedule milestones that will be monitored and enforced by the DTSC and SFRWQCB, with input from the city. The process will also include public notice, review, and comment opportunities at major remediation project milestones. The remediation project and Landfill Closure will not be determined completed until a final public review and comment period is held by the DTSC and SFRWQCB. Once the remedy is completely, the landfill closed, and the project goes into long term operation, maintenance, and monitoring mode, the DTSC and SFRWQCB will require the applicant to enter into an Operation and Maintenance Agreement for OU-SM and OU-2, and post closure waste discharge requirements for the landfill, which will require that the applicant post financial assurances to implement the O&M Plans. The O&M Plans, which will be approved as part of the RDIPs and Landfill Closure Plan, will specify monitoring, inspection, and reporting requirements as well as protocol to maintain the remedy components (e.g., landfill final cover, leachate management system, landfill gas collection and control system, etc.). The City is among the reviewing agencies for the RDIPs, Landfill closure plan, and O&M Agreement approvals.	Remedial Action Plans (RAPS-SM &OU-2); Landfill Closure Plan.
G.	The required specific plan for The Baylands shall include a sustainability program for new development consistent with the principles of the Sustainability Framework for the Brisbane Baylands, Final Report accepted by the City Council on November 5, 2015. The Baylands development shall be designed so as to be energy neutral on an ongoing basis.	The sustainability program is included in Chapter 04 Sustainability Framework. Energy neutrality is achieved from a net zero electricity program to assure that the project generates and stores electricity on site in an amount equivalent to the electricity supply needed for the new development structures. The sustainability program is included in Chapter 04 Sustainability Framework. Energy neutrality is achieved through a combination of on-site and off-site renewable energy resources supplied through Peninsula Clean Energy.	Chapter 04 Sustainability Framework (all sections), Section 4.2 covers Zero Carbon Buildings

TABLE 1.1 GENERAL PLAN BAYLANDS PROVISIONS COMPLIANCE

General Plan Baylands Provisions		Compliance summary	Location in Specific Plan
H.	Key habitat areas, including Icehouse Hill and Brisbane Lagoon and adjacent habitat as identified in the 2001 City Open Space Master Plan shall be preserved, enhanced, and protected.	Icehouse Hill and Lagoon Habitat will be preserved, enhanced, and protected, which includes conservation, revegetation, invasive species management, and measures to reduce negative impacts such as stormwater and erosion control, fencing, signage, and the creation of Visitacion Creek wetland and upland buffers. Preservation, enhancement, and protection are also described throughout Chapter 05 Conservation and Open Space.	Chapter 05 Section 5.3.3 Biotic/Habitat Zones, 5.3.4 Open Space Protection, Restoration, and Enhancement, 5.3.5.4 Ecological Greenspaces. Refer also to the Wetland Mitigation Plan, Butterfly Protection Plan, Marsh Protection Plan and Adaptive Management Plan.
I.	The historic Roundhouse shall be protected and preserved. The required specific plan shall ensure rehabilitation of the Roundhouse for adaptive reuse at the developer's cost.	The Specific Plan includes the preservation and rehabilitation of the historic Roundhouse building. The specific details of the rehabilitation activities will be addressed in the Development Agreement.	Chapter 03 Development Standards and Controls, Section 3.5.2; Chapter 05, Section 5.3.5.3
J.	Development shall be designed to protect uses from the 100-year flood, including 100 years of Projected sea level rise as determined based on regulatory standards or guidelines in effect at the time of Project construction, with the reference to guidelines and sea level rise projections approved by the Director of Public Works/City Engineer based on context specific considerations of risk tolerance and adaptive capacity.	As described in Chapter 07 Infrastructure, the project will protect uses from the 100-year flood, including end of century (2100) sea level rise estimates as defined by the State of California Sea-Level Rise Guidance, 2018 Update published by the Ocean Protection Council and California Natural Resources Agency, and determined based on regulatory standards or guidelines in effect at the time of project construction, with the reference to guidelines and sea level rise projections approved by the Director of Public Works/ City Engineer based on context-specific considerations of risk tolerance and adaptive capacity. Chapter 07 Infrastructure, Section 7.3.6 establishes the grading criteria for the development parcels, historical structures, open space areas, wetlands, and proposed on-site streets to maintain minimum protection against end of century (2100) sea level rise as described in Section 7.2.4.	Chapter 07 Infrastructure, Sections 7.3.4, 7.3.5, and 7.3.6
K.	Prior to the issuance of a grading permit to export soil or move soil from the existing landfill area for incorporation in a remediation or grading plan, the soil shall be tested in a manner approved by the City.	Most soil will be re-used on site in OU-SM and OU-2 as described in the RAPs. A soil import plan (including testing specifications) for soil to be relocated from the landfill area and placed in OU-SM and OU-2 is included in the forthcoming RDIPs for OU-SM and OU-2.	Remedial Action Plans (RAPS-SM &OU-2)

TABLE 1.1 GENERAL PLAN BAYLANDS PROVISIONS COMPLIANCE

1.5 LAND OWNERSHIP

~~Shown in Figure 1.9, adjacent parcels, which are not part of the Specific Plan Area include the Kinder Morgan Tank Farm (the "Tank Farm") owned by Kinder Morgan Energy Partners, the Machinery & Equipment building parcel, the City of Brisbane Corporation Yard, the former rail access south of Icehouse Hill, the Golden State Lumber property and the Recology parcel, and the Caltrain Park and Ride parcel. These parcels are not part of the Specific Plan and are likely to maintain their current operations for the foreseeable future.~~

Sunquest is the owner of a major portion of the Brisbane Lagoon, totaling approximately 75 acres or 55% (refer to Figure 1.9, Land Ownership). Sunquest's upland and Lagoon properties are non-contiguous, separated by a 600-foot-wide strip of Lagoon property owned by the California State Lands Commission ~~(Guadalupe Pass)~~. The submerged and some adjacent lands in the Lagoon area have a variety of owners; however, no development under the Specific Plan is included on these open space and submerged lands."

The City of Brisbane owns a right-of-way for Lagoon Way, crossing the southern end of the Specific Plan Area from the 101 Sierra Point Parkway freeway off-ramp to Tunnel Avenue. The City also owns rights-of-way for Industrial Way and a portion of Tunnel Avenue. These City-owned rights-of-ways are not under ownership of Sunquest but are included in the Specific Plan Area. The Bayshore Sanitary District holds a 60-foot-wide "access/roadway easement" that follows Tunnel Avenue south of the Sierra Point Lumber site and then veers west to access the pump station. The Union Pacific Railroad holds a 30-foot-wide "railroad easement" parallel and west of Tunnel Avenue. Caltrain operates on a 100-foot "main line railroad easement", under ownership by the Peninsula Corridor Joint Powers Board (PCJPB). Several utilities easements are located under Tunnel Avenue and the Caltrain/JPB rail corridor. Additionally, communication easements travel southward along the western boundary of the Specific Plan Area south of the Kinder Morgan Tank Farm, and two 10-foot pipeline easements extend eastward from the southern base of the Tank Farm to the eastern edge of the Specific Plan Area. Finally, a drainage easement follows the existing drainage channel, and a waterline easement crosses The Baylands and terminates at the Tank Farm.

A number of existing City-owned rights-of-ways are not under ownership of Sunquest, but are included in the Specific Plan Area. This includes in particular Industrial Way, an access road at the western boundary of the Specific Plan Area at the intersection of Main Street and Bayshore Blvd. Additionally, the Mission Blue Nursery operates at the south end of The Baylands, which will be redeveloped as community fields. The nursery will be relocated to a publicly accessible site on the south side of Icehouse Hill.



FIGURE 1.8 LAND OWNERSHIP

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02

LAND USE PROGRAM AND DEFINITIONS

02 | LAND USE PROGRAM AND DEFINITIONS

2.1 PURPOSE

The Land Use Program and design for the Specific Plan Area is based on the opportunities and constraints of the key natural and historical site features. The program is also influenced by The Baylands surrounding context and neighborhoods, while responding to market conditions and economic indicators. Inclusion of residential uses within the Specific Plan results in development of transit-oriented housing units that respond to regional demand and local needs. The program also allows The Baylands to develop with a complementary mix of uses that creates active destinations, sustainable patterns of living, and public spaces.

This chapter establishes Land Use goals and their consistency with the General Plan, and provides components of the Land Use Program. Additionally, the chapter provides definitions of each Land Use category and Allowable Uses within each category.

2.2 LAND USE GOALS AND CONSISTENCY

The following Land Use goals address the requirements of the Brisbane General Plan. The items referenced here relate to the Land Use Program section of the Specific Plan. Other elements are covered in detail in subsequent chapters.

GOAL 2.2.1: PROVIDE A PROPER FRAMEWORK TO ACCOMMODATE THE DEVELOPMENT REQUIREMENTS OF THE SPECIFIC PLAN

This goal addresses the following General Plan requirements:

- *"The Baylands Subarea provides for a transit-oriented variety of residential, employment-and revenue-generating uses; natural resource management; and public and semi- public facilities. A range of 1800-2200 dwelling units (the upper range of which shall not exceed all units permitted under the State density bonus or other law providing for affordable housing), up to 6.5 million square feet of new commercial development, with an additional 500,000 square*



feet of hotel development shall be permitted. Non-residential development shall be distributed both to the west and to the east of the rail line. Residential uses shall be permitted only in the northwest quadrant of the site bounded by Bayshore Boulevard on the west, the City and County of San Francisco on the north, the Caltrain rail line on the east, and the line of Main Street (extended) on the south as shown on the General Plan Land Use Diagram" (Amendment No. GP-1-18).

The Land Use Program supplies structure to accommodate the residential and commercial components expressed in the General Plan. Strategic distribution of these development components in the Land Use Program creates a variety of active destinations, diverse set of neighborhoods and a wide range of employment opportunities.



Diverse Human Scale Environments

GOAL 2.2.2: PRESERVE AND ENHANCE THE SITE'S NATURAL RESOURCES AND HISTORIC FEATURES WITHIN A SYSTEM OF PERMANENT OPEN SPACE.

This goal addresses the following General Plan requirements:

- *"Key habitat areas, including Icehouse Hill and Brisbane Lagoon and adjacent habitat as identified in the 2001 City Open Space Master Plan shall be preserved, enhanced, and protected." (Amendment No. GP-1-18, 3H)*
- *"The historic Roundhouse shall be protected and preserved. The required specific plan shall ensure rehabilitation of the Roundhouse for adaptive reuse at the developer's cost." (Amendment No. GP-1-18, 3I).*
- *"Brisbane will be a place where economic development... sees sustainable growth as dependent on preservation and replenishment of natural resources..." (General Plan, Pg. 46)*
- *"The City of Brisbane will... incorporate and reflect the natural environment as an integral part of land use..." (General Plan, Pg. 54)*
- *"The City of Brisbane will be a place... where open space lands have been set aside to protect the natural environment; where outdoor areas provide recreational open space and education opportunities; [and] where open space and natural areas provide respite to both residents and businesses..." (General Plan, Pg. 110)*

The land reserved for open space incorporates a hierarchy of urban parks, active greens and a comprehensive restorative open space network. The open space plan also provides direct links to adjoining parks and trail systems surrounding The Baylands. Key areas of the open space network are set aside for protection, enhancement, habitat restoration and reintroduction of native species. Refer to Chapters 04 Sustainability Framework and 05 Conservation and Open Space for more detailed description of the open space system and environmental preservation strategies.



Wetland Habitat

GOAL 2.2.3: ENSURE THAT PROPER INFRASTRUCTURE AND SERVICES ARE PROVIDED IN A TIMELY MANNER TO EVERY AREA OF THE BAYLANDS

This goal addresses the following General Plan requirements:

- *Each increment of development shall be provided with appropriate transportation related and other infrastructure, facilities, and site amenities as determined by the City. Such transportation related and other infrastructure, facilities, and site amenities (e.g., parks, open space preservation, habitat enhancement) shall be provided at the developer's cost." (Amendment No. GP-1-18, 3D)*
- *"The City of Brisbane will... design infrastructure and public facilities to be efficient, cost-effective and to contribute to the cohesion and character of the community." (General Plan, Pg. 54)*

The Specific Plan considers all the land use, circulation and infrastructure demands of the new community and ensures that all these components and their needs are properly assessed. Identified infrastructure requirements are based upon the Land Use Program described in this chapter and development standards included in Chapter 03 Development Standards and Controls. The provision and phasing of infrastructure will occur through public improvement plans and documents to be submitted as part of development proposals (refer to Chapter 09 Implementation for details). This approach ensures that the impacts on City infrastructure systems—sewer, water, drainage, and circulation—that are produced by the development of The Baylands are largely on site.



Transportation Network

GOAL 2.2.4: DEVELOP A COMMUNITY THAT DEMONSTRATES STATE OF THE ART SUSTAINABILITY WHILE REINFORCING A SENSE OF PLACE AND IDENTITY

This goal addresses the following General Plan requirements:

- *"The required specific plan for the Baylands shall include a sustainability program for new development consistent with the principles of the Sustainability Framework for the Brisbane Baylands, Final Report accepted by the City Council on November 5, 2015." (Amendment No. GP-1-18, 3G)*
- *"The City of Brisbane...will remain a place independent and distinct..." (General Plan, Pg. 38).*

Having served as a landfill and heavy industrial area for decades, the Specific Plan establishes a new identity for The Baylands by planning its conversion into a dynamic and productive mixed-use area that will serve as a model for transit-oriented development and sustainability. Through the Land Use program, the Specific Plan ensures that areas of the site are reserved for sustainable infrastructure and habitat conservation. Additionally, the Specific Plan establishes strategies for most buildings in The Baylands to achieve the LEED Green Building Ranking and zero carbon design (refer to Chapter 04 Sustainability Framework for details).



Complete Street, including transit, bikeway and wide sidewalks

2.3 LAND USE PROGRAM

The Land Use Program combines a variety of uses to create a complete community. It incorporates a mix of residential and commercial uses, ranging from high to low densities. These uses integrate a wide range of building types that are appropriate for development of The Baylands. The Land Use Program also accounts for open space uses, sustainable infrastructure and supportive amenities for The Baylands community. Through incorporation of all these land uses, the program successfully accommodates 2,200 dwellings, 6.5 million square feet of commercial development and 500,000 square feet of hotels.

This residential and commercial development is strategically distributed throughout the developable portion of the ~~641.8~~ 680.1 acres of the total area of The Baylands. This includes ~~494~~ 532.3 acres of developable land, which is composed of 157 acres reserved for parks, open space, water detention, treatment areas and other permitted structures. An additional 26 acres are designated as Sea Level Rise (SLR) adaptation area to accommodate future sea-level-rise. Authorized uses in the Open Space areas are listed in Table 2.2 and described in Chapter 5 Conservation and Open Space. The Brisbane Lagoon adds another 121.8 acres, which include 29.6 acres controlled by the California State Land Commission (see Table 2.1 for more details).

The ~~641.8~~ 680.1 acre total area of The Baylands is divided by the Caltrain/JPB rail corridor into two large parcels: the West Side Mixed - Use area and the East Side - Campus Commercial area. In the West Side, the Specific Plan places higher density mixed-use development in the north, taking advantage of the existing transit resources. The density steps downs as development extends southward and, as stipulated by the General Plan, residential development is not present south of Main Street. South of Main Street, the Specific Plan includes a mid-density commercial use for a campus-like development that extends south to Icehouse Hill. in the East Side, The Baylands consists of low density commercial parcels, between Geneva Avenue and Visitacion Creek Park. Adjacent to the Caltrain/JPB rail corridor and south of Visitacion Creek Park, the East Side is composed of infrastructure parcels reserved for sustainability and energy renewal uses.

For southern sections of both the West and East Sides, the primary focus is on open space and recreational uses. These areas provide natural restoration and ecological treatments that preserve and enhance existing environments, such as Visitacion Creek, Brisbane Lagoon and Icehouse Hill.

Figure 2.1 and Table 2.1 show detailed distribution of the Specific Plan Land Use Program throughout The Baylands.





FIGURE 2.1 LAND USE PLAN



SOURCE: The Baylands Specific Plan, 2025.

FIGURE 2.1 LAND USE PLAN

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Land Use Category	Acres	Dwelling Units	Commercial Development (FT²)
West			
Residential	52.8	2,200	
Commercial	48.8		4,000,000
Hotel			500,000
Open Space	59.4		
Amenities Area	2.6		
Existing Use Areas	5.8		
Roadway Rights-of-Way	37.4		
Sub - Total	~~**201.0**~~ **206.8**	**2,200**	**4,500,000**[1]
East			
Residential	0.0		
Commercial	~~81.9~~ 78.3		2,500,000
Open Space	97.6		
Existing Use Areas	32.5		
Sustainable Infrastructure	~~87.2~~ 90.8		
Roadway Rights-of-Way	26.3		
Sub - Total	~~**293.0**~~ **325.5**		**2,500,000**
TOTAL LAND AREA	~~**494.0**~~ **532.3**		
Brisbane Lagoon	121.8		
Existing land area to be affected by daily Sea Level Rise	26.0		
TOTAL SPECIFIC PLAN AREA	~~**641.8**~~ **680.1**	**2,200**	**7,000,000**[2]

TABLE 2.1 LAND USE & DEVELOPMENT PROGRAM

1 A maximum of 500,000 sf² of hospitality is included as per the General Plan.

2 Ibid.

2.4 DEFINITIONS OF LAND USE CATEGORIES

The following list describes Land Use Categories shown in Figure 2.1 Land Use Plan. Each category has an allowable range of uses and a unique set of permissible Building Types (see Chapter 03 Development Standards and Controls, Table 3.8 for more details). These individual building types have a set of design standards and controls defined in Chapter 03 Development Standards and Controls, Section 3.6.

2.4.1 RESIDENTIAL LAND USE DESIGNATIONS

LOW DENSITY RESIDENTIAL ALLOWS A MIX OF THE FOLLOWING BUILDING TYPES:

Duplex/Single Family units have a maximum height of 50 feet. They are freestanding or paired units, with an allowed 4th story deck and penthouse space that must not exceed half the size of the 3rd story. These units have individual at-grade garages and they are only permitted in Low Density Residential land use designations.

Townhome units have a maximum height of 50 feet. Townhomes have varying lot widths and depths, with an allowed 4th story deck and penthouse space that must not exceed half the size of the 3rd story. These units have individual at-grade garages and they are permitted in Low Density, Mid Density and High Density Residential land use designations.

Multi-Family Low includes buildings with a maximum height of 50 feet and with no more than 22 units per building. These may be designed as townhome units over single story flats or stacked townhomes, with an allowed 4th story deck and penthouse space that must not exceed half the size of the 3rd story. Parking is to be provided in at-grade or below–grade parking structures. This building type is only permitted within Low Density Residential areas.

Accessory Uses include uses and buildings normally incidental and accessory to a principal use.

MID DENSITY RESIDENTIAL ALLOWS A MIX OF THE FOLLOWING BUILDING TYPES:

Multi-Family Mid includes buildings with a maximum height of 110 feet. This building type is generally located along Sunnydale Avenue and Geneva Avenue. Parking is proposed to be provided in ~~a single level~~ at-grade or in below–grade parking structures. This product type is proposed to have active ground floor retail and active pedestrian environments at specified locations (see Chapter 03 Development Standards and Controls, Figure 3.12 for more details). Multi-Family Mid buildings are allowed in Mid and High Density Residential land use designations

Townhome units are included as described previously.

Accessory Uses are included as described previously.

HIGH DENSITY RESIDENTIAL ALLOWS OF A MIX OF THE FOLLOWING BUILDING TYPES:

Multi-Family High includes buildings with a maximum height of 270 feet. This type is located along west of the Caltrain/JPB rail corridor and their structured parking is accessed from Frontage Road. Multi-Family High buildings may have ground floor retail and active pedestrian environments at specified locations (see Chapter 03 Development Standards and Controls, Figure 3.12 for more details). This type of building is limited to the High Density Residential land use designation.

Multi-Family Mid buildings are included as described previously.

Townhome units are included as described previously.

Accessory Uses are included as described previously.

2.4.2 COMMERCIAL LAND USE DESIGNATIONS

LOW DENSITY COMMERCIAL ALLOWS A MIX OF THE FOLLOWING BUILDING TYPES:

Campus Low-Rise buildings have a maximum height of 100 feet. Designed primarily for office use, these buildings may also provide ground floor retail and public services uses. Parking is comprised of at-grade lots or above grade parking structures.

Accessory Uses are included as described previously.

MID DENSITY COMMERCIAL ALLOWS A MIX OF THE FOLLOWING BUILDING TYPES:

Campus Low-Rise buildings as described previously.

Campus Mid-Rise buildings have a maximum height of 150 feet, providing for a range of commercial uses, such as, R&D, laboratory and general office. Designed primarily for laboratory and office use, these buildings may also have active ground floor retail and public services uses (see Chapter 03, Development Standards and Controls, Figure 3.12 for more details). Campus Mid-Rise buildings are proposed to face open space areas in a campus-like setting. Parking structures or podiums for these buildings are accessed via Frontage Road and Campus Parkway.

Accessory Uses are included as described previously.

HIGH DENSITY COMMERCIAL ALLOWS OF A MIX OF THE FOLLOWING BUILDING TYPES:

Transit-Oriented Development Commercial buildings have a maximum height of 260 feet in height. This type is located near the Bayshore Caltrain Station Plaza and is designed to have a variety of commercial uses. Designed primarily for office use, these buildings may also have active ground floor retail and public services uses (see Chapter 03 Development Standards and Controls, Figure 3.12 for more details). Parking structures or podiums for these buildings are accessed primarily via Frontage Road.

Hospitality buildings have a maximum height of 240 feet, providing spaces appropriate for a hotel operations and other commercial uses. This building type is intended for use around the Bayshore Caltrain Transit Plaza. Parking structures or podiums for these buildings are accessed primarily via Frontage Road. These buildings comprise the 500,000 square feet of hotel use in The Baylands.

Accessory Uses are included as described previously.

2.4.3 OTHER LAND USE DESIGNATIONS

AMENITIES AREA

Amenity buildings have a maximum height of 60 feet and are intended to be used for indoor and outdoor gathering spaces, recreation, fitness, food and beverage, and clubhouse use. Residential Amenities, provided for the exclusive use of residents and guests of residents of a building for recreation or social purposes, are not considered part of the 6.5 million square feet of commercial development.

Accessory Uses are included as described previously.

OPEN SPACE

Open Space lands include a variety of parks, playgrounds, trails, wetlands, habitat, water quality, accessory uses serving one or more public recreation, conservation, and other sustainability infrastructure. A total of 157 acres (approximately ~~32~~29.5%) are designated as Open Space lands, which exceeds the 25% (123.5 acres) of open space required for the ~~494~~ 532.3 ~~-~~acre developable site. ~~The~~ Open Space also allows for up to ~~27~~ 39.3 acres of recreational, public, semi-public, and other compatible uses . Cultural, public, semi-public facilities and accessory use buildings necessary to support operation and maintenance of Open Space are not included in the 6.5 million square feet of commercial development. An additional 26 acres are included in the Open Space area to accomodate for land that will be affected by Sea Level Rise (SLR) projected in the year 2100. This land is not counted towards the Open Space requirement for the site.

Accessory Uses are included as described previously.

SUSTAINABLE INFRASTRUCTURE

Sustainable Infrastructure areas provide space for renewable energy generation facilities, battery energy storage, and other developing technologies. These areas also include different water treatment facilities for the project and other infrastructure uses. Buildings needed to support operations of Sustainable Infrastructure areas are not considered part of the 6.5 million square feet of commercial development.

Accessory Uses are included as described previously.

2.5 ALLOWABLE LAND USES

The Allowable Land Uses in Table 2.2 are intended to reflect overall community design and to establish a clear regulatory framework for approving future development in The Baylands. Land uses in The Baylands are guided by use regulations of this Specific Plan.

Table 2.2 indicates the allowable use for each Specific Plan Land Use Category as shown in Figure 2.1 Land Use Plan. Regulations for each specific allowable use are identified by the letters "P," "C," and "PG." "P" identifies permitted uses; "C" identifies uses upon which conditions may be imposed, and "PG" refers to uses that may be permitted on the ground floor only. Interim land uses are allowed prior to build-out of the Specific Plan Area or redevelopment of parcels with uses identified as "P," "C," or "PG". Use classifications not listed in Table 2.2 are generally prohibited, as are uses that are addressed with "--" rather than an aforementioned code. Appendix A includes definitions for all use classifications. For all use permit processes and requirements, refer to Chapter 09 Implementation.

To allow for possible omissions or introduction of new land uses over time, uses that are not identified as "Allowable", but which are consistent with Specific Plan goals and development character, may be considered as conditional uses. Such uses are regulated in the same manner as existing use classification into which the new use is integrated.

USES			RESIDENTIAL			COMMERCIAL			OTHER		
Key:			High Density Residential	Mid Density Residential	Low Density Residential	High Density Commercial	Mid Density Commercial	Low Density Commercial	Open Space	Amenities Area	Sustainable Infrastructure
P	Permitted Use										
C	Conditional Use										
PG	Permitted as Ground Floor Use										
--	Not Permitted										
Public & Semi Public Uses											
Clubs, Club Houses or lodges			P	P	PG	P	P	P		P	-
Cultural institutions			PG	PG	-	-	-	-	P	P	-
Day care			P	P	PG	P	P	P	-	P	-
Educational research & development			-	-	-	P	P	P	-	-	-
Exhibition / Convention center			-	-	-	P	P	P	-	-	-
Government office & Public facilities			-	-	-	P	P	P	-	P	-
Parks & recreation			-	-	-	-	-	-	P	P	
Police Firing Range			-	-	-	-	P	P	-	-	P
School			-	-	-	P	P	P	-	P	-
Residential Uses											
Duplex/Single Family			-	-	P	-	-	-	-	-	-
Multi-Family High			P	-	-	-	-	-	-	-	-
Multi-Family Low			P	P	P	-	-	-	-	-	-
Multi-Family Mid			P	P		-	-	-	-	-	-
Residential Amenities			-	-	-	-	-	-	-	P	-
Residential Flex-Space			-	-	PG	-	-	-	-	-	-
Townhome			P	P	P	-	-	-	-	-	-

(Uses similar to the uses listed above, but not specifically referenced, are also authorized uses)

TABLE 2.2 ALLOWABLE USES

USES			RESIDENTIAL			COMMERCIAL			OTHER		
Key:			High Density Residential	Mid Density Residential	Low Density Residential	High Density Commercial	Mid Density Commercial	Low Density Commercial	Open Space	Amenities Area	Sustainable Infrastructure
P	Permitted Use										
C	Conditional Use										
PG	Permitted as Ground Floor Use										
--	Not Permitted										
Commercial Uses											
Active Ground Floor Uses			PG	PG	PG	PG	PG	-	-	PG	-
Alcoholic beverage sales			C	C	C	P	P	P	-	C	-
Animal services			PG	PG	PG	P	P	P		P	-
Automobile / vehicle sales & services			-	-	-	-	C	C	-	-	-
Banks & other financial institutions (including ATMs)			PG	PG	-	P	P	P	-	P	-
Business Services			PG	PG	PG	P	P	P	-	-	-
Convenience Stores			PG	PG	-	P	P	P	-	P	-
Eating & drinking establishments											
– Full service			PG	PG	-	P	P	P		P	
– Limited service			PG	PG	PG	P	P	P		P	-
– With live entertainment			C	C	-	C	C	C		P	-
– With outdoor seating			PG	PG	-	P	P	P		P	-
Food & beverage sales			PG	PG	PG	P	P	P	-	P	-
Hardware Store			PG	PG	-	P	P	P	-	-	-
Hospitality			-	-	-	P	-	-	-	-	-
Laboratory, commercial			-	-	-	P	P	P	-	-	-
Life Science			-	-	-	P	P	P	-	-	-
Light Manufacture or Maker's Space			PG	PG	PG	P	P	P	-	-	-
Maintenance & repair services			PG	PG	PG	P	P	P	-	-	-
Offices			PG	PG	PG	P	P	P	-	-	-
Parking Structure			P	-	-	P	P	P	-	-	-
Personal instructional services			PG	PG	PG	P	P	P	-	-	-
Personal services			PG	PG	PG	P	P	P	-	P	-
Plant Nursery			-	-	-	-	-	-	P	-	-
Recreation & entertainment			C	C	-	P	P	P	-	P	-
Retail sales			PG	PG	PG	P	P	P	-	P	-
Theater			-	-	-	P	P	-	-	P	-
Research & development			-	-	-	P	P	P	-	-	-

(Uses similar to the uses listed above, but not specifically referenced, are also authorized uses)

TABLE 2.2 ALLOWABLE USES (CONT.)

USES			RESIDENTIAL			COMMERCIAL			OTHER		
Key:			High Density Residential	Mid Density Residential	Low Density Residential	High Density Commercial	Mid Density Commercial	Low Density Commercial	Open Space	Amenities Area	Sustainable Infrastructure
P	Permitted Use										
C	Conditional Use										
PG	Permitted as Ground Floor Use										
--	Not Permitted										
Transportation, Utilities and Infrastructure											
Accessory Use			P	P	P	P	P	P	P	P	P
Energy storage			P	P	P	P	P	P	-	P	P
Car barns			P	P	-	P	P	P	-	P	P
Commercial parking			-	-	-	P	P	P	-	P	P
Commercial EV charging station			P	P	P	P	P	P	P	P	P
Communications facilities			P	-	-	P	P	P	-	-	P
Ground-mounted Photovoltaic Array			-	-	-	-	-	P	-	-	P
Renewable Energy Generation											
– Geothermal			-	-	-	-	-	-	-	-	P
– Solar			P	P	P	P	P	P	P	P	P
Transmission towers			-	-	-	C	C	C	-	-	P
Transportation Mobility Hub			P	P	P	P	P	P	P	P	P
Transportation passenger terminals			-	-	-	C	C	C		-	P
Sewer Lift Station			P	P	P	P	P	P	P	-	P
Stormwater Detention			-	-	-	-	-	-	P	-	-
Water Storage Tank			-	-	-	-	-	-	-	-	P
Wastewater Treatment/Recycling			-	-	-	-	-	-	-	-	P

(Uses similar to the uses listed above, but not specifically referenced, are also authorized uses)

TABLE 2.2 ALLOWABLE USES (CONT.)

2.6 EXISTING USE AREAS

This Section establishes regulations for Existing Use Area sites. These sites contain uses that existed at the time of Specific Plan adoption and, with the limited exceptions provided for herein, are not expected to expand or change over time. The intent is to maintain substantial conformance with the Specific Plan's land use assumptions, and to promote compatibility with adjacent planned land uses.

The provisions of this Chapter apply to the sites shown on **Figure 2.2**, Existing Use Area Sites, and include:

- Recology Uses Along Tunnel Avenue
- Golden State Lumber
- Kinder Morgan Tank Farm
- Machinery & Equipment Company
- Bayshore Sanitary District Pump Station
- Bayshore Boulevard Commercial Uses North
- Bayshore Boulevard Commercial Uses South



FIGURE 2.2: EXISTING USE AREA SITES

2.6.1 USE AND DEVELOPMENT REGULATIONS

The following establishes use and development regulations for each Existing Use Area site.

RECOLOGY USES ALONG TUNNEL AVENUE

Site Acreage: 3.6 acres

Existing Use: The site at 595 Tunnel Avenue, Brisbane, CA, has historically been utilized for the assembly and storage of toter carts within an existing 35,000-square-foot building. The site was previously associated with industrial operations.



FIGURE 2.3: RECOLOGY USES ALONG TUNNEL AVENUE

Allowed Uses: The following uses are permitted on the Recology site, if conducted in accordance with the performance standards listed below:

1. Assembly and storage of toter carts;
2. Heavy equipment repair;
3. Outdoor storage of waste management vehicles and equipment; outdoor storage of materials only in association with bulk sales;
4. Solid Waste Management and Organics reload operations;
5. Storage, distribution, and sale of lumber and other building materials and hardware.

Expansion of an Allowed Use: An allowed use may be expanded through approval of a Use Permit. The provisions of BMC Chapter 17.40 shall govern the filing and processing of the application for a use permit pursuant to this section. No use permit shall be granted unless the planning commission finds and determines that:

1. The establishment, maintenance, and/or operation of the expanded use will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city;
2. The expanded use is compatible with the nature and condition of adjacent uses and structures within the Campus East District; and
3. The expanded use will not result in any new or substantially more severe significant environmental impacts beyond those identified in the Bayland Specific Plan EIR.

A **Specific Plan Amendment** shall be required when all of the above requirements cannot be met.

Development Regulations: Any new or altered structures and site improvements on the Recology site shall comply with the following:

1. Building Setbacks:
    a. Front: Twenty-five (25) feet
    b. Side: Ten (10) feet
    c. Rear: Ten (10) feet
2. Maximum Building Coverage: Sixty percent (60%)
3. Maximum Building Height: Fifty (50) feet
4. Maximum Floor Area Ratio: 2.0
5. Parking Requirements: Off-street parking facilities shall be provided for each use on the site in accordance with the requirements set forth in Section 2.6.2.
6. Landscaping Requirements:
    a. Not less than fifteen percent (15%) of the gross lot area shall be improved with landscaping;
    b. Landscaping required under this section, including replacement landscaping, shall be subject to approval of the planning director. The landscape plans shall be consistent with the following objectives:
        - Use of plants that are not invasive;
        - Use of water conserving plants; and
        - Use of plants and other landscape features that are appropriate to the context.
    c. Irrigated Landscapes. New and rehabilitated, irrigated landscapes are subject to the provisions of the City of Brisbane water conservation in landscaping ordinance (refer to BMC Chapter 15.70) or the latest state provisions, whichever is more effective in conserving water.

Performance Standards: All uses shall be conducted in accordance with the following performance standards:

1. The site shall be kept free of trash and debris and all receptacles for collection and recycling shall be completely screened from view at street level;
2. Sound insulation, housing or baffles, or other reasonable measures, shall be installed in conjunction with machinery, heating and ventilating equipment when necessary to effectively mitigate sound emissions distinctly detectable from any off-site location;
3. Odors from any use shall not be generally or distinctly detectable from any off-site location; and
4. Lighting shall comply with the City's Dark Skies Ordinance.

GOLDEN STATE LUMBER

Site Acreage: 5.3 acres

Existing Use: Golden State Lumber operations supporting the storage, distribution, and sale of lumber and other building materials and hardware. Facilities include a large outdoor lumber yard, warehouse, distribution center, and retail space.

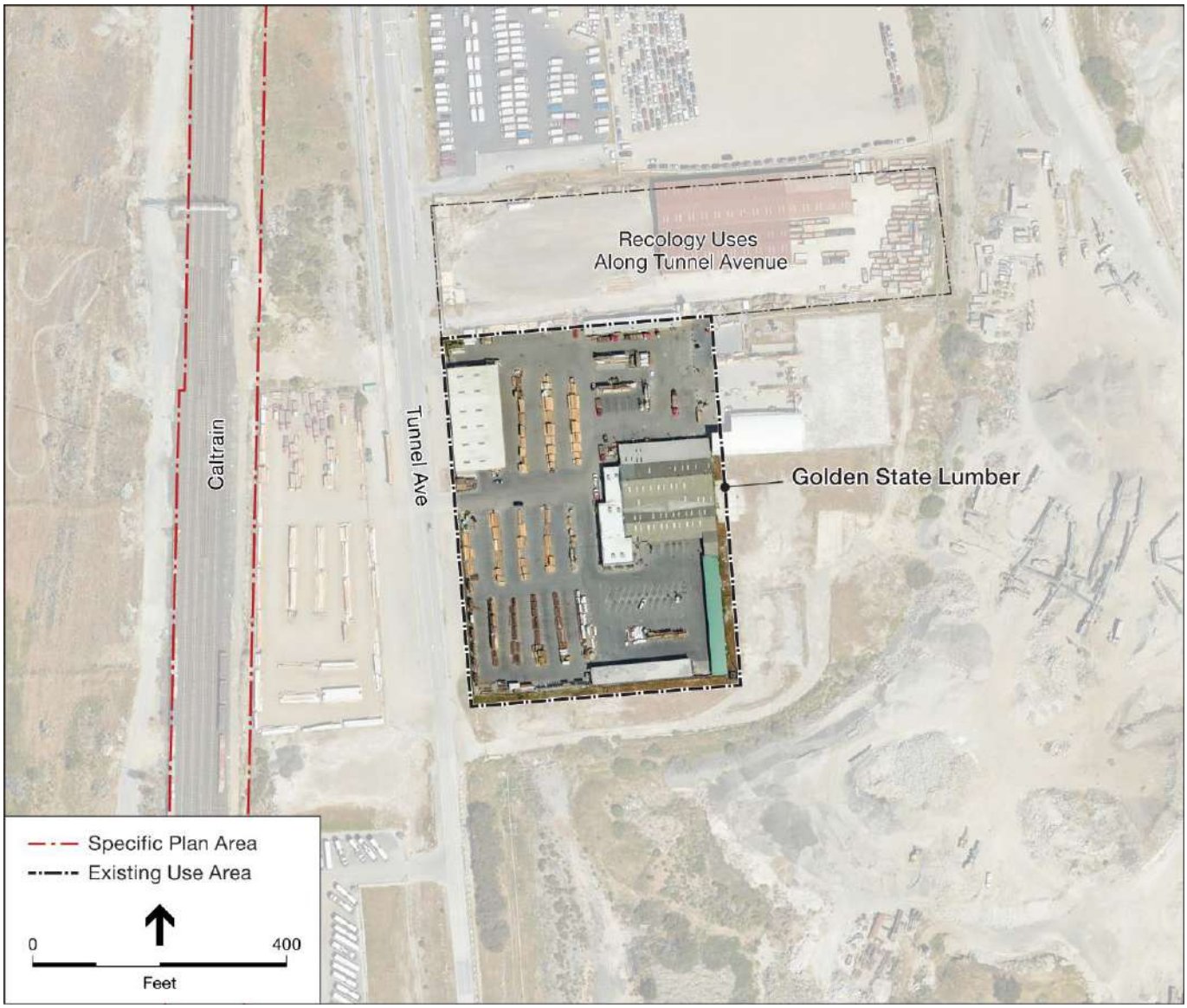


FIGURE 2.4: GOLDEN STATE LUMBER

Allowed Uses: The following use is permitted on the Golden State Lumber site, if conducted in accordance with the performance standards listed below:

1. Storage, distribution, and sale of lumber and other building materials and hardware.

Expansion of an Allowed Use: An allowed use may be expanded through approval of a **Use Permit**. The provisions of BMC Chapter 17.40 shall govern the filing and processing of the application for a use permit pursuant to this section. No use permit shall be granted unless the planning commission finds and determines that:

1. The establishment, maintenance, and/or operation of the expanded use will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city;
2. The expanded use is compatible with the nature and condition of adjacent uses and structures within the Campus East District; and
3. The expanded use will not result in any new or substantially more severe significant environmental impacts beyond those identified in the Bayland Specific Plan EIR.

A **Specific Plan Amendment** shall be required when all of the above requirements cannot be met.

Development Regulations: Any new or altered structures and site improvements on the Golden State Lumber site shall comply with the following:

1. Building Setbacks:
    a. Front: Twenty-five (25) feet
    b. Side: Ten (10) feet
    c. Rear: Ten (10) feet
2. Maximum Building Coverage: Sixty percent (60%)
3. Maximum Building Height: Fifty (50) feet
4. Maximum Floor Area Ratio: 2.0
5. Parking Requirements: Off-street parking facilities shall be provided for each use on the site in accordance with the requirements set forth in Section 2.6.2.
6. Landscaping Requirements:
    a. Not less than fifteen percent (15%) of the gross lot area shall be improved with landscaping;
    b. Landscaping required under this section, including replacement landscaping, shall be subject to approval of the planning director. The landscape plans shall be consistent with the following objectives:
        - Use of plants that are not invasive;
        - Use of water conserving plants; and
        - Use of plants and other landscape features that are appropriate to the context.
    c. Irrigated Landscapes. New and rehabilitated, irrigated landscapes are subject to the provisions of the City of Brisbane water conservation in landscaping ordinance (refer to BMC Chapter 15.70) or the latest state provisions, whichever is more effective in conserving water.

Performance Standards: All uses shall be conducted in accordance with the following performance standards:

1. The site shall be kept free of trash and debris and all receptacles for collection and recycling shall be completely screened from view at street level;
2. Sound insulation, housing or baffles, or other reasonable measures, shall be installed in conjunction with machinery, heating and ventilating equipment when necessary to effectively mitigate sound emissions distinctly detectable from any off-site location;
3. Odors from any use shall not be generally or distinctly detectable from any off-site location; and
4. Lighting shall comply with the City's Dark Skies Ordinance.

KINDER MORGAN TANK FARM

Site Acreage: 23.5 acres

Existing Use: Tank Farm for the storage and distribution of petroleum products supporting regional fuel distribution operations, including jet fuel distribution for aircraft at San Francisco International Airport. Facilities include multiple large storage tanks, pipelines, and associated infrastructure for fuel handling and transfer. The City leases a portion of this site for a corporation yard which may be relocated in the future.

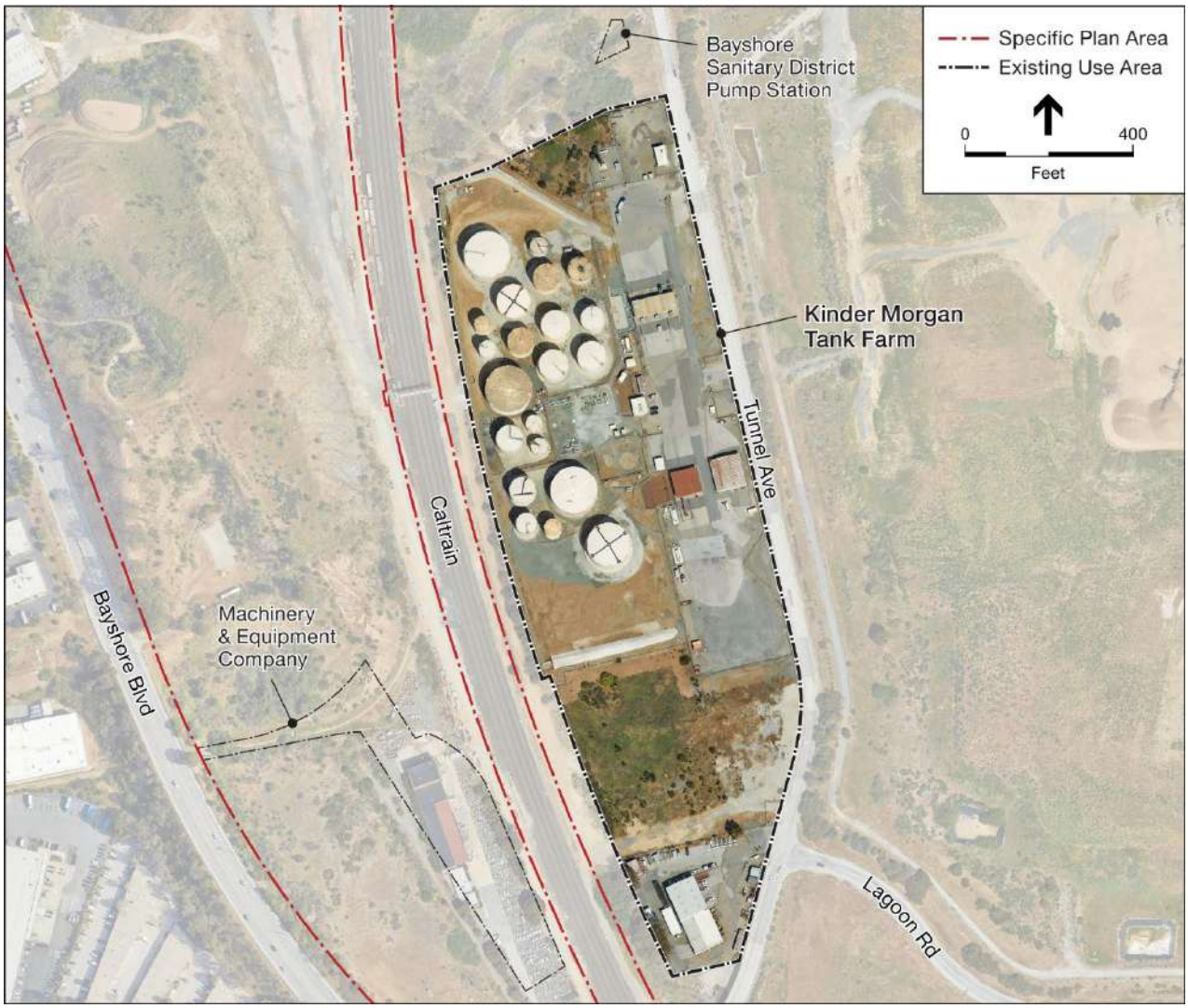


FIGURE 2.5: KINDER MORGAN TANK FARM

Allowed Uses: The following use is permitted on the Kinder Morgan Tank Farm site, if conducted in accordance with the performance standards listed below:

1. Storage and distribution of petroleum products in support of regional fuel distribution operations.

Expansion of an Allowed Use: An allowed use may only be expanded through approval of **Specific Plan Amendment**.

Maintenance and Repair: Maintenance, repair, and/or alteration of an existing facility is permitted to protect the general health, safety, and welfare of occupants at the facility, preserve the useful life of the facility, or comply with applicable federal, state, regional, and other regulations.

Development Regulations: Any new or altered structures and site improvements shall comply with applicable federal, state, regional, and other regulations.

Performance Standards: All uses shall be conducted in accordance with the following performance standards:

1. The site shall be kept free of trash and debris;
2. Sound insulation, housing or baffles, or other reasonable measures, shall be installed in conjunction with machinery, heating and ventilating equipment when necessary to effectively mitigate sound emissions distinctly detectable from any off-site location;
3. Odors from any use shall not be generally or distinctly detectable from any off-site location; and
4. Lighting shall comply with the City's Dark Skies Ordinance.

Conflicts with other Laws: In the event the provisions in this section conflict with federal or state law such that this chapter may be preempted, this chapter shall be applied in a manner intended to carry out all provisions of law to the maximum extent feasible. When there is an irreconcilable conflict between the provisions of this section and the requirements of federal or state law such that the provisions of this section are preempted, the provisions of federal or state law shall prevail over the provisions contained in this section but only to the extent necessary to avoid preemption.

MACHINERY & EQUIPMENT COMPANY

Site Acreage: 2.9 acres

Existing Use: Machinery & Equipment Company operations specializing in the buying, storage, refurbishment, selling, and distribution of used industrial equipment for various industries, including the food processing, chemical, and manufacturing sectors. Facilities include a large warehouse and industrial spaces located in the historic Pacific Fruit Express/Visitacion ice manufacturing plant housing equipment inventory, repair areas, and administrative offices.



FIGURE 2.6: MACHINERY & EQUIPMENT COMPANY

Allowed Uses: The following uses are permitted on the Machinery & Equipment Company site, if conducted within a building, except for outside storage of vehicles and equipment related to the interior use and in accordance with the performance standards listed below:

1. Food Production;
2. Light Fabrication and Refurbishment;
3. Media Studio;
4. Printing;
5. Warehousing (excluding freight forwarders).

Expansion of an Allowed Use: An allowed use may be expanded through approval of a **Use Permit**. The provisions of BMC Chapter 17.40 shall govern the filing and processing of the application for a use permit pursuant to this section. No use permit shall be granted unless the planning commission finds and determines that:

1. The establishment, maintenance, and/or operation of the expanded use will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city;
2. The expanded use is compatible with the nature and condition of adjacent uses and structures within the Icehouse Hill District; and
3. The expanded use will not result in any new or substantially more severe significant environmental impacts beyond those identified in the Bayland Specific Plan EIR.

A **Specific Plan Amendment** shall be required when all of the above requirements cannot be met.

Development Regulations: Any new or altered structures and site improvements on the Machinery & Equipment Company site shall comply with the following:

1. Building Setbacks:
    a. Front: Twenty-five (25) feet
    b. Side: Ten (10) feet
    c. Rear: Ten (10) feet
2. Maximum Building Coverage: Sixty percent (60%)
3. Maximum Building Height: Fifty (50) feet
4. Maximum Floor Area Ratio: 2.0
5. Parking Requirements: Off-street parking facilities shall be provided for each use on the site in accordance with the requirements set forth in Section 2.6.2.
6. Landscaping Requirements:
    a. Not less than fifteen percent (15%) of the gross lot area shall be improved with landscaping;
    b. Landscaping required under this section, including replacement landscaping, shall be subject to approval of the planning director. The landscape plans shall be consistent with the following objectives:
        - Use of plants that are not invasive;
        - Use of water conserving plants; and
        - Use of plants and other landscape features that are appropriate to the context.
    c. Irrigated Landscapes. New and rehabilitated, irrigated landscapes are subject to the provisions of the City of Brisbane water conservation in landscaping ordinance (refer to BMC Chapter 15.70) or the latest state provisions, whichever is more effective in conserving water.

Performance Standards: Uses shall be conducted in accordance with the following performance standards:

1. The site shall be kept free of trash and debris and all receptacles for collection and recycling shall be completely screened from view at street level;
2. Sound insulation, housing or baffles, or other reasonable measures, shall be installed in conjunction with machinery, heating and ventilating equipment when necessary to effectively mitigate sound emissions distinctly detectable from any off-site location;
3. Odors from any use shall not be generally or distinctly detectable from any off-site location; and
4. Lighting shall comply with the City's Dark Skies Ordinance.

BAYSHORE SANITARY DISTRICT PUMP STATION

Site Acreage: 0.1 acre

Existing Use: Facilities owned, operated, and maintained by the Bayshore Sanitary District for pumping and managing the flow of sewage within the local sanitary system. Facilities include pump equipment, underground pipelines, and control systems housed in a small structure.

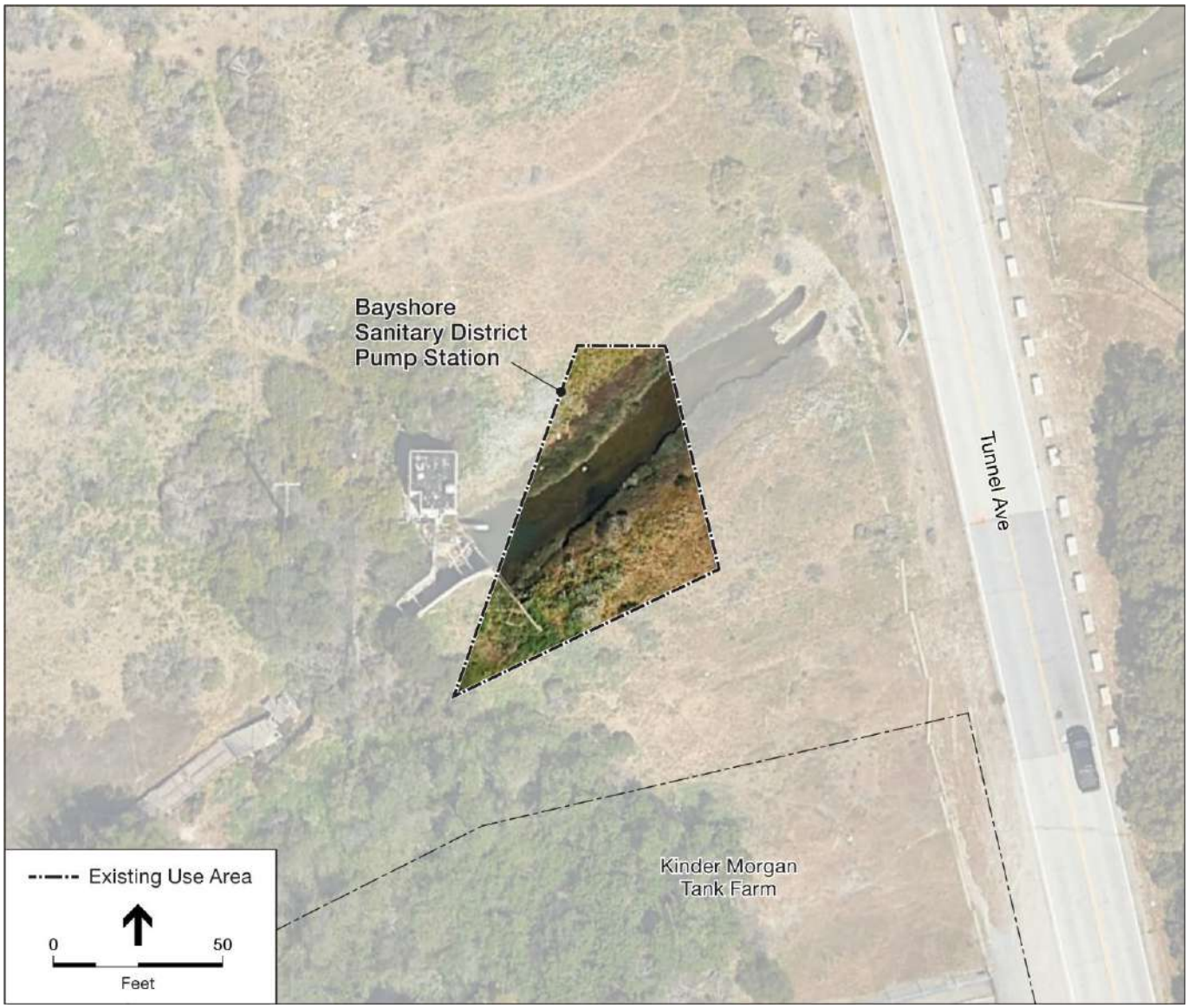


FIGURE 2.7: BAYSHORE SANITARY DISTRICT PUMP STATION

Allowed Uses: The following use is permitted on the Bayshore Sanitary District Pump Station site:

1. Public Utility Facilities.

Expansion of an Allowed Use: An allowed use may be expanded through approval of a **Use Permit**. The provisions of BMC Chapter 17.40 shall govern the filing and processing of the application for a use permit pursuant to this section. No use permit shall be granted unless the planning commission finds and determines that:

1. The establishment, maintenance, and/or operation of the expanded use will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, nor be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city; and
2. The expanded use will not result in any new or substantially more severe significant environmental impacts beyond those identified in the Bayland Specific Plan EIR.

Performance Standards: Uses shall be conducted in accordance with the following performance standards:

1. The site shall be kept free of trash and debris and all receptacles for collection and recycling shall be completely screened from view at street level;
2. Sound insulation, housing or baffles, or other reasonable measures, shall be installed in conjunction with machinery, heating and ventilating equipment when necessary to effectively mitigate sound emissions distinctly detectable from any off-site location;
3. Odors from any use shall not be generally or distinctly detectable from any off-site location; and
4. Lighting shall comply with the City's Dark Skies Ordinance.

BAYSHORE BOULEVARD COMMERCIAL USES NORTH

Site Acreage: 0.3 acres

Existing Use: A. Silverstri Co. wholesale distribution of various construction materials and supplies, serving contractors and builders in the region. Facilities include a large warehouse for storage, a retail area for customer service, and outdoor space for inventory management.

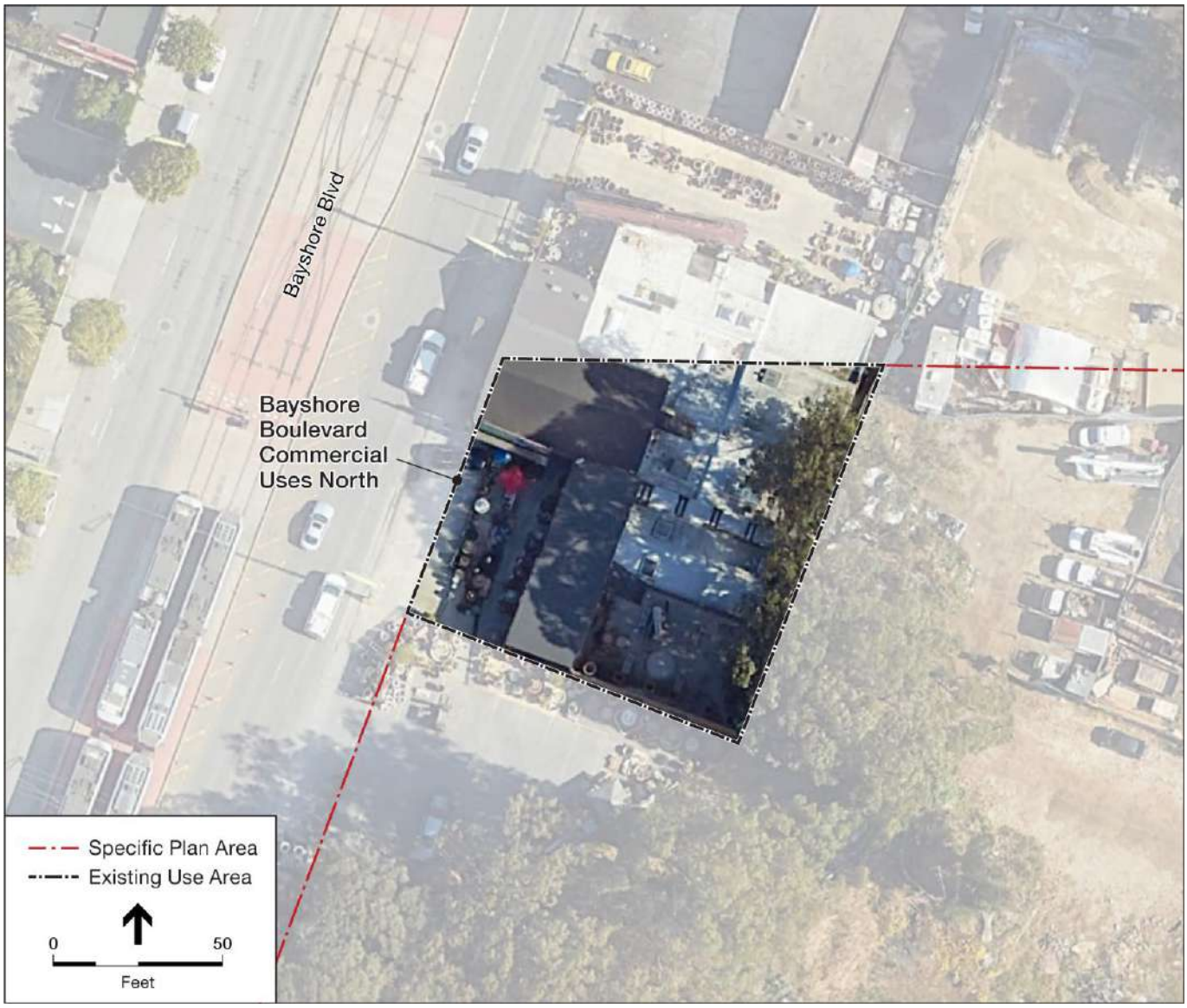


FIGURE 2.8: BAYSHORE BOULEVARD COMMERCIAL USES NORTH

Allowed Uses: The following uses are permitted on the Bayshore Boulevard Commercial Uses North site, if conducted within a building, except for outside storage of vehicles and equipment related to the interior use and in accordance with the performance standards listed below:

1. Food production;
2. Light fabrication;
3. Media studios;
4. Printing;
5. Retail sales and rental;
6. Warehousing (excluding freight forwarders).

Expansion of an Allowed Use: An allowed use may be expanded with a Specific Plan Amendment.

Development Regulations: Any new or altered structures and site improvements on the Bayshore Boulevard Commercial Uses North site shall comply with the following:

1. Building Setbacks:
    a. Front: Twenty-five (25) feet
    b. Side: Ten (10) feet
    c. Rear: Ten (10) feet
2. Maximum Building Coverage: Sixty percent (60%)
3. Maximum Building Height: Fifty (30) feet
4. Maximum Floor Area Ratio: 2.0
5. Parking Requirements: Off-street parking facilities shall be provided for each use on the site in accordance with the requirements set forth in Section 2.6.2.
6. Landscaping Requirements:
    a. Not less than fifteen percent (15%) of the gross lot area shall be improved with landscaping;
    b. Landscaping required under this section, including replacement landscaping, shall be subject to approval of the planning director. The landscape plans shall be consistent with the following objectives:
        - Use of plants that are not invasive;
        - Use of water conserving plants; and
        - Use of plants and other landscape features that are appropriate to the context.
    c. Irrigated Landscapes. New and rehabilitated, irrigated landscapes are subject to the provisions of the City of Brisbane water conservation in landscaping ordinance (refer to BMC Chapter 15.70) or the latest state provisions, whichever is more effective in conserving water.

Performance Standards: Uses shall be conducted in accordance with the following performance standards:

1. The site shall be kept free of trash and debris and all receptacles for collection and recycling shall be completely screened from view at street level;
2. Sound insulation, housing or baffles, or other reasonable measures, shall be installed in conjunction with machinery, heating and ventilating equipment when necessary to effectively mitigate sound emissions distinctly detectable from any off-site location;
3. Odors from any use shall not be generally or distinctly detectable from any off-site location; and
4. Lighting shall comply with the City's Dark Skies Ordinance.

BAYSHORE BOULEVARD COMMERCIAL USES SOUTH

Site Acreage: 2.6 acres

Existing Use: A mix of industrial and environmental service operations. Facilities include workshops for manufacturing and production, waste management and treatment infrastructure, and wastewater treatment systems. Associated facilities include storage areas, administrative offices, and systems for handling and processing materials and waste.

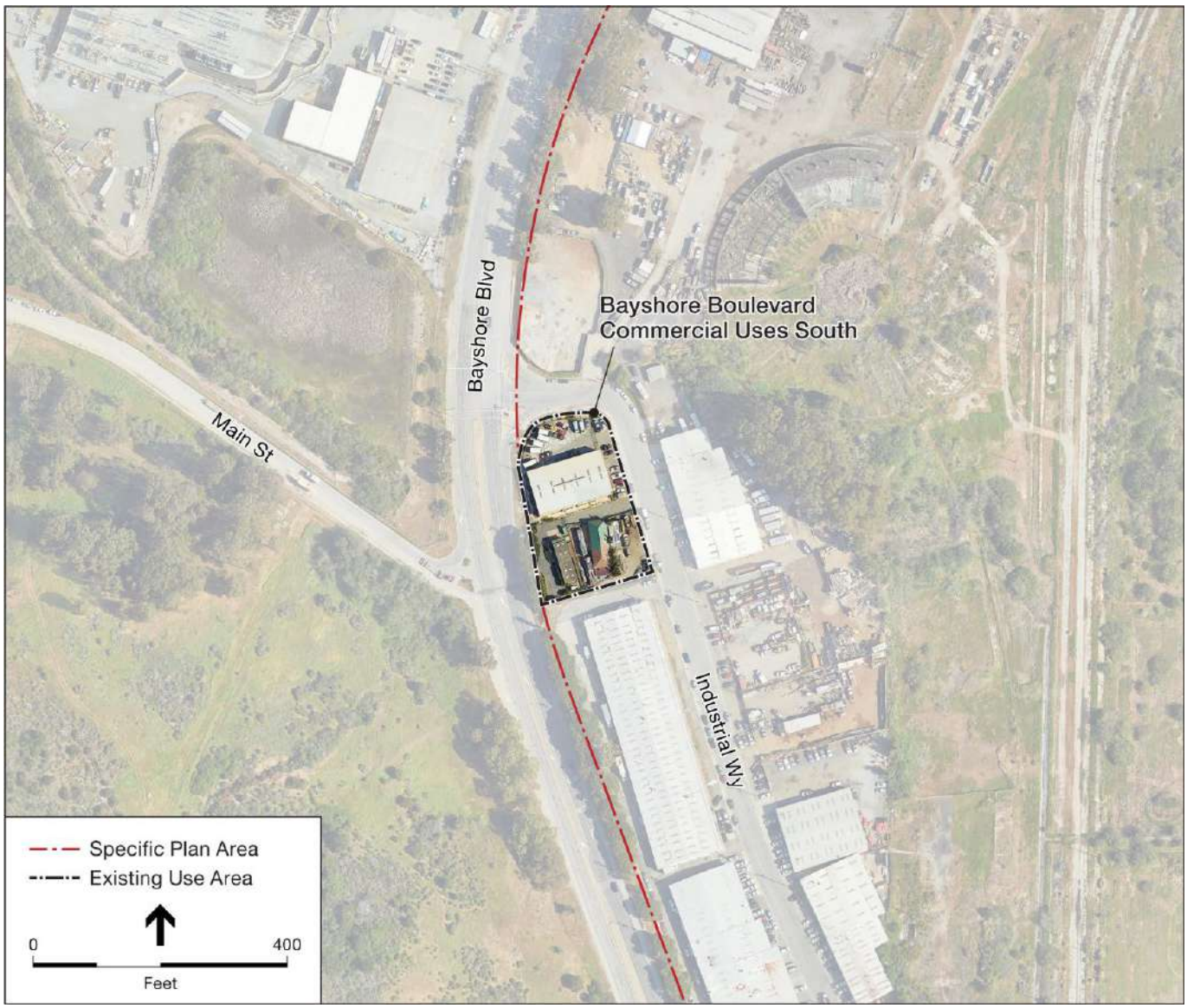


FIGURE 2.9: BAYSHORE BOULEVARD COMMERCIAL USES SOUTH

Allowed Uses: The following uses are permitted on the Bayshore Boulevard Commercial Uses South site, if conducted within a building, except for outside storage of vehicles and equipment related to the interior use and in accordance with the performance standards listed below:

1. Food production;
2. Light fabrication;
3. Media studios;
4. Printing;
5. Public utility facilities;
6. Retail sales and rental;
7. Warehousing (excluding freight forwarders).

Expansion of an Allowed Use: An allowed use may be expanded with a Specific Plan Amendment.

Development Regulations: Any new or altered structures and site improvements on the Bayshore Boulevard Commercial Uses South site shall comply with the following:

1. Building Setbacks:
    a. Front: Twenty-five (25) feet
    b. Side: Ten (10) feet
    c. Rear: Ten (10) feet
2. Maximum Building Coverage: Sixty percent (60%)
3. Maximum Building Height: Fifty (50) feet
4. Maximum Floor Area Ratio: 2.0
5. Parking Requirements: Off-street parking facilities shall be provided for each use on the site in accordance with the requirements set forth in Section 2.6.2.
6. Landscaping Requirements:
    a. Not less than fifteen percent (15%) of the gross lot area shall be improved with landscaping;
    b. Landscaping required under this section, including replacement landscaping, shall be subject to approval of the planning director. The landscape plans shall be consistent with the following objectives:
        - Use of plants that are not invasive;
        - Use of water conserving plants; and
        - Use of plants and other landscape features that are appropriate to the context.
    c. Irrigated Landscapes. New and rehabilitated, irrigated landscapes are subject to the provisions of the City of Brisbane water conservation in landscaping ordinance (refer to BMC Chapter 15.70) or the latest state provisions, whichever is more effective in conserving water.

Performance Standards: Uses shall be conducted in accordance with the following performance standards:

1. The site shall be kept free of trash and debris and all receptacles for collection and recycling shall be completely screened from view at street level;
2. Sound insulation, housing or baffles, or other reasonable measures, shall be installed in conjunction with machinery, heating and ventilating equipment when necessary to effectively mitigate sound emissions distinctly detectable from any off-site location;
3. Odors from any use shall not be generally or distinctly detectable from any off-site location; and
4. Lighting shall comply with the City's Dark Skies Ordinance.

2.6.2 OFF-STREET PARKING

The following parking requirements shall apply to all buildings erected, new uses commenced, and to the area of extended uses commenced. For any use not specifically mentioned in this chapter, the planning director shall determine the amount of parking required:

Uses	Parking Requirements
Retail sales and rental, offices associated with the primary use	1 space for each 300 square feet of gross floor area
Warehousing, light fabrication, food production, media studios, printing, outdoor storage of vehicles, equipment, and materials	1 space for each 1,000 square feet of gross floor area.

Parking Requirements: The parking requirements shall be calculated according to the following:

1. All references to square feet shall be in regards to floor area as defined in BMC Chapter 17.02.
2. When more than one use subject to the parking requirements occupies a site, the requirements for each use shall be calculated separately. The floor area occupied by accessory uses, such as hallways, bathrooms, breakrooms, utility rooms and storage closets, shall be included in the calculation of the parking requirements for the associated primary use.
3. No parking shall be required for accessory structures two hundred (200) square feet or less in floor area.
4. When application of the parking requirements results in a fractional number, all fractions shall be rounded up from one-half (0.5) to the next whole number, except when specified otherwise. No parking shall be required for uses for which the requirement is less than one-half (0.5) space.
5. Off-street parking required by this section shall not be included when calculating the maximum parking allowed under the Baylands Specific Plan.

Use Restrictions: Required parking spaces shall not be used or converted for any other use that would impair their basic use as storage for motor vehicles. All off-street parking spaces shall be so located as to be accessible to the use which they are intended to serve and to be usable for the parking of motor vehicles.

Design Standards: Off-street parking facilities shall comply with the design standards as set forth in BMC Chapter 17.34.

Exemptions, Exceptions, and Modifications: The planning director is authorized to grant exemptions, exceptions, and modifications to any of the parking regulations prescribed by this section if the planning director finds and determines that:

1. Strict enforcement of the specified regulation is not required by either present or anticipated future traffic volume or traffic circulation on the site; and
2. The granting of the exemptions, exceptions, or modifications will not create or intensify a shortage of on-street parking spaces, given, for example, the availability of existing or improved on/off-street parking which may not fully meet the requirements of this chapter.
3. Full compliance with the parking requirements is not reasonably feasible due to existing structural or site constraints.

Bicycle Parking: Short-term and long-term bicycle parking shall be provided in accordance with the Baylands Specific Plan.

2.6.3 MAINTENANCE AND REPAIRS

Normal and routine maintenance and repair of an existing structure shall be permitted as necessary to protect the general health, safety, and welfare of occupants; preserve the useful life of the structure; or comply with the requirements of the law. Incidental alterations to an existing structure may be permitted, provided such alterations do not expand or intensify an existing use or enlarge the existing structure.

2.6.4 ALTERATION OR EXPANSION OF NONCONFORMING STRUCTURES

A nonconforming structure shall not be altered, enlarged, or expanded so as to increase the degree of noncompliance or otherwise increase the discrepancy between existing conditions and the requirements of this Chapter.

Structural alterations may be permitted when necessary to comply with the requirements of law.

The prohibitions of this section shall not apply to any alteration, enlargement or expansion for which a use permit is granted pursuant to this chapter.

2.6.5 REPLACEMENT OF NONCONFORMING STRUCTURES

Nonconforming structures which are damaged or destroyed may not be reconstructed or replaced, except as follows:

1. When the entire structure is reconstructed or replaced as a conforming structure.
2. Where the damage or destruction affects only a portion of a nonconforming structure, which portion does not constitute or contribute to the noncompliance, such portion may be reconstructed or replaced to its previous configuration.
3. Where the damage or destruction affects only a portion of a nonconforming structure, which portion constitutes or contributes to the noncompliance and does not exceed fifty percent (50%) of the floor area of the entire structure, such portion may be reconstructed or replaced to its previous configuration.

2.6.6 ILLEGAL USES AND FACILITIES

No land shall be used, and no building or structure shall be erected, constructed, enlarged, altered, moved or used in any district except in conformity with the regulations established within Baylands Specific Plan and Brisbane Zoning Ordinance.

2.6.7 CONFLICTS WITH OTHER LAWS, RULES, OR REGULATIONS

Where conflict occurs between the regulations established by this chapter and the provisions of any other law, rule, or regulation of the State of California, or any other ordinance, rule, or regulation of the City, the more restrictive of any such provisions shall apply.

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BAYSHORE



03

DEVELOPMENT STANDARDS AND CONTROLS

03 | DEVELOPMENT STANDARDS AND CONTROLS

3.1 PURPOSE

Development Standards and Controls for The Baylands are designed to regulate at three scales: district, block and building. The combination of these multi-layered standards creates a community that integrates different types of places with various densities, character and building forms. In the West Side Mixed Use area these places range from the urban environment around the Bayshore Caltrain Station Plaza to the single family neighborhoods near the Roundhouse Park. In the East Side Campus Commercial area, these standards provide the framework for employment areas that include larger commercial campus development and sustainable infrastructure.

This chapter organizes these places into distinct districts and it provides the definitions for the controls and development standards that govern each district, block and building type. This chapter also establishes the goals of the Development Standards and their relation to the General Plan.

3.2 DEVELOPMENT STANDARDS GOALS AND CONSISTENCY

The following Development Standard goals address the requirements of the General Plan in effect in 2022 regarding development distribution, housing and building performance. This chapter includes development standards for the land uses and land use designations described in Chapter 2 of the Specific Plan.

The General Plan is also periodically updated, and a revised General Plan is under development as of 2022. The Specific Plan is also consistent with the 2022 draft revisions to the General Plan, and will advance several draft policies that would be new or modified if adopted. For example, the Specific Plan would not result in the displacement or loss of any housing (including affordable housing), the Specific Plan affirmatively furthers fair housing by adding housing to a new geographic area and by adding housing at multiple income levels, and all elements of the Specific Plan include design and other features that advance sustainability and climate change goals.



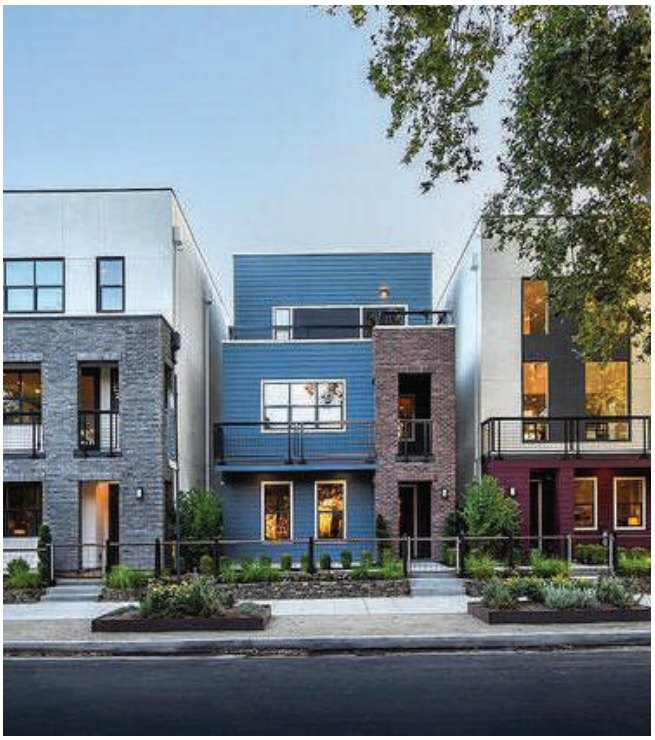
GOAL 3.2.1: PROVIDE A VARIETY OF HOUSING OPTIONS THAT CONTRIBUTE TO REGIONAL AND LOCAL NEEDS WITH A RANGE OF AFFORDABLE OPTIONS.

This goal addresses the following General Plan and Housing Element 2015-2022 requirements:

- *"The Baylands Subarea provides for a transit-oriented variety of residential, employment and revenue-generating uses; natural resource management; and public and semi- public facilities. A range of 1800-2200 dwelling units (the upper range of which shall not exceed all units permitted under the State density bonus or other law providing for affordable housing)..."*
- *"Maintain a diverse population by responding to the housing needs of all individuals and households, especially seniors and those with income constrains or special needs..." (Brisbane 2015-2022 Housing Element, Pg. VI-1).*
- *"Ensure that new residential development is compatible with existing development and reflects the diversity of the community...." (Brisbane 2015-2022 Housing Element, Pg. VI-1).*
- *"Avoid unreasonable government constraints to the provision of housing...." (Brisbane 2015-2022 Housing Element, Pg. VI-2).*



Mixed Housing Types



Building Design Diversity

The Specific Plan includes a variety of residential building types, such as mixed-use multi-family buildings, duplexes, townhomes and various single family typologies. The Development Standards provide guidelines that ensure design diversity for every block, neighborhood and building in the Specific Plan. By including such range of housing and building types, the Specific Plan ensures a diversity in neighborhoods, residential units, and price points.

GOAL 3.2.2: CREATE AN EMPLOYMENT HUB TO MEET LOCAL AND REGIONAL DEMAND WITH COMMERCIAL DEVELOPMENT THAT IS CONVENIENT AND BENEFICIAL TO CITY RESIDENTS

This goal addresses the following General Plan requirements:

- *"..up to 6.5 million square feet of new commercial development, with an additional 500,000 square feet of hotel development shall be permitted. Non-residential development shall be distributed both to the west and to the east of the rail line." (Amendment No. GP-1-18)*

- *"Brisbane will be a place where economic development... stabilizes and diversifies the tax base; serves the community by encouraging convenient and beneficial commercial development; provides sufficient revenues for necessary city services; [and] facilitates employment of residents..." (General Plan, Pg. 46).*
- *"The City of Brisbane will... celebrate diversity as essential to the physical character of the City [and] incorporate a mix of land uses to best serve its citizens..." (General Plan, Pg. 54).*

The Specific Plan proposes a range of commercial uses and building typologies that are intended to meet both local and regional market needs. These commercial uses and building types also provide The Baylands residents with competitive employment options, as well as entertainment, recreation and shopping. The Developments Standards in this chapter create a framework that allows for a range of building sizes, massing and floorplates that are appropriate for different uses. These commercial uses range from transit-oriented offices near the Bayshore Caltrain Station Plaza to campus-like low density uses east of the Caltrain/ JPB rail corridor.

As regional commercial market demands shift over time, the commercial component of The Baylands is flexible enough to adapt and accommodate new uses and tenants.



Mixed-Use Commercial Development.

This flexibility helps diversify Brisbane's tax base by contributing a stable source of future and annual revenues.

GOAL 3.2.3: CREATE A TRANSIT ORIENTED DEVELOPMENT THAT INCORPORATES BEST SUSTAINABLE PRACTICES

This goal addresses the following General Plan requirements:

- *"Provide housing opportunities for people who work in Brisbane to reduce vehicle miles travelled and greenhouse gas emissions...." (Brisbane 2015-2022 Housing Element, Pg. VI-1*)
- *"Encourage compact, in-fill, mixed-use and transit-oriented development to reduce vehicle miles traveled and greenhouse gas emissions..." (Brisbane 2015-2022 Housing Element, Pg. VI-1).*
- *"Encourage sustainable residential development to conserve resources and improve energy efficiency to reduce housing costs and reduce greenhouse gas emissions..." (Brisbane 2015-2022 Housing Element, Pg. VI-1).*

Key features of the Specific Plan are auto independence, walkable communities, safe biking networks, a broad range of transit options and unique recreational destinations. The Development Standards for The Baylands supply design criteria for blocks and buildings that encourage residents and workers to use alternative modes of transportation. By concentrating high density building types near transit, reducing parking ratios, and accommodating bike and other micro-mobility facilities, the Specific Plan gives residents and workers real alternative options to move in and around the site. Additionally, commitment to build LEED or GPR certified buildings, encourages each development parcel to incorporate green spaces, water conservation strategies and energy efficient technologies that will help with building operating costs (refer to Chapter 04 Sustainability Framework for details)

3.3 TYPES OF CONTROLS

The Baylands uses a large range of appropriate urban design and placemaking strategies that help identify key focal points and define the various places in the site. The Specific Plan uses multiple types of controls to frame the unique quality of each place while allowing for flexibility and variation that support identity and human scale. These controls are applied at the district, block and building levels. The following are the types of controls, their descriptions, purposes and uses.

3.3.1 DENSITY AND DEVELOPMENT CONTROLS

The site is segmented into distinct districts, each with a unique character, density, range of land uses and building types. To enhance variety and mix, the total development allocation is set by a maximum district total, which cannot be exceeded. Similarly, each block within a district also has a development maximum. Depending on the building type used, this block maximum may or may not be reached. This allows variation and mix of buildings that define the different neighborhoods in The Baylands (refer to Section 3.4 for details).

3.3.2 LAND USE, HEIGHT, SETBACKS AND MASSING

These controls refer to a range of residential and commercial building types that can be mixed within blocks according to the land use designation. Each building type has specific setback, height, parking, and ground floor use standards. These types of controls allow variety on every street and reduce repetition of similar building elements and massing (refer to Sections 3.5 and 3.6 for details)

3.3.3 FRONTAGE AND LINER REQUIREMENTS

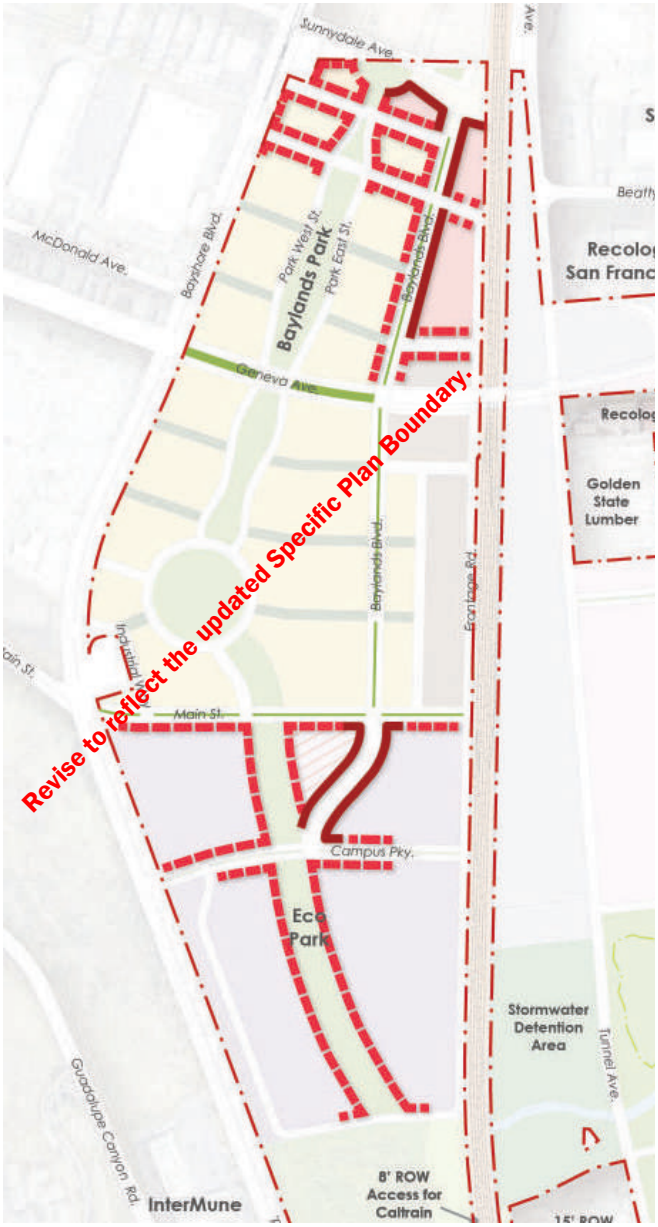
Stipulated in each district, there are two levels of building frontage: 80% and 60%. These percentages refer to the length of a building façade that falls within the designated setback zone. They are intended to create an urban building edge along certain busy streets, while allowing more varied frontages in other lower density residential areas. In residential districts, these street frontage requirements create a pedestrian domain in relation to building setbacks. In addition, where above grade parking podiums are allowed, certain street frontages are required to use a residential or commercial liner to visually screen the parking (refer to Sections 3.5.2 and 3.5.6 for details)

3.3.4 OBJECTIVE DEVELOPMENT STANDARDS

Objective development standards have been included in the density and development controls, land use, height, setback and massing controls, frontage and liner requirements, and AGF use requirements. These standards apply at the District and Block levels (refer to Section 3.4 for more details). Additional objective development standards are provided at the Building Type level, which include, building height, setbacks, ground floor uses, massing/façade, materials, entry design, open areas, sustainability, etc. (refer to Section 3.6 for more details)

3.4. URBAN DESIGN STANDARDS DEFINITIONS

A series of Urban Design Standards provide the structure for all Districts, Blocks and Building Types in The Baylands. These standards help define variations in ground floor uses, frontages, setbacks and heights within the Specific Plan Area. By applying these standards, the Specific Plan ensures the unique characteristics of each neighborhood while allowing for flexibility and variation in design. These elements are important to create and support human scale environments throughout The Baylands. The following are purposes and definitions of each Urban Design Standard.



3.4.1 ACTIVE GROUND FLOOR USE

Purpose: To ensure that sidewalks, plazas and parks have appropriate adjacencies to activate the public domain.

Definition: Active Ground Floor (AGF) is designated as "required" or "allowed". High density residential and commercial parcels are required or allowed intensive AGF uses on appropriate areas. Required AGF areas must have retail, restaurants, commercial, or public/semi-public uses as permitted in the ground floor of high density residential and commercial parcels (refer to Chapter 02, Table 2.2 Allowable Uses). In areas designated allowed AGF, such uses may also be located, but are not required (refer to Figure 3.1 for locations of AGF). All other ground floor uses must be consistent with Table 2.2 Allowable Uses.

FIGURE 3.1 GROUND FLOOR USE REQUIREMENT



3.4.2 RESIDENTIAL FLEX-SPACE

Purpose: To allow non-residential flexible uses at the ground floor of residential units. These flexible uses also activate the sidewalk and ground level of residential areas.

Definition: Residential Flex-Space (RFS) is designated as "allowed" and is only present in the ground floor of residential units, where AGF is not allowed or required. RFS areas are comprised of non-residential and public/semi-public uses as permitted in the ground floor of residential parcels (refer to Chapter 02, Table 2.2 Allowable Uses and refer to Figure 3.2 for locations of allowed RFS). All non-residential uses within allowed RFS must be owned, managed and operated by the owner of the residential dwelling above. All revenue generated within RFS uses must be distributed to the owner of the dwelling unit above ~~and is not counted against The Baylands' 6.5 million square feet of commercial maximum requirement~~. Other ground floor uses must be consistent with Table 2.2 Allowable Uses.

FIGURE 3.2 RESIDENTIAL FLEX-SPACE GROUND FLOOR ALLOWANCE



3.4.3 BUILDING STREET FRONTAGE

Purpose: To ensure that each street has building frontage that helps to define the pedestrian domain; provide convenient and active uses for the pedestrian; and give the public space definition and a sense of enclosure.

Definition: Along each designated street, public right-of-way or plaza, a minimum percentage of the building façade is required to fall within the stipulated setback ranges (see Figure 3.3). The length of a building façade that is parallel to a street, plaza or public space and which falls within the setback zone is divided by the total parcel frontage length to calculate the percentage of frontage (see Figure 3.3). All such frontages must be occupied by uses as permitted in Chapter 02, Table 2.2 Allowable Uses. Frontage shown on Figure 3.3 may include plazas 50 feet deep maximum along the eastern edge of Baylands Boulevard between Sunnydale Avenue and Geneva Avenue and between Main Street and Campus Parkway.

80% Building Frontage

60% Building Frontage

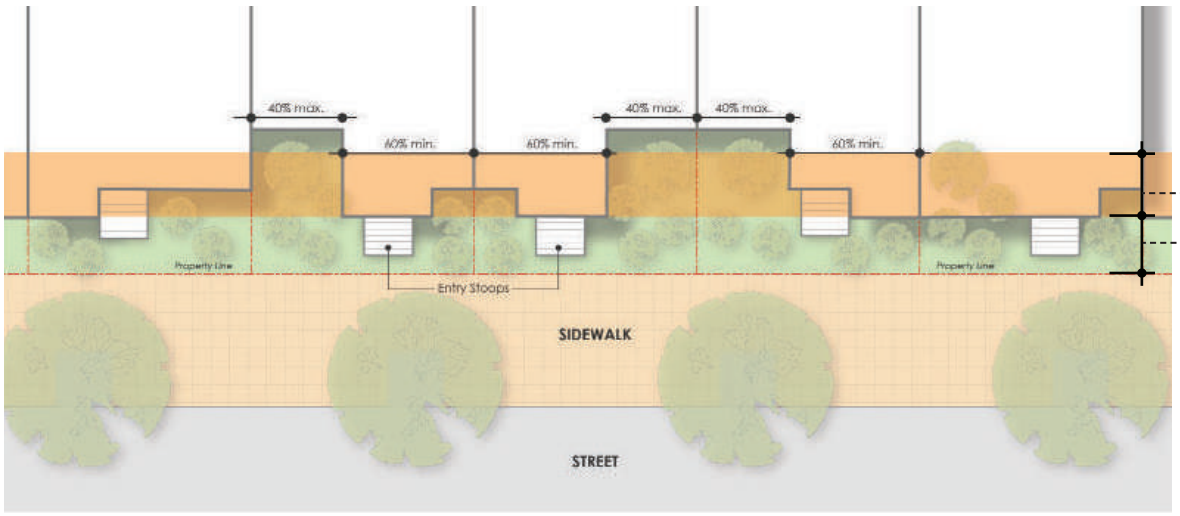
FIGURE 3.3 BUILDING FRONTAGE REQUIREMENT PER BLOCK

3.4.4 BUILDING SETBACKS

Purpose: To maintain a consistent and active street edge, buildings must be placed in proximity to the sidewalk, greenways, parks or plazas with setbacks based on ground floor use and building height.

Definition: All buildings have minimum setbacks based on type as specified in Section 3.6. Additionally, designated building types have frontage setback zones to create a more defined urban environment. These min/max ranges define the zone for the required Frontage and are required along certain streets (see Figure 3.3 and Figure 3.4). In no case shall surface parking occupy land between street and building, except for Low Density Commercial areas. The setback shall be measured from the property line to enclosure of habitable space. Parking podiums and structures have separate specified setback requirements that may differ from buildings sitting above.

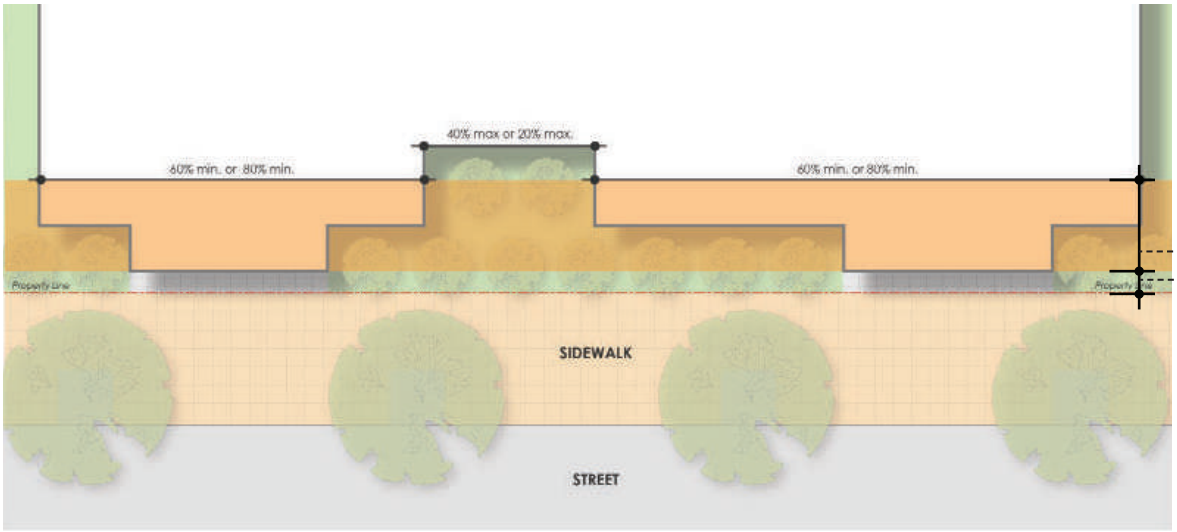
LOW AND MID-DENSITY RESIDENTIAL



Building Frontage Setback Zone (varies): Low or mid-density residential building types must have a minimum of 60% of their facades fall within this zone (see Figure 3.3).

Minimum Building Setback (varies): All low and mid-density residential building types must have a minimum setback from property line

HIGH-DENSITY RESIDENTIAL AND COMMERCIAL



Building Frontage Setback Zone (varies): High-density residential and Commercial buildings must have a min. of 60% or 80% of their facades fall within this zone. The frontage % depends on the location of the building (see Figure 3.3).

Minimum Building Setback (varies): All high-density residential building types and commercial building types must have a minimum setback from property line

FIGURE 3.4 BUILDING SETBACKS AND DETAILED FRONTAGE

3.4.5 BUILDING HEIGHT

Purpose: To create variation in urban form and skyline and provide appropriate massing for key areas.

Definition: Height is defined by the maximum distance in feet allowed as shown in Figure 3.5. The height shall be measured from the lowest adjacent grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped or vaulted roof.

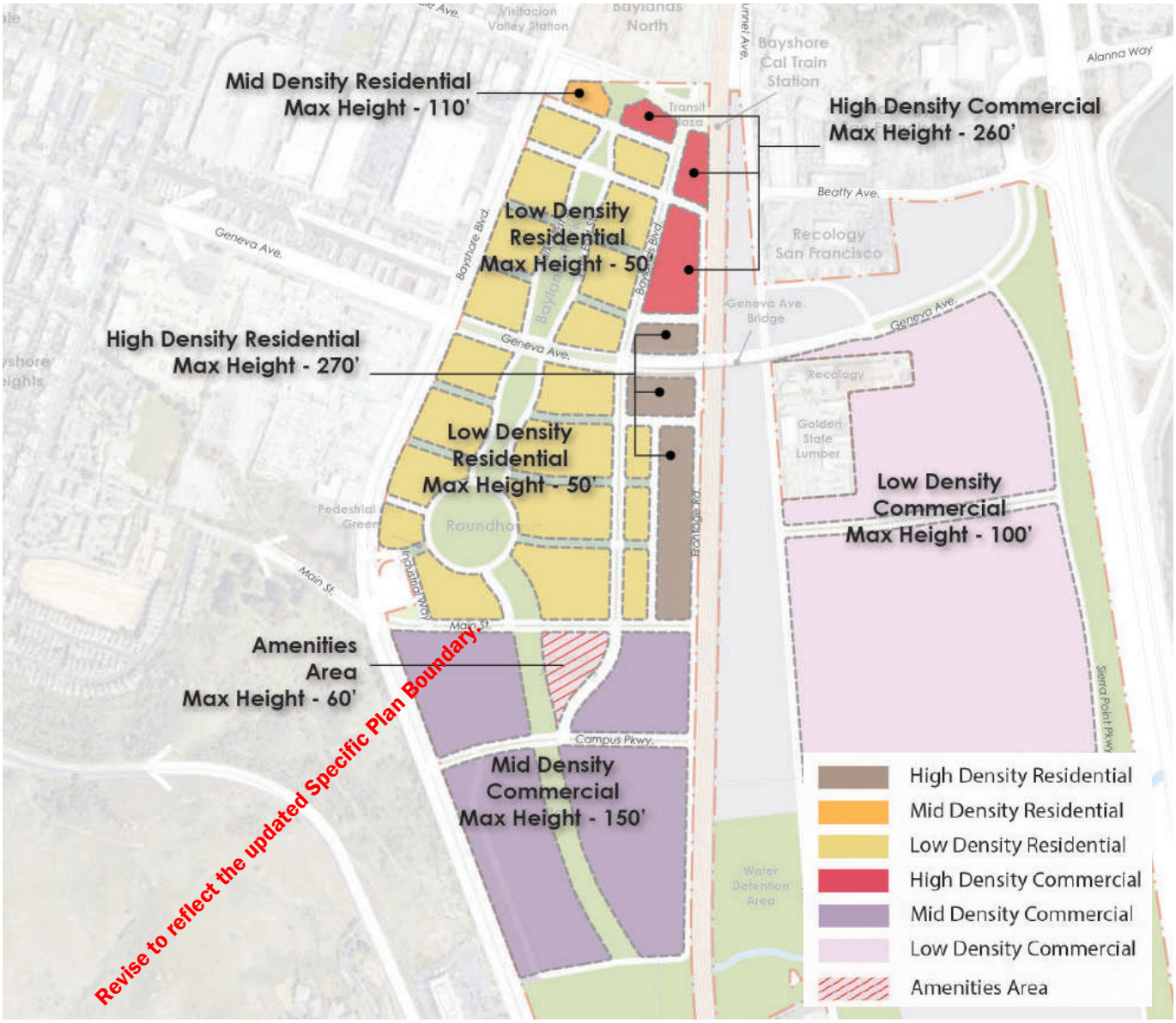


FIGURE 3.5 MAXIMUM BUILDING HEIGHTS

3.4.6 PARKING

Purpose: Parking maximums are established to reinforce use of alternate forms of mobility and protect at-grade open space and courtyards within each block that could be lost to parking. Parking maximums are established.

Definition: Below-grade parking structures are preferred for commercial and high density residential buildings. Parking is controlled by district maximums that shall not be exceeded. These district maximums total an overall maximum of 11,000 stalls for The Baylands. This methodology encourages flexibility in parking allocation as different uses or building types within each district may require different parking demand. Parking ratios are also specified based on building type and are designed to encourage residents and workers to use transit alternatives for commuting or moving around The Baylands. Individual unit garages are only allowed in Low Density Residential zones. Surface parking lots are allowed only in Low Density Commercial, Medium Density Commercial, Amenities Area and Sustainable Infrastructure zones. District plans in Section 3.5 provide general vehicular accessibility for each parcel (refer to Chapter 6 Circulation, Section 6.4.5 for more details).

3.4.7 LINER

Purpose: To screen above ground parking podiums from pedestrian environments, such as sidewalks, parks, plazas, etc.

Definition: Building or structure designated to mask an above-grade parking structure. Liner is only required at specific locations in The Baylands and includes uses such as AGF, Commercial, and Residential. For detailed locations of required liner refer to Section 3.5 District and Block Standards. There are environments in The Baylands where parking podiums are not required to be screened by a liner. Areas such as those along Frontage Road are meant to serve as primary vehicular access to parking structures and provide very little pedestrian traffic. In these spaces, AGF, commercial or residential uses are not appropriate.



3.5 DISTRICT AND BLOCK STANDARDS

Certain design elements of the Specific Plan are best controlled at the district and block levels. Each multi-block district has a distinct purpose and context. Differing street types, adjacencies and land uses define their treatments, building types, and access points. Every district is divided into multiple blocks, each with a specific land use, frontage requirement, and ground floor use. Furthermore, each land use allows several building types, ensuring that each block is different from the next (see Table 3.1 for details).

Each district section has a general description of intent, use and character. A plan is provided to indicate the allowable land uses per block and location of their Active Ground Floor and Flex-Space. An additional plan shows the parking locations and recommended vehicular access for each block.

Every district section also provides a table showing each block designation, its allowable use, corresponding building types and maximum development allowed. Each district has a maximum number of dwelling units or commercial square feet allowed that must not be exceeded. Similarly, each block has a maximum development quantity, but depending on the building type used, this maximum may not be reached. This allows some flexibility in the design of each block, while maintaining the maximum total build out for each district.



FIGURE 3.6 DISTRICTS PLAN

	DISTRICTS				
	BAYSHORE	**ROUNDHOUSE**	**ICEHOUSE HILL**	**CAMPUS EAST**	**SUSTAINABILITY**
LAND USES	• High Density Comm. • High Density Residential • Mid Density Residential • Low Density Residential • Open Space	• High Density Residential • Low Density Residential • Open Space	• Mid Density Commercial • Amenities Area • Open Space	• Low Density Commercial • Open Space	• Sustainable Infrastructure • Open Space

TABLE 3.1 DISTRICT - LAND USES RELATIONSHIP

District	Land Use Category	Acres	Dwelling Units	Commercial Development (ft²)
Bayshore	Low Density Residential	15.2		
	Mid Density Residential	0.9		
	High Density Residential	1.2		
	High Density Commercial	5.8		
	Open Space	5.8		
	Existing Use Area	0.3		
	Rights-of-Way	12.1		
	Sub - Total	~~41.0~~ **41.3**	**730**	**1,100,000**[1]
Roundhouse	Low Density Residential	28.7		
	High Density Residential	6.8		
	Open Space	7.3		
	Existing Use Area	2.6		
	Rights-of-Way	16.2		
	Sub - Total	~~59.0~~ **61.6**	**1,470**	
Icehouse Hill	Mid Density Commercial	43.0		3,400,000
	Amenities Area	2.6		
	Open Space	46.3		
	Existing Use Area	2.9		
	Rights-of-Way	9.1		
	Sub - Total	~~101.0~~ **103.9**		**3,400,000**
Campus East	Low Density Commercial	~~81.9~~ 78.3		2,500,000
	Open Space	50.1		
	Existing Use Area	8.9		
	Rights-of-Way	13.3		
	Sub - Total	~~145.3~~ **150.6**		**2,500,000**
Sustainability	Sustainable Infrastructure	~~87.2~~ 90.8		
	Open Space	47.5		
	Existing Use Area	23.6		
	Rights-of-Way	13.0		
	Sub - Total	~~147.7~~ **174.9**		
TOTAL UPLAND AREA		~~494.0~~ **532.3**	**2,200**	**7,000,000**[2]
Brisbane Lagoon		**121.8**		
Existing land area to be affected by daily Sea Level Rise		**26.0**		
TOTAL SPECIFIC PLAN AREA		~~641.8~~**680.1**	**2,200**	**7,000,000**

TABLE 3.2 LAND USE PROGRAM BY DISTRICT

1 ~~A maximum of 500,000 sf² of hospitality is included as per the General Plan.~~ This includes commercial square footage and up to 500,000 square feet of hotel. The square footage designated for commercial use cannot be reallocated to the hotel, and vice versa.

2 Ibid.

3.5.1 BAYSHORE DISTRICT

The Bayshore District, located in the northwest corner of The Baylands is bounded by Bayshore Boulevard, the Caltrain right-of-way, Sunnydale Avenue, and Geneva Avenue. Allowable development for this area cannot exceed 730 dwelling units and 1.1 million square feet of commercial. Land use categories are High Density Commercial, High, Medium, Low Density Residential and Open Space per Figure 3.7. Allowable Building Types are Multi-Family High, Multi-Family Medium, Multi-Family Low, Townhomes and Duplex/Single Family. The non-residential Building Types allowed are Transit-Oriented Development Commercial and Hospitality. Ground floor uses in this district include Active Ground Floor and Residential Flex Space as per figure 3.7.

The Baylands Park serves as a unifying feature of the Bayshore District, extending from its center down to the Roundhouse. As this linear park moves through the site, it connects The Baylands north to San Francisco, while providing a central space for residents to enjoy the outdoors.

The denser buildings along Sunnydale Avenue and at the Bayshore Caltrain Station Plaza serve as an arrival point to The Baylands from the north. Along the Geneva Avenue bridge, a High Density Residential block helps frame the entry to the district from the east. The commercial development includes different office buildings and hotels, that frame the Bayshore Caltrain Station Plaza and Baylands Boulevard. These buildings allow ground floor retail and other public uses to boost activity near the station. These buildings also vary in height, massing and separation, ensuring there is no continuous wall along the tracks that may potentially obstruct views of the Bay from neighborhoods to the west (see Section 3.6 for more details)

Lower density residential blocks to the west feature east/west “Green Shared Streets” that provide enhanced pedestrian and bike access to the Baylands Park (refer to Chapter 06 Circulation for more details). These lower density blocks allow for more human-scale buildings and focus on their relationship to open space.

Located along Baylands Boulevard is a shuttle bus line that connects Caltrain station commuters to Icehouse Hill District and beyond to the City of Brisbane. A transit hub is also provided at the intersection of Geneva Avenue and Baylands Boulevard.

DISTRICT AND BLOCK STANDARDS

- Overall district maximum for residential development is 730 dwelling units.
- Overall district maximum for commercial development is 1.1 million square feet
- Allowable residential building types are Multi-Family High, Multi-Family Medium, Multi-Family Low, Townhomes and Duplex/Single Family.
- Allowable commercial building types are TOD Commercial and Hospitality
- The mix of building types within each block may vary, however maximum block development and district development cannot be exceeded
- Building frontage setbacks, and allowed deviations from minimum and maximum setbacks, are included in Section 3.4, Figure 3.3 and Figure 3.4
- Overall district maximum parking is 1,150 Off-Street spaces (refer to Chapter 06 Circulation, Section 6.4.5 for details)

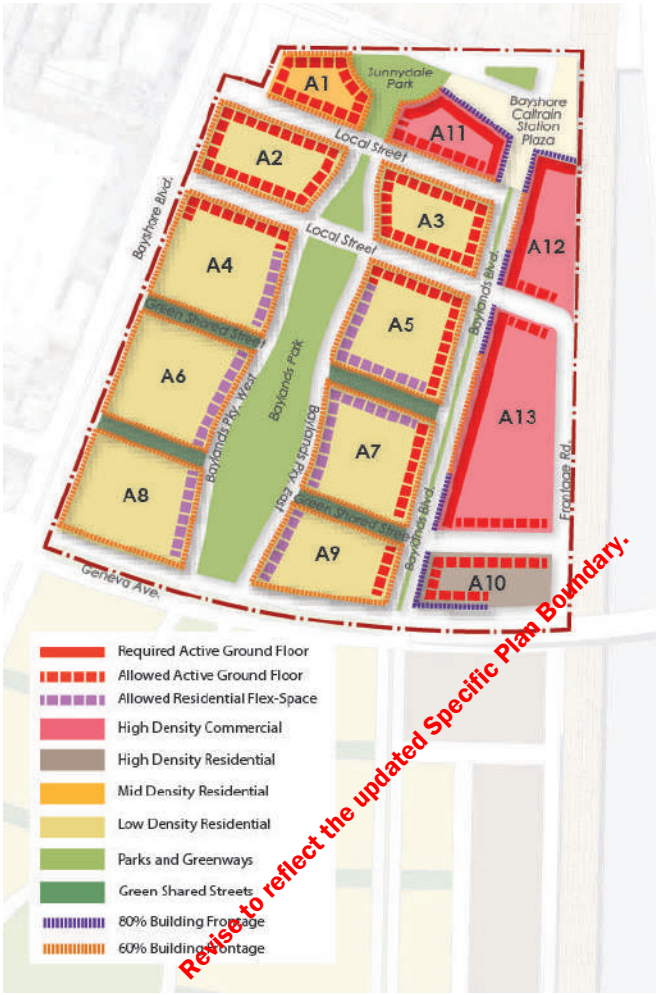


FIGURE 3.7 BAYSHORE LAND USE BLOCK PLAN

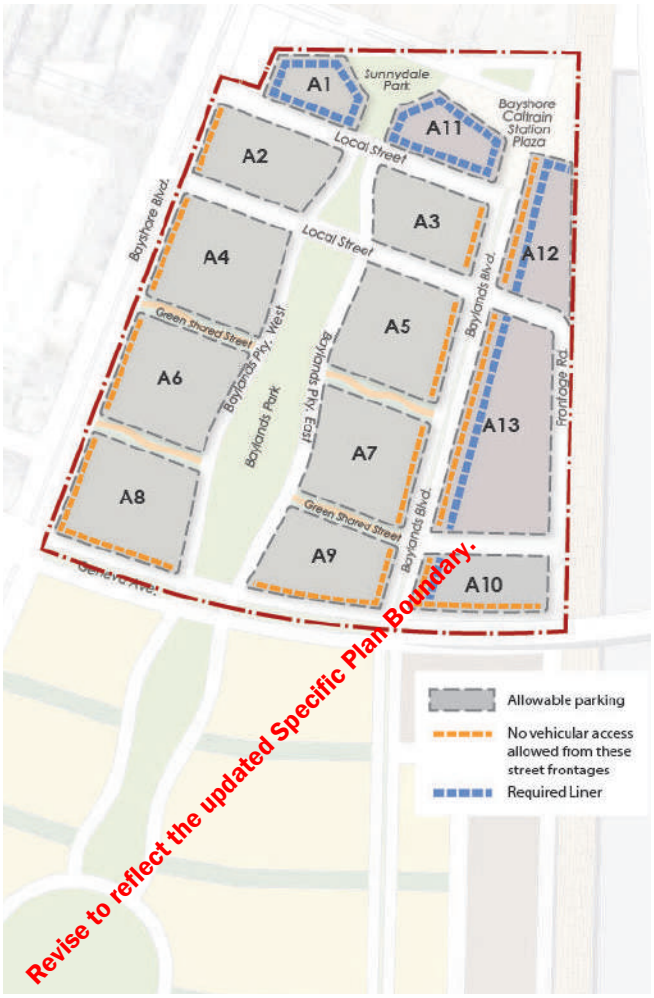


FIGURE 3.8 BAYSHORE VEHICULAR ACCESS PLAN

Block Number	Land Use	DUs per Block (max.)	Building Types Permitted
A1	Mid Density Res.	170	A-2,3,4
A2	Low Density Res.	55	A-3,4,5
A3	Low Density Res.	45	A-3,4,5
A4	Low Density Res.	70	A-3,4,5
A5	Low Density Res.	65	A-3,4,5
A6	Low Density Res.	65	A-3,4,5
A7	Low Density Res.	65	A-3,4,5
A8	Low Density Res.	80	A-3,4,5
A9	Low Density Res.	70	A-3,4,5
A10	High Density Res.	200	A-1,4

Block Number	Land Use	Commercial Floor Area (ft^2)(max.)	Building Types Permitted
A11	High Density Comm.	250,000	B-1,4
A12	High Density Comm.	450,000	B-1,4
A13	High Density Comm.	550,000	B-1,4

Block Number	Active Ground Floor (Commercial Floor Area) (ft^2)(max.)
A1-A3, A5, A7, A9-A10	25,000

District Max *(not to be exceeded)*	730 Dwelling Units

District Max *(not to be exceeded)*	1,100,000 FT^2 of Commercial

TABLE 3.3 BAYSHORE DISTRICT

3.5.2 ROUNDHOUSE DISTRICT

The Roundhouse District is located in the western portion of The Baylands and is bounded by Bayshore Boulevard, Geneva Avenue, the Caltrain/JPB rail corridor, and Main Street. Allowable development in this area cannot exceed 1,470 dwelling units. Land use categories allowed are High Density Residential, Medium Density Residential, Low Density Residential and Open Space per Figure 3.9. Allowable residential Building Types are Multi-Family High, Multi-Family Medium, Multi-Family Low, Townhome and Duplex/Single Family. Ground floor uses in this district include Residential Flex Space as per figure 3.9

Although primary focus of the district is on single family units, the district offers a variety of housing options. These options range from Multi-Family High along the Caltrain tracks to traditional Townhomes and Duplex/Single Family centered around the Baylands and Roundhouse Parks.

This district is primarily a single family environment that is centered around the Baylands Park and Roundhouse. Low density blocks are compatible with active uses proposed for restoration of the historic Roundhouse building. This rehabilitation is essential to the character of the Roundhouse park and the district. The footprint area of the Roundhouse shall be included in the 25% Open Space requirement. This restoration includes an open-air theater with flexible seating and stage, community space, a railroad museum, a café, and other community-oriented uses. Like the Bayshore District, Roundhouse District features east/west "Green Shared Streets" that provide pedestrian and bike connectivity to the surrounding open spaces (refer to Chapter 06 Circulation for more details).

The Multi-Family High building type is comprised of residential towers set atop parking podiums. These towers capture views to the Bay, while elevating the living spaces away from the tracks. To avoid a continuous massing wall and blockage of views to the Bay, a minimum building separation is required for the Multi-Family High building type. Height flexibility and massing also prevent blockage of views (see Section 3.6 for more details). The gateway corner of Geneva Avenue and Baylands Boulevard provides an opportunity for local serving shops and other street activity uses. A potential middle school (grades 6–8) is being studied in the vicinity of Main Street within Block B6, B9, or B10, or within C2 in the Icehouse Hill District.

DISTRICT AND BLOCK STANDARDS

- Overall district maximum for residential development is 1,470 dwelling units.
- Allowable residential building types are Multi-Family High, Multi-Family Medium, Multi-Family Low, Townhome and Duplex/Single Family
- The mix of building types within each block may vary, however the maximum block development and district development cannot be exceeded
- Building frontage setbacks, and allowed deviations from the minimum and maximum setbacks, are included in Section 3.4, Figure 3.3 and Figure 3.4
- Overall district maximum for parking is 1,200 off-street spaces (refer to Chapter 06 Circulation, Section 6.4.5 for details)



FIGURE 3.9 ROUNDHOUSE LAND USE BLOCK PLAN



FIGURE 3.10 ROUNDHOUSE VEHICULAR ACCESS PLAN

Block Number	Land Use	DUs per Block (max.)	Building Types Permitted
B1	Low Density Res.	75	A-3,4,5
B2	Low Density Res.	75	A-3,4,5
B3	Low Density Res.	80	A-3,4,5
B4	Low Density Res.	110	A-3,4,5
B5	Low Density Res.	35	A-3,4,5
B6	Low Density Res.	65	A-3,4,5
B7	Low Density Res.	115	A-3,4,5

Block Number	Land Use	DUs per Block (max.)	Building Types Permitted
B8	Low Density Res.	40	A-3,4,5
B9	Low Density Res.	40	A-3,4,5
B10	Low Density Res.	70	A-3,4,5
B11	Low Density Res.	130	A-3,4,5
B12	Low Density Res.	50	A-3,4,5
B13	High Density Res.	185	A-1,4
B14	High Density Res.	700	A-1,4

District Max *(not to be exceeded)*	1,470 Dwelling Units

TABLE 3.4 ROUNDHOUSE DISTRICT

3.5.3 ICEHOUSE HILL DISTRICT

Icehouse Hill District is located between Bayshore Boulevard, the Caltrain tracks, Icehouse Hill Open Space, and Main Street. This district focuses on commercial uses centered around the Ecological Park. Allowable development for this area cannot exceed 3.4 million square feet of commercial. Land use categories are Mid Density Commercial, Amenities Area and Open Space per Figure 3.11. Allowable Building Types are Campus Mid-Rise, Campus Low-Rise, and Amenity. Ground floor uses in this district include Active Ground Floor as per figure 3.11. Parking in these buildings may include above-grade structures along the Caltrain/JPB rail corridor or podiums below buildings. Podiums may be below grade or up to one level above grade.

This Mid Density Commercial area is designed to orient to the Ecological Park that runs through the center of the district. This open space stretches from Main Street in the north, to Icehouse Hill and ultimately, connecting to the Community Fields in the south. Between Main Street and Campus Parkway, Baylands Boulevard becomes a 'shopping street' with ground floor shops, cafes, and restaurants. In the east, these retail shops front onto an urban plaza that is integrated into the commercial buildings. In the west, the shops are part of an amenities area that serves the residents of The Baylands.

~~A 5-acre parcel in the northwest corner of the district is being studied for a potential middle school (grades 6-8) to serve The Baylands community and surrounding neighborhoods.~~ In addition, a mobility hub is located at the intersection of Baylands Boulevard and Campus Parkway, further activating the street with pedestrian traffic (refer to Chapter 06 Circulation for more details).

As the main element of open space in the district, Ecological Park provides trails and passive activities, while serving as an ecological and restorative open space. Icehouse Hill is a natural area located at the southern end of Icehouse Hill District, which provides hiking and biking trails, connecting the open space resources within this district to the overall pedestrian and bicycle facilities in The Baylands.

DISTRICT AND BLOCK STANDARDS

- Overall district maximum for commercial development is 3.4 million square feet.
- Allowable Building Types are Campus Mid-Rise and Campus Low-Rise.
- Mix of building types within each block may vary, however the maximum block development and district development cannot be exceeded
- Building frontage setbacks, and allowed deviations from minimum and maximum setbacks, are included in Section 3.4, Figure 3.3 and Figure 3.4
- Overall district maximum for parking is 6,150 Off-Street spaces (refer to Chapter 06 Circulation, Section 6.4.5 for details)



FIGURE 3.11 ICEHOUSE HILL LAND USE BLOCK PLAN

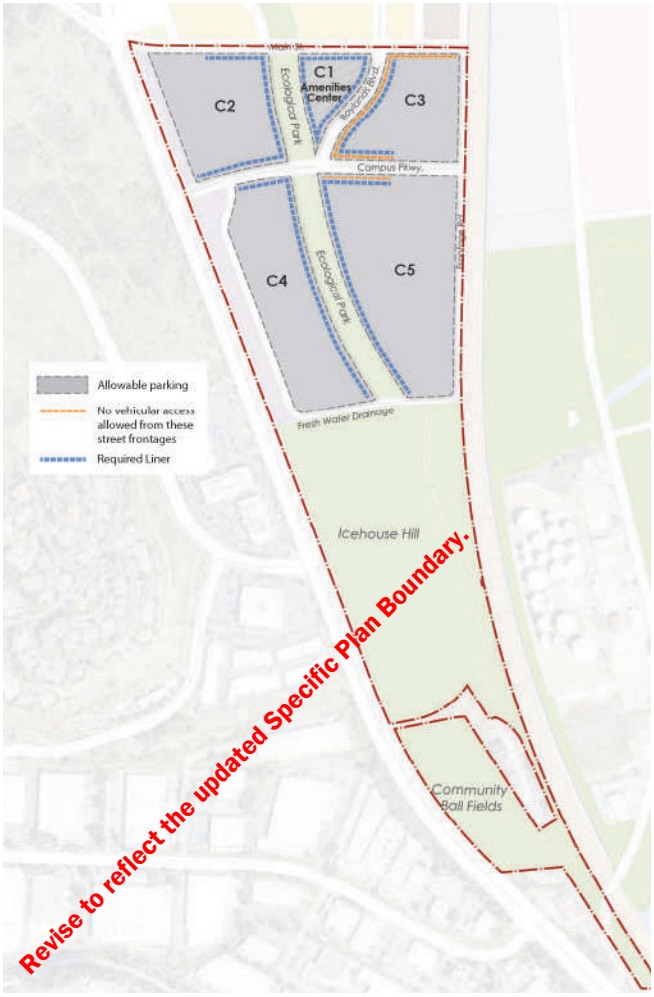


FIGURE 3.12 ICEHOUSE HILL VEHICULAR ACCESS PLAN

Block Number	Land Use	Commercial Floor Area (ft²)(max.)	Building Types Permitted
C1	Amenities Area		B-5
C2	Mid Density Comm.	800,000	B-2,3
C3	Mid Density Comm.	750,000	B-2,3
C4	Mid Density Comm.	1,000,000	B-2,3
C5	Mid Density Comm.	1,150,000	B-2,3

District Max *(not to be exceeded)*	3,400,000 FT² of Commercial

TABLE 3.5 ICEHOUSE HILL DISTRICT

3.5.4 CAMPUS EAST DISTRICT

The Campus East District is bounded by U.S. Highway 101, Tunnel Avenue, Geneva Avenue and Visitacion Creek Road South. Allowable development for this area cannot exceed 2.5 million square feet of commercial. Land use categories are Low Density Commercial and Open Space as per Figure 3.13. Allowable Building Type is Campus Low-Rise. The district is dominated by campus development, including commercial office sites that are oriented along Sierra Point Parkway. Given site grading, this orientation allows low density office buildings to enjoy views of the Bay over US Highway 101.

Buildings within this district are accessed primarily by vehicles from Sierra Point Parkway, Tunnel Avenue, Geneva Avenue and East Campus Road. A shuttle bus system provides access to the Caltrain station and other on-site destinations (refer to Chapter 06 Circulation for details).

The open space system includes Visitacion Creek Park and the Bay Trail. Visitation Creek is enhanced with wetland areas to restore and protect local plants and wildlife. Potential trail enhancements are provided within Visitacion Creek Park that link with the overall Bay Trail and recreation network.

To preserve views to the San Francisco Bay, any development within 350 feet west of U.S. Highway 101 shall be limited to a height of 80 feet based on the grading plan included in the proposed Brisbane Baylands Infrastructure Plan (refer to Figure 3.13).

DISTRICT AND BLOCK STANDARDS

- Overall district maximum for commercial development is 2.5 million square feet.
- The allowable Building Type is Commercial Low-Rise
- No frontage percent required as this district has campus style development, which typically has large setbacks. These setbacks accommodate slope grade changes from the bottom of the streets to the top of the parcels. In addition, preliminary estimates of setbacks of future buildings from the top of slopes are recommended in Section 3.4 Table 3.4-2 of the Landfill Closure Plan to accommodate the seismic performance of the slopes. Future geotechnical analysis will be performed to refined these setback estimates.
- Overall district maximum for parking is 2,485 Off-Street spaces (refer to Chapter 06 Circulation, Section 6.4.5 for details)



FIGURE 3.13 EAST CAMPUS LAND USE BLOCK MAP



FIGURE 3.14 EAST CAMPUS VEHICULAR ACCESS MAP

Block Number	Land Use	Commercial Floor Area (ft²)(max.)	Building Types Permitted
D1	Low Density Comm	1,200,000	B-3
D2	Low Density Comm	1,500,000	B-3

District Max *(not to be exceeded)*	**2,500,000 FT² of Commercial**

TABLE 3.6 CAMPUS EAST DISTRICT

3.5.5 SUSTAINABILITY DISTRICT

The Sustainability District includes the area between Tunnel Avenue and Caltrain/JPB rail corridor, the parcels north of Geneva Avenue and the site between Visitacion Creek and Lagoon Parks. Land use categories are Sustainable Infrastructure and Open Space per Figure 3.15. Although no development is allocated for this area, the Sustainability District serves as the primary source of infrastructure for The Baylands.

This district is zoned for infrastructure uses and houses a variety of suitability technologies, such as solar farm, battery storage, water storage, water recycling plant, and stormwater detention. The open space system in the Sustainability District includes Lagoon Park, Baylands Preserve Park and the Brisbane Lagoon. The Baylands Preserve Park provides a crucial connection between Visitacion Creek Park and Lagoon Park, while trail enhancements are provided within these parks that link with the overall Bay Trail network.

The parcels in this district are accessed primarily by vehicle from Sierra Point Parkway, Tunnel Avenue, Visitacion Creek Road South and Lagoon Road.

Similar to Campus East District, any development within 350 feet west of U.S. Highway 101 shall be limited to a height of 80 feet based on the grading plan included in the proposed Brisbane Baylands Infrastructure Plan (refer to Figure 3.13).

DISTRICT AND BLOCK STANDARDS

- No frontage percent required as this District has campus style development, which typically has large setbacks. These setbacks accommodate slope grade changes from the bottom of streets to top of the parcels. In addition, a preliminary estimate of setbacks of future buildings from the top of slopes is recommended in Section 3.4, Table 3.4-2, of the Landfill Closure Plan to accommodate seismic stability of slopes. Future geotechnical analysis will be performed to refine these setback estimates

- Overall district maximum for parking is 15 Off-Street spaces (refer to Chapter 06 Circulation, Section 6.4.5 for details)



FIGURE 3.15 SUSTAINABILITY LAND USE BLOCK MAP



FIGURE 3.16 SUSTAINABILITY VEHICULAR ACCESS MAP

Block Number	Land Use
E1	Sustainable Infrastructure
E2	Sustainable Infrastructure
E3	Sustainable Infrastructure
E4	Sustainable Infrastructure
E5	Sustainable Infrastructure

TABLE 3.7 SUSTAINABILITY DISTRICT

3.6 BUILDING TYPE STANDARDS

Development standards for The Baylands are provided at several scales. Overall design principles and goals guide the direction and qualitative elements in the Specific Plan. The Land Use Program controls the allowable uses and quantity of development across the whole site. The section on District and Block Standards controls the development for each district and for each specific block design within it.

This section on Building Types Standards controls the nature of the buildings, such as height, size, density, setback, parking, street frontage and ground floor use. Definitions of elements of the standards are given in Section 3.4. Several of the land use categories zoned in Chapter 02, Figure 2.1 Land Use Plan may have multiple building types mixed together to provide variety and human scale. For example, the Mid Density Residential zone allows for Multi-Family Mid, Multi-Family Low and Townhome building types to mix across each block (see Table 3.8 for details).

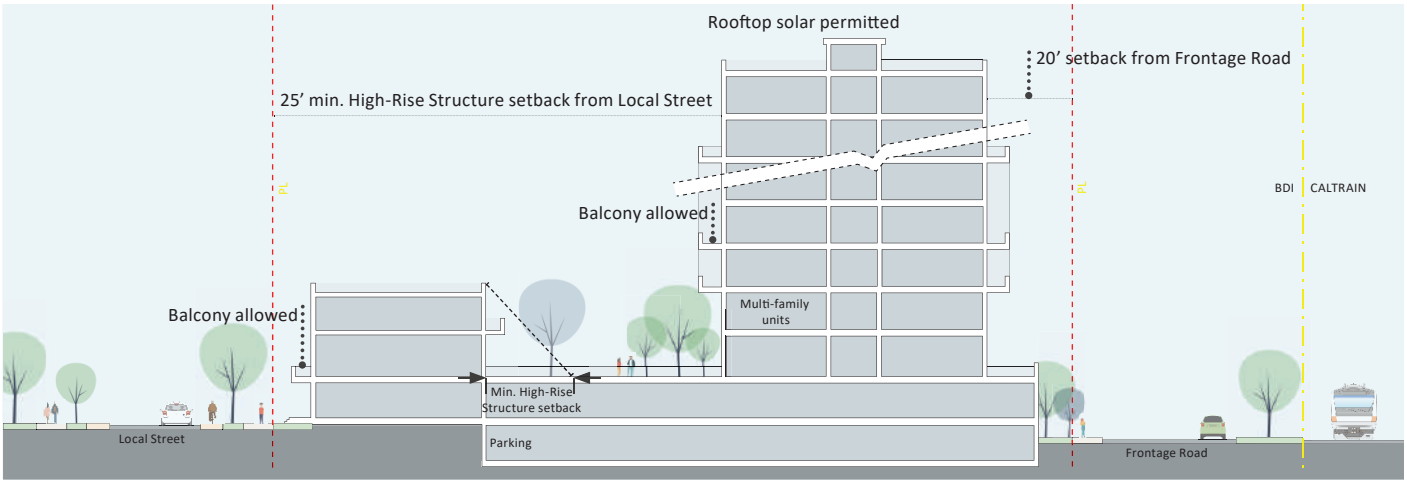
Each of the following building types has two sections: 'Description', which provides an overview of each type and 'Required Standards', which are the measurable controls for each type. 'Required Standards' for each building type function as part of the requirements that must be implemented by future projects and will need variances if requirements are not met. The application process for such variances shall comply with Brisbane's municipal code 17.46 (refer to Chapter 09 Implementation, Section 9.3 for details). Commercial Building Types have an additional section called 'Design Guidelines', which provide a set of recommendations for the design of building elements that are not required to be implemented for future construction. Required Standards are intended to be enforced by the City as part of the subsequent approval processes described in Chapter 09. Design Guidelines are intended to be advisory and help inform the Design Review process described in Chapter 09.

To illustrate concepts embodied in the development standards and design guidelines, prototypical building sections and precedent photos are included for each building type.

Land Use	Building Type
High Density Residential	A-1 Multi-Family High A-2 Multi-Family Mid A-4 Townhome
Mid Density Residential	A-2 Multi-Family Mid A-4 Townhome
Low Density Residential	A-3 Multifamily Low A-4 Townhouse A-5 Duplex/Single Family
High Density Commercial	B-1 TOD Commercial B-4 Hospitality
Mid Density Commercial	B-2 Campus Mid B-3 Campus Low
Low Density Commercial	B-3 Campus Low
Amenities Area	B-5 Amenity

TABLE 3.8 LAND USE - BUILDING TYPES RELATIONSHIP

3.6.1 A-1: MULTI-FAMILY HIGH



Section to represent basic design goals of multi-family high development

DESCRIPTION

Multi-Family High buildings have a maximum of 270 feet in height. Parking podium is maximum 35 feet at Frontage Road elevation. Towers are limited to parcels along Frontage Road. Multi-Family High buildings have allowed AGF retail and pedestrian environments at specified locations. This type is only allowed in High Density Residential zones.

Required Standards	
Building Height (max)	• 270 feet.
Building Street Frontage within Setback Zone	• High-Rise Structure- no frontage required • As per District Plans in Section 3.5. • Townhome or AGF liner required at street, plaza, or park. • No requirement on Frontage Road.
High-Rise Building Setbacks	• 20 feet min. from Frontage Road ROW. • 25 feet min. from Local Street ROW. • 70 feet min. building to building separation between towers.
Parking Podium Setbacks	• Min. 5 feet setback. • 3-10 feet where liner frontage use required (see Section 3.5 for location of required podium liner and Section 3.4.7 for liner details) .

Required Standards	
Ground Floor	• Retail, public services, entries or uses defined at required or allowed AGF locations (refer to Section 3.4.1 for details). • Flex workspace, recreation facilities and other public services at Local Streets. • Frequent street oriented entries required.
Parking	• 1.0 stall/DU max. • Parking podium- 35 feet max. height. • Parking structure- 50 feet max. height. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chaper 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chaper 06 Circulation, Tables 6.7 and 6.8.

Required Standards (Multi-Family High)	
1. Building Modulation & Articulation	*Intent* Multi-family architecture should break down scale of large residential buildings, and reduce the perceived intensity of the development from surrounding public roads. Articulation of façades should create texture and pattern giving large buildings a residential scale & character, and provide relief from long blank walls. Additionally, building articulation should define the streetwall, and create a human scale at street level. *Objective Standards* • Any multi-family façade shall demonstrate at least two of the following approaches for façade articulation (These standards shall apply to all sides of multi-family buildings): ◦ Vertical or horizontal façade breaks ◦ Changes in color or material ◦ Expressed fenestration

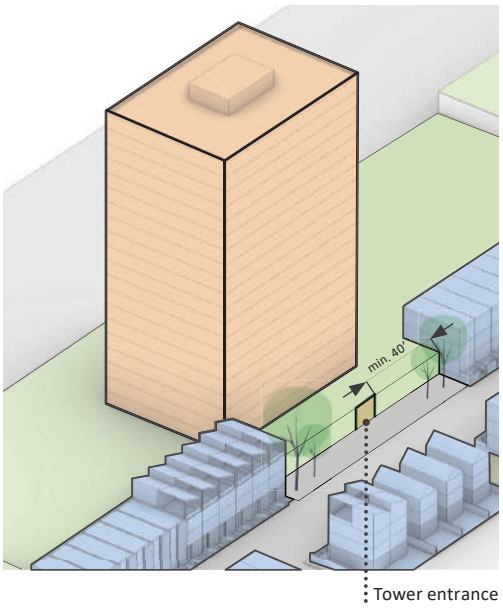


FIGURE 3.17: MID BLOCK TOWER LOCATION

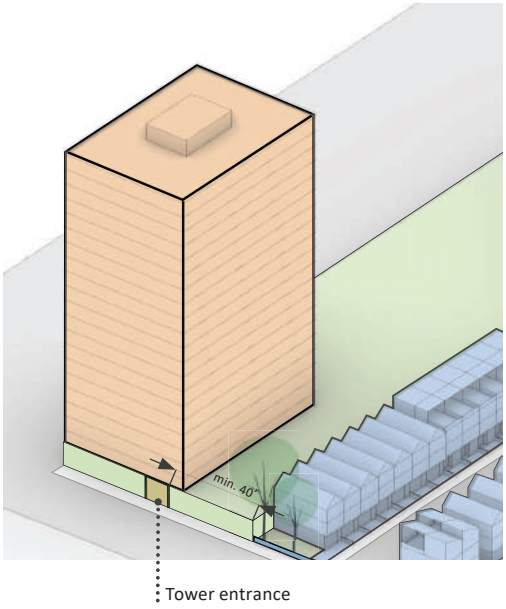


FIGURE 3.18: CORNER TOWER LOCATION

Required Standards (Multi-Family High)	
1. Building Modulation & Articulation (continued)	1.1 Façade Breaks: *Objective Standards* • Vertical breaks shall include changes in plane, such as projecting bays or balconies, recessed bays or terraces (occupiable spaces shall be minimum of 5' deep); other changes in plane shall be a minimum of 18" ◦ For Façades greater than 60': provide minimum 1 vertical break ◦ Where vertical breaks extend to the ground, façades shall comply with frontage requirements per Chapter 3.5.2. • Horizontal breaks shall include changes in plane, such as projecting bays or balconies, recessed bays or terraces (occupiable spaces shall be minimum of 5' deep). To deter bird nesting, non-occupiable plane changes, e.g. cornice line or other articulation, shall be max. 18" deep ◦ Upper Story Setback – On any floor below the roof, if occupiable, setback shall be a minimum of 5' from back of parapet wall – Where a tower is located directly adjacent to townhomes/single family units, the face of the tower closest to the townhomes should be setback from the rear façade of the townhomes by a distance greater than or equal to the height of the townhome/single family units above the podium

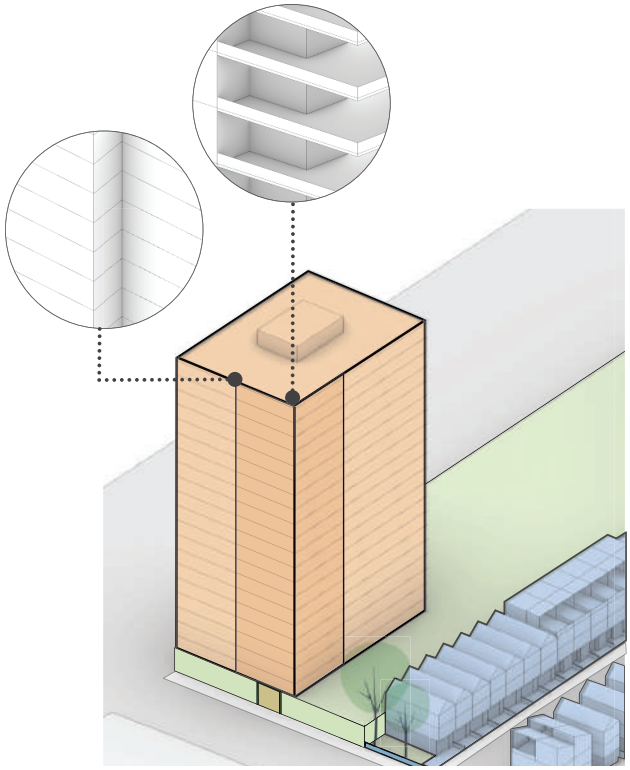


FIGURE 3.19: VERTICAL MASSING BREAK EXAMPLE

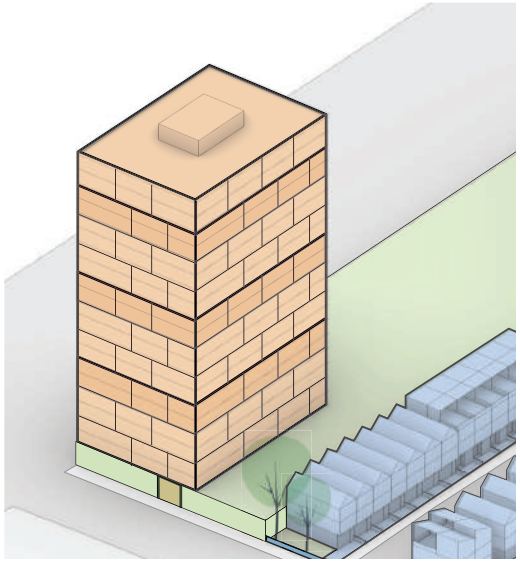


FIGURE 3.20: HORIZONTAL MASSING BREAK EXAMPLE

Required Standards (Multi-Family High)	
1. Building Modulation & Articulation (continued)	1.2 Change in Material *Objective Standards* • Changes in material, if used as a façade articulation strategy, shall meet the following criteria: ◦ Provide a minimum of 2 materials (changes in color or material include variation in color or texture of one material, e.g. two different shades of brick). A single material shall comprise no more than 60% of the entire façade ◦ Where material breaks occur, there shall be a minimum plane change of 8” 1.3 Expressed Fenestration *Objective Standards* • Expressed fenestration includes ◦ Projecting sills, slab edges, or other framing elements (structural or non-structural), on at least 2 sides of a window, which extend a minimum of 4” beyond the face of building ◦ Recessed window frames, minimum of 4” from face of building ◦ A combination of recessed frame and projecting elements as described above • If used as a façade articulation strategy, the maximum blank façade length between expressed fenestration elements shall not exceed 2x the height of the window

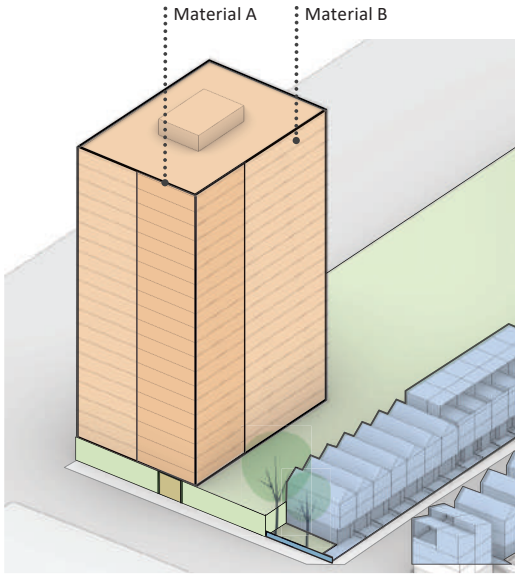


FIGURE 3.21: MATERIAL OR COLOR CHANGE EXAMPLE

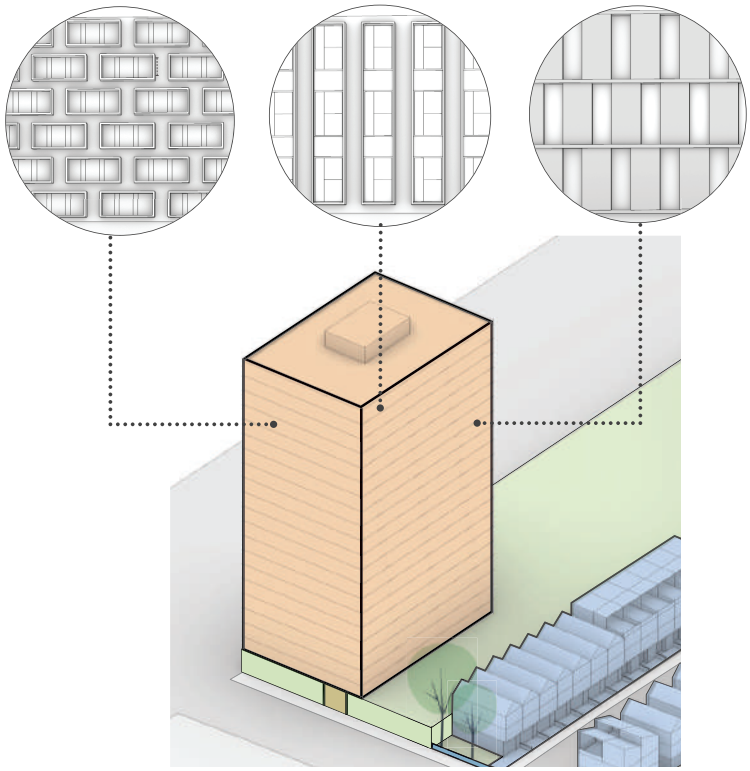


FIGURE 3.22: EXPRESSED FENESTRATION

Required Standards (Multi-Family High)	
2. Roof Design	*Intent* Roofs of multi-family buildings should accommodate photovoltaic arrays. Roof decks promote wellness and increase value by providing critical private urban open space. Roof decks should be attractive, functional, and consistent with the building's architectural character. Where provided, roof decks should be located to maximize views of San Bruno Mountain and/or the Bay. Trellises/Shade Structures provide an additional layer of thermal comfort to promote greater use of roof decks throughout the day, and contribute to the building's architectural character.

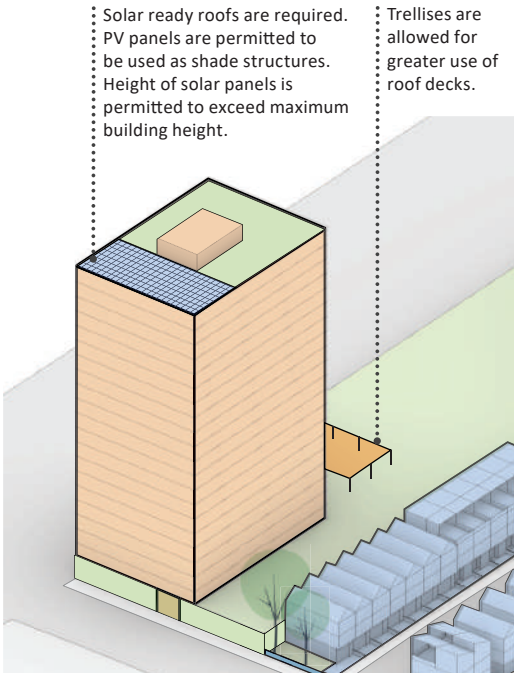


FIGURE 3.23: ROOF DESIGN

Required Standards (Multi-Family High)	
2. Roof Design (continued)	*Objective Standards* • Where provided, roof decks shall be a minimum of 10’ deep • Trellises/Shade structures, if provided, shall not extend beyond any façade of the building. • Utilities, utility penthouses, and solar panels is permitted to extend above the maximum building height • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, where provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ A minimum of 50% of the total surface area of non-occupiable roofs shall be designed to accommodate solar panels ◦ PV systems is permitted to extend above the maximum building height • Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable flat roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • Where provided, mechanical/utility penthouses shall incorporate primary or secondary façade materials • Rooftop Mechanical units, if provided: ◦ Shall be located a minimum of 5’ away from the roof edge ◦ Shall receive screening via architectural metal, landscape, vertical planting, or other screening devices. Screening shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height

Required Standards (Multi-Family High)	
3. Façade Design	3.1 Ground Floor Active Frontage *Intent* Multi-family buildings contribute to Baylands' urban, mixed-use neighborhood character. Ground level uses should visually engage the street, and activate the public realm. *Objective Standards* • Provide active ground floor uses where required by Section 3.5. • For the following ground floor uses, provide min 50% transparency ◦ Retail, food & beverage, or other storefront ◦ Lobby or other shared residential amenity spaces such as common areas, meeting spaces, or fitness/gym rooms 3.2 Building Entries *Intent* Building entries should be intuitively located, and easily identifiable from the street. Additionally, building entries should contribute to the character of adjacent street or public space *Objective Standards* • Location & Articulation: ◦ Primary entries shall be located on public rights-of-way and shall prioritize streets where active ground floor and residential flex-space uses are allowed. Primary Entries shall not be located on Frontage Road ◦ Primary entries shall incorporate *two or more* of the following design elements that provide shadow and depth: – Change in plane (projection or recess, minimum of 18") – Overhangs or protruding balconies above the entry – Change in color or material ◦ Secondary entries shall incorporate *one or more* of the following design elements that provide shadow and depth: – Change in plane (projection or recess, minimum of 18") – Overhangs or protruding balconies above the entry – Change in color or material

Required Standards (Multi-Family High)	
3. Façade Design (continued)	• Entry Conditions ◦ Primary building entrances shall be located a minimum of 40’ from adjacent low rise residential units ◦ Vertical separations is permitted to be achieved using the following features: stoops, stairs, patios (uncovered) ◦ These structures shall extend into the setback zone a minimum of 5’ and shall occupy no more than 50% of the surface area in the setback zone Open Space & Public Realm • Open Space ◦ A minimum of 50% of the podium setback shall be landscaped; the surface area occupied by built-in planters or other permanent landscape features shall be included in this calculation ◦ Irrigated landscapes shall comply to the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70) or the latest State provisions, whichever is more effective in conserving water 3.3 Fenestration *Intent* Window design should allow interior spaces to engage the public realm and promote passive security (“eyes on the street”), while ensuring privacy for residents and maintaining a residential character. *Objective Standards* • Building elevations coplanar with the primary entry or facing a public right-of-way shall have minimum 35% fenestration area above the ground level; all other façades shall have minimum 30% fenestration area above the ground level • Windows must incorporate clear vision glass; dark or reflective glass is not permitted • South and west facing windows must incorporate at least one of the following passive energy-saving measures: ◦ Recessed window frames (min. 4“ from building face) ◦ Overhangs, light shelves, or other external shade structure • Bird Safe Design: Any building greater than 100 feet tall shall employ the following bird-friendly design strategies ◦ Consult a qualified biologist experienced with urban building bird strikes design issues to identify measures related to the external appearance of the building to minimize the risk of bird strike

Required Standards (Multi-Family High)	
3. Façade Design (continued)	◦ Use a bird-friendly glazing treatment on the façades of any floor within 12 feet of the level from a green roof if the façade has 50% or more glazed surface. ◦ Examples of bird-friendly glazing treatments include, but are not limited to: – Use of panned glass with fenestration patterns – Use of decorative screens, applied film, louvers, angled, fritted and/or frosted glass – Use of window treatments that reduce transmission of light of the building 3.4 Balconies and Overhangs *Intent* Where provided, balconies and overhangs must be meaningfully integrated with the overall architectural massing and expression of the building. Balconies and overhangs should be functional rather than purely ornamental *Objective Standards* • Projecting Balconies and overhangs balconies are limited to the setback zone and shall not extend beyond the Property Line • Projecting Balconies shall have a minimum depth of 5’ ◦ Flooring for balconies shall be a solid material without any openings or perforations 3.5 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings, and provides relief and modulation of long building façades. *Objective Standards* • Cladding of façades shall exhibit a minimum of two materials, two colors of the same material, or two different orientations of the same material (e.g. horizontal and vertical clapboard siding) • Each cladding material shall have a min. 15% coverage of the total façade area • A third accent/trim material or color for fenestration, projections, utility elements (vents, gutters, downspouts, etc) or other non-cladding elements, shall be provided in addition to the cladding materials

Required Standards (Multi-Family High)	
4. Parking & Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Objective Standards* • Parking podium ◦ Parking podiums shall be screened from sidewalks, courtyards, parks, plazas, or any other pedestrian envirnment or public open space, with "Liner" buildings (refer to Section 3.5 for specific locations, and Section 3.4.7 for purpose and definition). Screening of podiums with active liners shall not be required on Frontage Road or Tunnel Avenue, as these are intended to serve as primary vehicular environments. ◦ Where above-grade parking is lined with active uses, the design shall match and/or complement the design elements of the building façade. ◦ Where exposed, podiums shall receive treatment to reduce visual impact, including but not limited to – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity ◦ Parking access shall not be located adjacent to, or facing, parks, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations) ◦ Any parking or loading access shall not be located on the primary (residential entry or building entry) façade, and shall be located a minimum of 30' from secondary entries – Service areas shall not be visible or accessible on the primary building entry frontage – Entrances shall comply with the Vehicular Access Plans in Section 3.5, and shall be recessed by a min. of 6" from the face of building – All parking podiums shall make provisions for car sharing priority spaces and electrical charging stations

Required Standards (Multi-Family High)	
5. Signage Design	5.1 Tenant Sign • Tenant signage is permitted to consist of a sign plaque or a window sign per street frontage for each business at an overall size not to exceed a 0.5 sq. ft. per 1 foot of frontage. Maxium 50 sq. ft. Sign to be non-illuminated. Sign materials shall be selected to be complimentary to the building's architectural finish palette. 5.2 Residential Building ID Sign • Multi-Family High Building ID signage at the site is permitted to be projecting or fascia mounted, positioned adjacent to the building entry or attached to a canopy structure over the entry. Sign materials shall be selected to be complimentary to the building's architectural finish palette. Projecting signs shall not encroach into the public right-of-way.

Type of Sign	Maximum Sign Area	Other Requirements
Multi-family Residential Uses in Residential Districts:		Not more than 1 sign per frontage. Up to 2 Building ID Signs. Max. 1 projecting sign per site.
a. Primary frontage	0.5 sq. ft. per lineal ft. of street frontage; maximum 100 sq. ft.	
b. Secondary frontage	20 sq. ft.	

FIGURE 3.24: REQUIREMENTS FOR BUILDING ID SIGNAGE

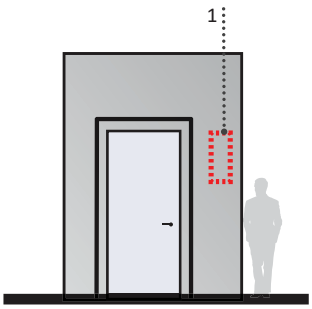


FIGURE 3.25: SIGNAGE SIGN

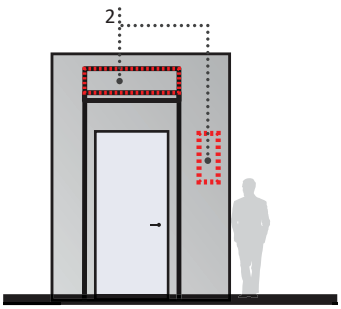


FIGURE 3.26: SIGNAGE SIGN

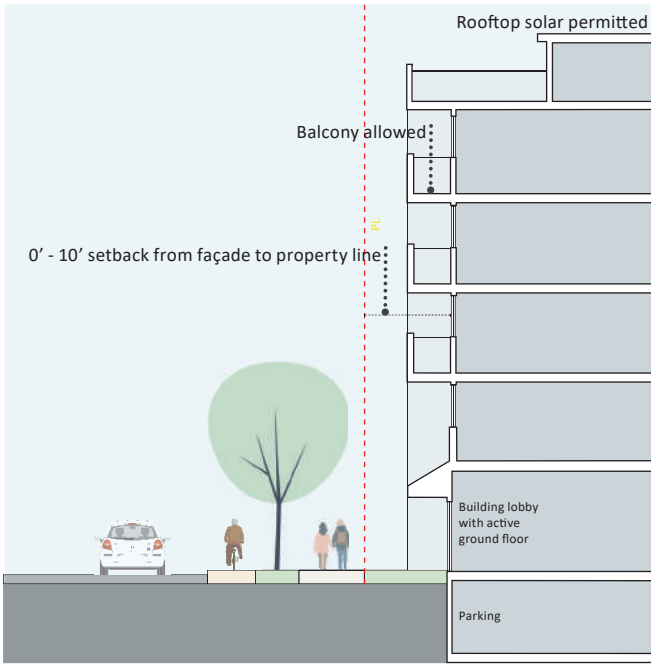
Required Standards (Multi-Family High)	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy *Objective Standards* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • All buildings shall be rated minimum Gold under the LEED Residential BD+C or Core and Shell Rating System, or Green Point Rated • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

3.6.2 A-2: MULTI-FAMILY MID

DESCRIPTION

Multi-Family Mid buildings are a maximum of 110 feet in height. Parking is proposed below grade or in a single level podium above street level. These buildings are located along Sunnydale Avenue. Multi-Family Mid buildings have allowed AGF retail and pedestrian environments at specified locations. This type is allowed in High and Mid Density Residential zones.

Required Standards	
Building Height (max)	• 110 feet
Building Street Frontage within Setback Zone (min)	• As per District Plans in Section 3.5 . • Townhome or AGF liner required at street, plaza, or park. • No requirement on Frontage Road.
Mid-Rise Building Setbacks	• 3 foot min. setback from property line. • 3-10 foot setback along park, plaza, or local street. • 40 ft min. building to building separation.
Parking Podium Setbacks	• Min. 5 foot setback. • 3-10 feet where liner frontage use required (see Section 3.5 for location of required podium liner and Section 3.4.7 for liner details).
Ground Floor	• Retail, public services, entries, or uses defined as required or allowed 'Active Ground Floor' locations (refer to Section 3.4.1 for details). • Frequent street oriented entries required.



Section to represent basic design goals of multi-family mid design development

Required Standards	
Parking	• 0.75 stall/DU max. • Parking podium- 15 feet max. height above street elevation or 25 feet max. height above street elevation at Frontage Road. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chaper 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chaper 06 Circulation, Tables 6.7 and 6.8.

Required Standards (Multi-Family Mid)	
1. Building Modulation & Articulation	*Intent* Multi-family architecture should break down scale of large residential buildings, the façades of which can extend the length of a single block, and reduce the perceived intensity of the development from surrounding public roads. Articulation of façades should create texture and pattern giving large buildings a residential scale & character, and provide relief from long blank walls. Additionally, building articulation should define the streetwall, and create a human scale at street level. *Objective Standards* • Any Multi-family façade shall demonstrate at least two of the following approaches for façade articulation: vertical or horizontal façade breaks, changes in color or material, or expressed fenestration. These standards shall apply to all sides of multi-family buildings. 1.1 Façade Breaks: *Objective Standards* • Vertical breaks shall include changes in plane, such as projecting bays or balconies, recessed bays or terraces (occupiable spaces shall be minimum of 5' deep); other changes in plane shall be a minimum of 18". Façade length of breaks shall always be less than that of maxiumum façade length between breaks. ◦ For façades greater than 180': provide minimum 2 vertical breaks; maximum façade length between vertical breaks: 90' ◦ For façades equal to or less than 180': provide minimum 1 vertical break ◦ Where vertical breaks extend to the ground, façades shall comply with frontage requirements per Chapter 3.5.2.

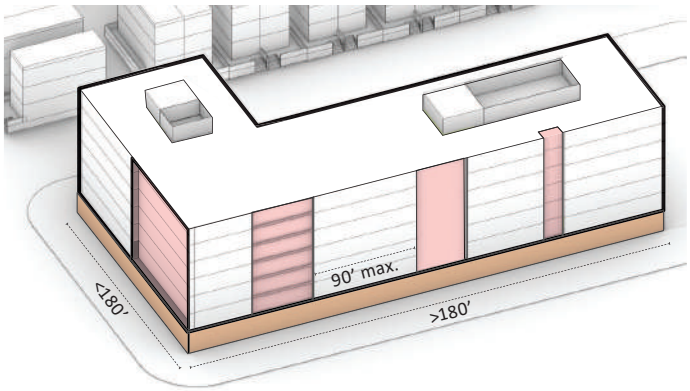


FIGURE 3.27: VERTICAL MASSING BREAKS

Required Standards (Multi-Family Mid)	
1. Building Modulation & Articulation (continued)	• For buildings greater than 4 stories in height, horizontal breaks shall include changes in plane, such as projecting bays or balconies, recessed bays or terraces (occupiable spaces shall be minimum of 5' deep). To deter bird nesting, non-occupiable plane changes, e.g. cornice line or other articulation, shall be max. 18" deep. ◦ Height of horizontal projecting zones shall be min. 20% of total building height (to top of parapet) ◦ For façades greater than 180', single horizontal projecting zone shall not exceed 50% of overall façade length without a vertical break, such as change in plane, material change, or expression of vertical structure ◦ Upper Story Setback – On any floor below the roof, if occupiable, setback shall be a minimum of 5' from back of parapet wall – Where a tower is located directly adjacent to townhomes/single family units, the face of the tower closest to the townhomes should be setback from the rear façade of the townhomes by a distance greater than or equal to the height of the townhome/single family units above the podium 1.2 Change in Material *Objective Standards* • Changes in material, if used as a façade articulation strategy, shall meet the following criteria: ◦ Provide a minimum of 3 materials (changes in color or material include variation in color or texture of one material, e.g. two different shades of brick) ◦ A single material shall comprise no more than 75% of the entire façade ◦ Where material breaks occur, there shall be a minimum plane change of 8"

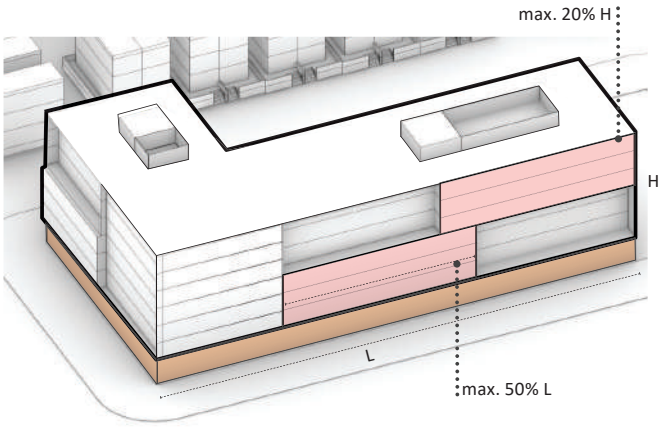


FIGURE 3.28: HORIZONTAL MASSING BREAKS

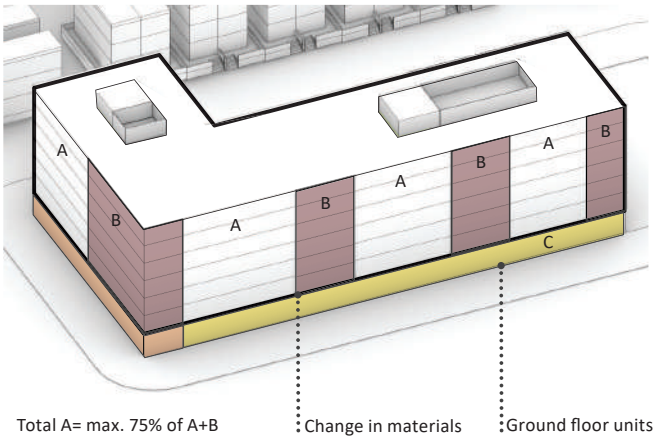


FIGURE 3.29: CHANGE IN MATERIALS

Required Standards (Multi-Family Mid)	
1. Building Modulation & Articulation (continued)	1.3 Expressed Fenestration *Objective Standards* • Expressed fenestration includes ◦ Projecting sills, slab edges, or other framing elements (structural or non-structural), on at least 2 sides of a window, which extend a minimum of 4” beyond the face of building ◦ Recessed window frames, minimum of 4” from face of building ◦ A combination of recessed frame and projecting elements as described above • If used as a façade articulation strategy, the maximum blank façade length between expressed fenestration elements shall not exceed 2x the height of the window

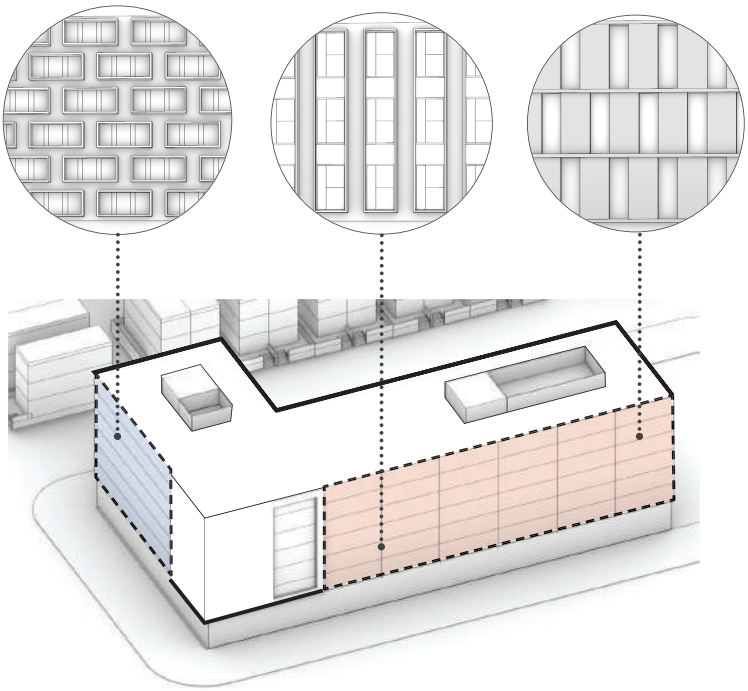


FIGURE 3.30: EXPRESSED FENESTRATION

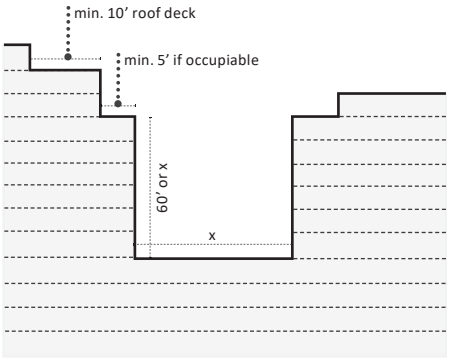


FIGURE 3.31: UPPER STORY SETBACKS

Required Standards (Multi-Family Mid)	
2. Roof Design	*Intent* Roofs of multi-family buildings should accommodate both roof decks and photovoltaic arrays. Roof decks promote wellness and increase value by providing critical private urban open space. Roof decks should be attractive, functional, and consistent with the building's architectural character. Where provided, roof decks should be located to maximize views of San Bruno Mountain and/or the Bay. Trellises/Shade Structures provide an additional layer of thermal comfort to promote greater use of roof decks throughout the day, and contribute to the building's architectural character. Podium roofs should also accomodate residential open space. *Objective Standards* • Where provided, roof decks shall be a minimum of 10' deep • Trellises/Shade structures, if provided, shall not extend beyond any façade of the building • Utilities, utility penthouses, and solar panels is permitted to extend above the maximum building height • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, where provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ A minimum of 30% of the total surface area of non-occupiable roofs shall be designed to accommodate solar panels ◦ PV systems are permitted to extend above the maximum building height

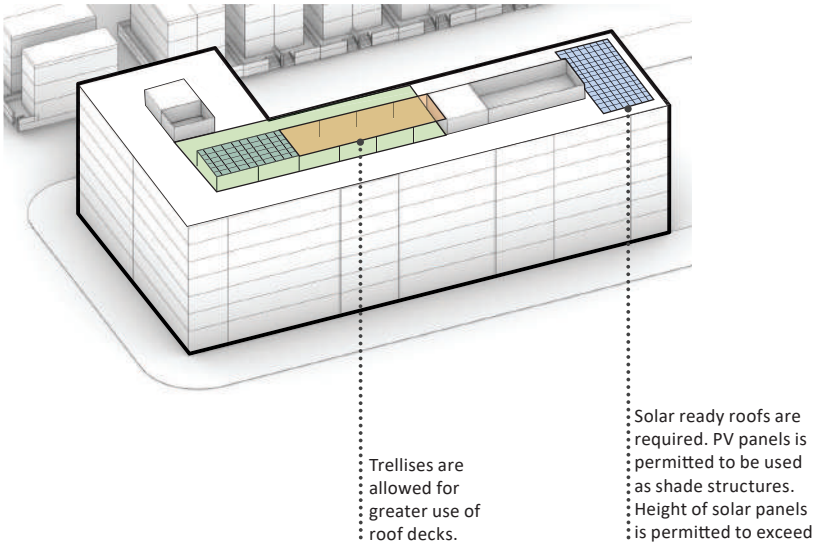


FIGURE 3.32: ROOF DESIGN

Required Standards (Multi-Family Mid)	
2. Roof Design (continued)	• Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable flat roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • Where provided, mechanical/utility penthouses shall incorporate primary or secondary façade materials • Rooftop Mechanical units, if provided: ◦ Shall be located a minimum of 5' away from the roof edge ◦ Shall receive screening via architectural metal, landscape, vertical planting, or other screening devices. Screening shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height
3. Façade Design	3.1 Ground Floor Active Frontage *Intent* Multi-family buildings contribute to Baylands' urban, mixed-use neighborhood character. Ground level uses should visually engage the street, and activate the public realm. *Objective Standards* • Provide active ground floor uses where required by Section 3.5. • For the following ground floor uses, provide min 50% transparency (measured between ground plane and floorline of 2nd story) ◦ Retail, food & beverage, or other storefront ◦ Lobby or other shared residential amenity spaces such as common areas, meeting spaces, or fitness/gym rooms ◦ Walk-up or townhome-style residential units with direct access to a sidewalk or public right-of-way

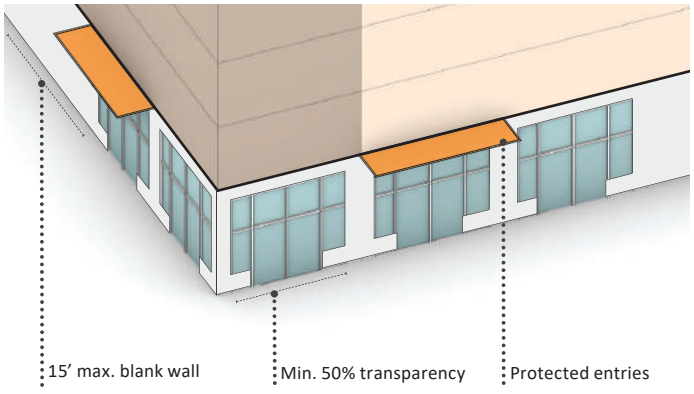


FIGURE 3.33: GROUND FLOOR ACTIVE FRONTAGE

Required Standards (Multi-Family Mid)	
3. Façade Design (continued)	• For ground floor units without direct access to a sidewalk or public right-of-way, provide min 30% transparency (measured between ground plane and floorline of 2nd story) • Along primary (entry) façade, maximum length for blank façade area at ground level shall not exceed 15'. Along other public rights-of-way, maximum length for blank façade area at ground level shall not exceed 30' 3.2 Building Entries *Intent* Building entries should be intuitively located, and easily identifiable from the street. Additionally, building entries should contribute to the character of adjacent street or public space. *Objective Standards* • Location & Articulation: ◦ Primary entries shall be located on public rights-of-way and shall prioritize streets where active ground floor and residential flex-space uses are allowed. Primary Entries shall not be located on Frontage Road ◦ Primary entries shall incorporate *two or more* of the following design elements that provide shadow and depth: – Change in plane (projection or recess, minimum of 18") – Overhangs or protruding balconies above the entry – Change in color or material ◦ Secondary entries or exterior entries to ground level units shall incorporate *one or more* of the following design elements that provide shadow and depth: – Change in plane (projection or recess, minimum of 18") – Overhangs or protruding balconies above the entry – Change in color or material • Entry Conditions ◦ The space between the property line and face of building ("setback zone") is defined by the type of street on which the building fronts, per Chapter 6 – Circulation, Figure 6.1. – Local and Collector Streets: provide 1'-3' vertical separation between street level and building entry ◦ Vertical separations are permitted to be achieved using the following features: stoops, stairs, patios (uncovered) – These structures are permitted to extend into the setback zone a max. of 5' and shall occupy no more than 50% of the surface area in the setback zone

Required Standards (Multi-Family Mid)	
3. Façade Design (continued)	• Open Space & Public Realm ◦ A minimum of 50% of the front setback area shall be landscaped; the surface area occupied by built-in planters or other permanent landscape features shall be included in this calculation ◦ Irrigated landscapes shall comply to the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70) or the latest State provisions, whichever is more effective in conserving water 3.3 Fenestration *Intent* Window design should allow interior spaces to engage the public realm and promote passive security ("eyes on the street"), while ensuring privacy for residents and maintaining a residential character. *Objective Standards* • Building elevations coplanar with the primary entry or facing a public right-of-way shall have minimum 35% fenestration area above the ground level; all other façades shall have minimum 30% fenestration area above the ground level • Windows must incorporate clear vision glass; dark or reflective glass is not permitted • South and west facing windows must incorporate at least one of the following passive energy-saving measures: ◦ Recessed window frames (min. 4" from building face) ◦ Overhangs, light shelves, or other external shade structure 3.4 Balconies and Overhangs *Intent* Where provided, balconies and overhangs must be meaningfully integrated with the overall architectural massing and expression of the building. Balconies and overhangs should be functional rather than purely ornamental. *Objective Standards* • Projecting Balconies and overhangs balconies are limited to the setback zone and shall not extend beyond the Property Line • Projecting Balconies shall have a minimum depth of 5' • Flooring for balconies shall be a solid material without any openings or perforations

Required Standards (Multi-Family Mid)	
3. Façade Design (continued)	3.4 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings, and provides relief and modulation of long building façades. *Objective Standards* • Cladding of façades shall exhibit a minimum of two materials, two colors of the same material, or two different orientations of the same material (e.g. horizontal and vertical clapboard siding) • A third accent/trim material or color for fenestration, projections, utility elements (vents, gutters, downspouts, etc) or other non-cladding elements, shall be provided in addition to the cladding materials • The following materials are not permitted ◦ Vinyl Siding ◦ T1-11 Plywood Siding ◦ Mirrored Glass
4. Parking & Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Objective Standards* • Parking podium ◦ Parking podiums shall be screened from sidewalks, courtyards, parks, plazas, or any other pedestrian envirnment or public open space, with "Liner" buildings (refer to Section 3.5 for specific locations, and Section 3.4.7 for purpose and definition). Screening of podiums with active liners shall not be required on Frontage Road or Tunnel Avenue, as these are intended to serve as primary vehicular environments. ◦ Where above-grade parking is lined with active uses, the design shall match and/or complement the design elements of the building façade. ◦ Where exposed, podiums shall receive treatment to reduce visual impact, including but not limited to – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity ◦ Parking access shall not be located adjacent to, or facing, parks, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations)

Required Standards (Multi-Family Mid)	
4. Parking & Access (continued)	◦ Any parking or loading access shall not be located on the primary (entry) façade, and shall be located a minimum of 30' from secondary entries – Service areas shall not be visible or accessible on the primary (entry) frontage – Entrances shall comply with the Vehicular Access Plans in Section 3.5, and shall be recessed by a min. of 6" from the face of building – All parking podiums shall make provisions for car sharing priority spaces and electrical charging stations
5. Signage Design	5.1 Tenant Sign • Tenant signage is permitted to consist of a sign plaque or a window sign per street frontage for each business at an overall size not to exceed a 0.5 sq. ft. per 1 foot of frontage. Maxium 50 sq. ft. Sign to be non-illuminated. Sign materials shall be selected to be complimentary to the building's architectural finish palette. 5.2 Residential Building ID Sign • Multi-Family Mid Building signage is permitted to be projecting or fascia mounted, positioned adjacent to the building entry or attached to a canopy structure over the entry. Sign materials shall be selected to be complimentary to the building's architectural finish palette. Projecting signs shall not encroach into the public right-of-way.

Type of Sign	Maximum Sign Area	Other Requirements
Multi-family Residential Uses in Residential Districts:		Not more than 1 sign per frontage. Up to 2 Building ID Signs. Max. 1 projecting sign per site.
a. Primary frontage	0.5 sq. ft. per lineal ft. of street frontage; maximum 100 sq. ft.	
b. Secondary frontage	20 sq. ft.	

FIGURE 3.34: REQUIREMENTS FORBUILDING ID SIGNAGE

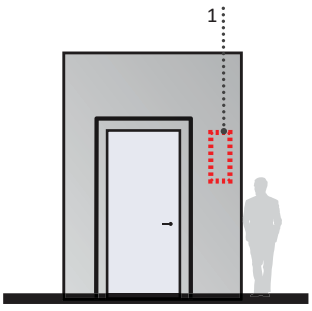


FIGURE 3.35: SIGNAGE SIGN

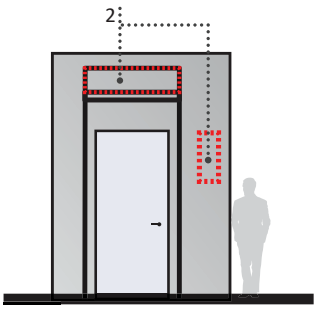


FIGURE 3.36: SIGNAGE SIGN

Required Standards (Multi-Family Mid)	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Objective Standards* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • All buildings shall be rated minimum Gold under the LEED Residential BD+C Rating System, or Green Point Rated • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric



FIGURE 3.37: RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

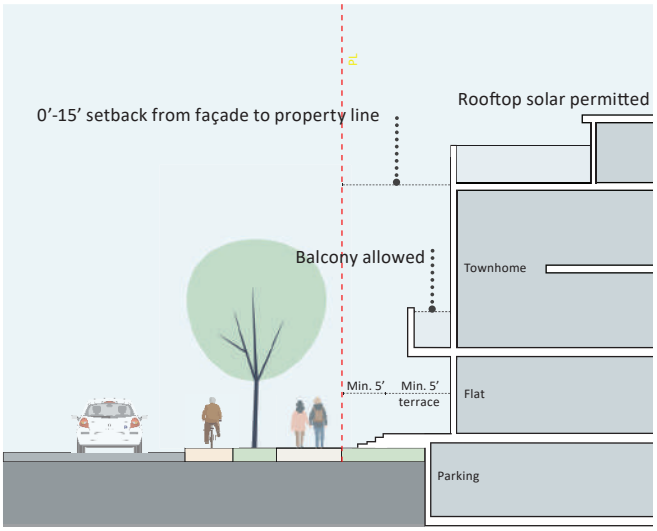


FIGURE 3.38: RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

3.6.3 A-3: MULTI-FAMILY LOW

DESCRIPTION

Multi-Family Low buildings are comprised of stacked units up to 50 feet high. No more than 22 units per building are allowed. These is permitted to consist of Townhome units over single story flats or stacked townhomes. These buildings are allowed a 4th story roof deck and penthouse space not to exceed 1/2 of the third level or 500 square feet max. This 4th floor has a required setback of at least 15 feet from front or back façade. This type is allowed in all Low Density Residential zones. Parking is below grade.



Section to represent basic design goals of multi-family low development

Required Standards	
Building Height (max)	• 50 ft with a 4th story deck and penthouse no bigger than 1/2 the 3rd floor area or 500 square feet.
Building Street Frontage within Setback Zone (min)	• As per District Plans in Section 3.5.
Low-Rise Building Setbacks	• 5 foot min. setback from property line. • 5-10 foot front setback at all streets, open spaces, parks, plazas. • 10-15 feet front setback at Bayshore Blvd. • 30 foot min. building to building separation .
Parking Podium Setbacks	• NA.

Required Standards	
Ground Floor	• Residential units with direct access – Flex-space ground floor allowed (refer to Section 3.4.7 for details)
Parking	• 1.25 stall/DU max. • 15 feet max. height or below grade. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access)
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chaper 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chaper 06 Circulation, Tables 6.7 and 6.8.

Required Standards (Multi-Family Low)	
1. Building Modulation & Articulation	*Intent* The nature of this building type inherently breaks down the massing of block into smaller groups of units, which reduces the perceived intensity of the development from surrounding public roads. These groups is permitted to take on different configurations to maximize efficiency of the parcel. Units should exhibit rhythm & variety in street-facing façades, and articulation should provide relief from long runs of repetitive forms within individual blocks, and over adjacent blocks. Additionally, building articulation should define the streetwall, and create a human scale at street level. *Objective Standards* • Primary Façades ◦ Where building height is over 3 stories, provide horizontal articulation, such as a change in planes or change in material, above first story ◦ Within any group of units, where the width of an individual unit is greater than 25', provide vertical articulation, such as a change in planes or change in material, above first story ◦ Where building height/unit width is both over 3 stories and wider than 25', provide either horizontal articulation or vertical articulation, such as a change in plane or change in material ◦ Changes in plane shall be a minimum of 18" ◦ Changes in plane (e.g. projecting bays) shall not extend beyond the Property Line • Side & Rear Façades ◦ For end units in each group, the horizontal articulation of the primary façade (the façade which hosts the primary entry) shall extend along the perpendicular façade for a minimum 25% of the secondary façade length • Building Separation ◦ Pedestrian passages between groups of units shall be a minimum of 6' wide ◦ Courtyards, if provided, shall be a minimum of 24' wide

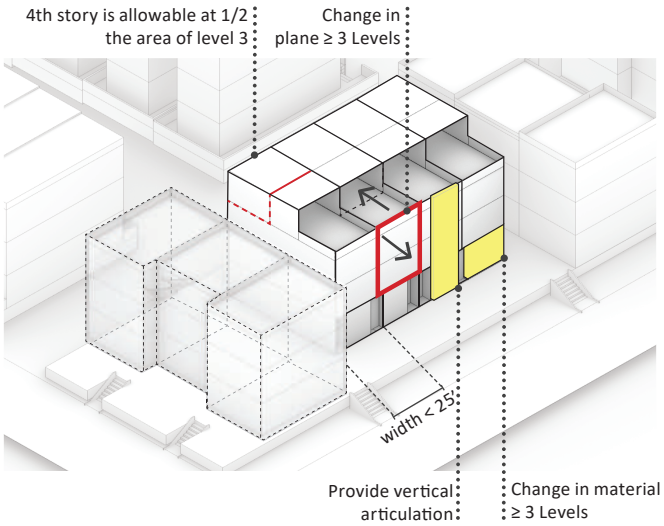


FIGURE 3.39: BUILDING MODULATION & ARTICULATION

Required Standards (Multi-Family Low)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Variation in building rooflines reduces the perceived intensity of the development from adjacent public streets, and provides relief from long runs of repetitive forms within individual blocks, and across adjacent blocks. “Roofline” refers to a building’s basic roof form or profile, such as Flat (1:12 slope or less), Shed, Gable, Hipped, Gambrel, and Vaulted. *Objective Standards* • No more than 4 adjacent units shall exhibit identical rooflines • Adjacent rooflines of the same profile with a vertical height difference of more than 5’ shall not be considered identical • Adjacent units with the same roof form must exhibit variation in height and façade treatment, and must demonstrate different approaches to one or more of the following characteristics: ◦ Building modulation & Articulation (see above) ◦ Color and/or material ◦ Fenestration type and/or pattern 2.2 Roof Decks & Trellises / Shade Structures *Intent* Roof decks promote wellness and increase value by providing critical private urban open space. Roof decks should be attractive, functional, and consistent with the unit’s architectural character. Trellises/Shade Structures provide an additional layer of thermal comfort to promote greater use of roof decks throughout the day and contribute to the unit’s architectural character. *Objective Standards* • Where provided, roof decks shall extend a minimum of 8’ deep from the front or rear façade of the unit • Trellises/Shade structures, if provided, shall not extend beyond the front or rear façade of the unit • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, where provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ PV systems is permitted to extend above the maximum building height

Required Standards (Multi-Family Low)	
2. Roof Design (continued)	• Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • Rooftop Mechanical units, if provided: ◦ Shall be located a minimum of 15' away from the front roof edge ◦ Shall receive screening via architectural metal, landscape, vertical planting, or other screening devices. Screening shall be at least equal in height to the mechanical elements that it screens and is permitted to exceed the maximum building height

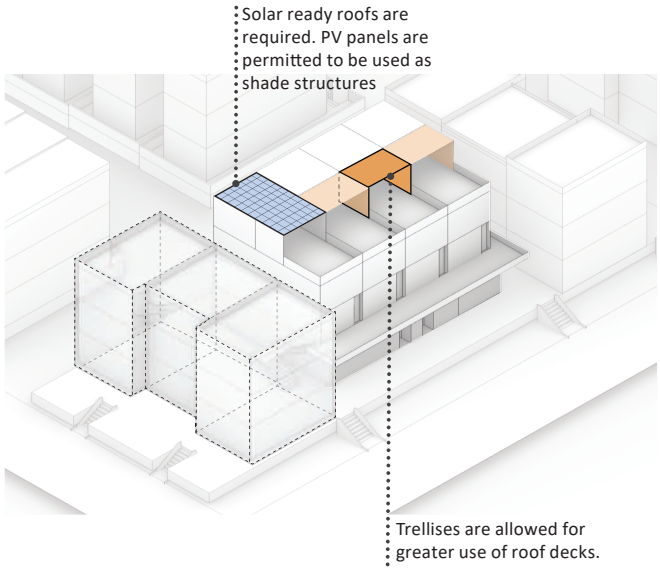


FIGURE 3.40: ROOF DECKS AND TRELLISES/SHADE STRUCTURES

Required Standards (Multi-Family Low)	
3. Façade Design	3.1 Fenestration *Intent* Window design should allow interior spaces to engage the public realm and promote passive security (“eyes on the street”) while ensuring privacy for residents and maintaining a residential character. *Objective Standards* • Building elevations coplanar with the primary entry or facing a public right-of-way shall have minimum 30% fenestration area • Rear elevations shall have minimum 25% fenestration • Windows in side elevations, such as those on either side of a pedestrian passage, shall not directly align with any window in the facing elevation • Windows must incorporate clear vision glass; dark or reflective glass is not permitted • South and west facing windows must incorporate at least one of the following passive energy-saving measures: ◦ Recessed window frames (min. 4” from building face) ◦ Overhangs, light shelves, or other external shade structures 3.2 Balconies and Overhangs *Intent* Where provided, balconies and overhangs must be meaningfully integrated with the overall architectural massing and expression of the building. Balconies and overhangs should be functional rather than purely ornamental. *Objective Standards* • Projecting balconies and overhangs on any façade shall not extend beyond the Property Line • Projecting balconies shall have a minimum depth of 5’ • Flooring for balconies shall be a solid material without any openings or perforations

Required Standards (Multi-Family Low)	
3. Façade Design (continued)	3.3 Building Entries *Intent* Building entries should be intuitively located, and easily identifiable from the street. Building entry conditions define the threshold between the public realm of the street and the private realm of the home. Additionally, building entries should contribute to the character and activity of adjacent street or public space. Given the stacked character of this typology, multiple primary entry conditions are needed in a single building, including direct entrances and shared entrances, both of which should be highly visible and engage the public realm. “Direct entrances” shall refer to physical doors to individual units. Where feasible, direct entrances shall prioritize orientation towards public rights-of-way. “Shared Entrances” shall refer to stairs, pathways, gates, or other features of an entry sequence which provide access to direct entrances from common areas of the building, such as pedestrian passages or terraces.

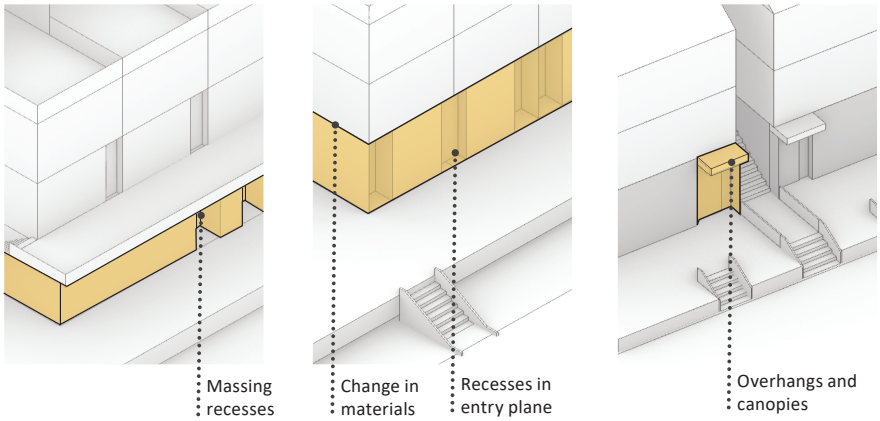


FIGURE 3.41: RESPONSE TO PUBLIC REALM

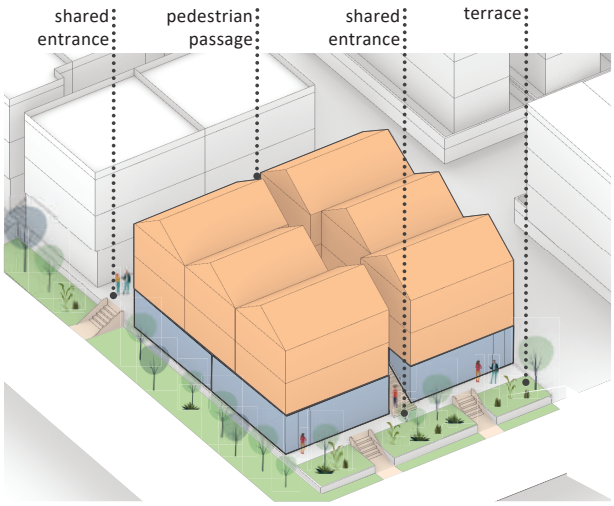


FIGURE 3.42: BUILDING ENTRY EXAMPLE

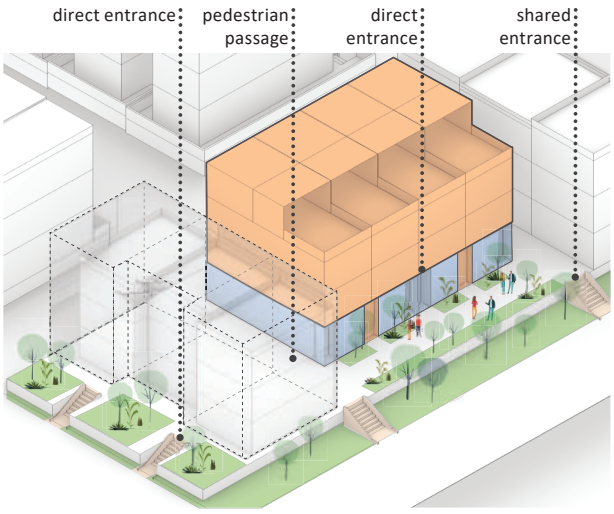


FIGURE 3.43: BUILDING ENTRY EXAMPLE

Required Standards (Multi-Family Low)	
3. Façade Design (continued)	*Objective Standards* • Location & Articulation ◦ Direct entrances from a second level shared terrace shall be allowed ◦ Direct entrances shall incorporate *one or more* of the following design elements that provide shadow and depth: – Change in plane (projection or recess, minimum of 18”) – Overhangs or protruding balconies above the entry – Change in color or material ◦ Shared entrances shall be accessible from public rights-of-way • Entry Conditions ◦ The space between the property line and face of building (“setback zone”) is defined by the type of street on which the building fronts, per Figure 6.1. – Regional Arterial (Bayshore Boulevard): Units along Bayshore must accommodate a significant grade change between the existing street and building entry; this vertical separation varies along the length of the street. Where a combination of stairs and retaining structures are used, no segment of a garden wall or planter facing Bayshore shall exceed 4’ in height unless set back a minimum of 3’ from the property line. If minimum 3’setback is provided, garden walls shall not exceed 6’ in height – Regional Arterial (Geneva Avenue): provide 1’-4’ vertical separation between street level and building entry – Local and Collector Streets: provide 1’-3’ vertical separation between street level and building entry – Green Shared Streets: If provided, vertical separation shall not exceed 3’ ◦ Vertical separations are permitted to be achieved using the following features: stoops, patios (uncovered) or porches (covered structures) – These structures are permitted to extend into the setback zone a minimum of 5’ and shall occupy no more than 50% of the surface area in the setback zone • Open Space & Public Realm ◦ Where a wall, fence, or hedge is provided, the maximum height for such features shall be: – 72” for Bayshore Boulevard only (refer to Entry Conditions above) – 48” for Geneva Avenue & Minor Arterials – 36” for local and collector streets

Required Standards (Multi-Family Low)	
3. Façade Design (continued)	◦ No wall, fence, or hedge shall be provided along green shared streets ◦ Front Setback Area: – A minimum of 50% of the front setback area shall be landscaped; the surface area occupied by built-in planters or other permanent landscape structures shall be included in this calculation – For frontages along Bayshore Boulevard, a minimum of 30% of the front setback area shall be landscaped; a minimum 15% of landscaped area shall be at grade, parallel to the public sidewalk ◦ Irrigated landscapes shall comply to the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70) or the latest State provisions, whichever is more effective in conserving water 3.4 Materials *Intent* Variation of materials within façades provides pattern & texture to individual unit groups and provides relief from long runs of repetitive forms within individual blocks and over adjacent blocks. *Objective Standards* • Cladding of primary façades shall exhibit a minimum of two materials, two colors of the same material, or two different orientations of the same material (e.g. horizontal and vertical clapboard siding) • A third accent/trim material or color for fenestration, projections, utility elements (vents, gutters, downspouts, etc) or other non-cladding elements, shall be provided in addition to the cladding materials • For corner units facing two public rights-of-way, the cladding treatment of the primary façade shall be applied to the perpendicular façade • The following materials are not permitted ◦ Vinyl Siding ◦ T1-11 Plywood Siding ◦ Mirrored Glass

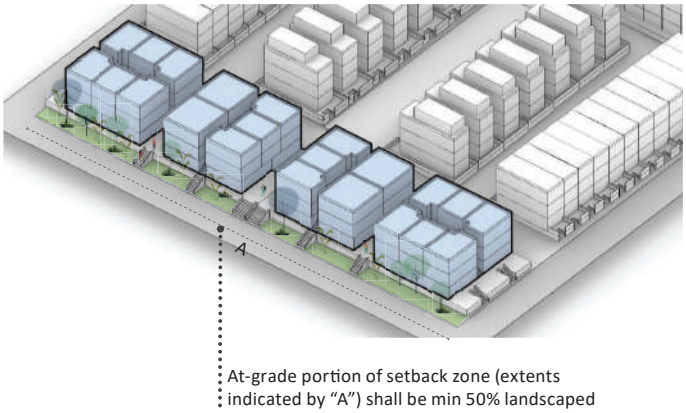


FIGURE 3.44: MASSING ARTICULATION OPTION

Required Standards (Multi-Family Low)	
4. Parking & Access	*Intent* Off-street parking should be unobtrusive, and should not detract from, or obscure any direct or shared entrance. Impact of parking access on the pedestrian realm should be minimized. *Objective Standards* • If located along a public right-of-way, garage entrances shall be located between groups of units • Carports and detached or open garages are not permitted • Off-street surface parking is not permitted • Where provided, garage entrances shall be recessed by a min. of 6" from the face of building
5. Signage Design	5.1 Low-Density Unit ID & Directional Sign • Low-Density Unit ID signage at the site of a dwelling unit is permitted to consist of a sign plaque positioned adjacent to the unit's primary entry (Fig 3.46). Low-Density Directional signage is permitted to consist of a sign panel position on a wall adjacent to vertical circulation points (Fig 3.47) Sign materials shall be selected to be complimentary to the building's architectural finish palette • Wall plaque is permitted to consist of a single-sided rigid sign plaque mounted flush to the building, or attached to a canopy structure over the entry, with graphics identifying the dwelling unit, at an overall size not to exceed a total of 20 sq ft. at primary frontage and 8 sq ft. at the secondary frontage. Sign to be non-illuminated.

Type of Sign	Maximum Sign Area	Other Requirements
Multi-family Residential Uses in Residential Districts:		Not more than 1 sign per frontage.
a. Primary frontage	20 sq. ft.	
b. Secondary frontage	8 sq. ft.	

FIGURE 3.45: REQUIREMENTS FOR SIGNAGE

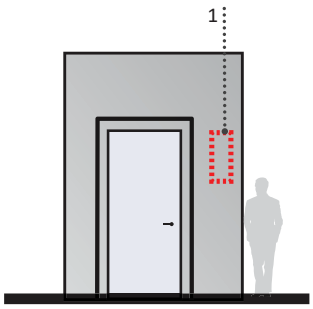


FIGURE 3.46: SIGNAGE SIGN

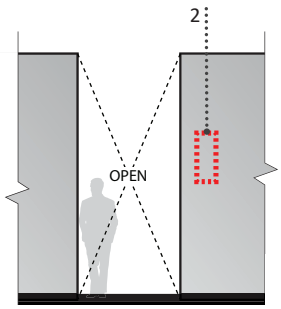


FIGURE 3.47: DIRECTIONAL SIGN

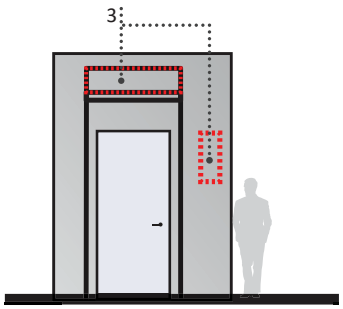


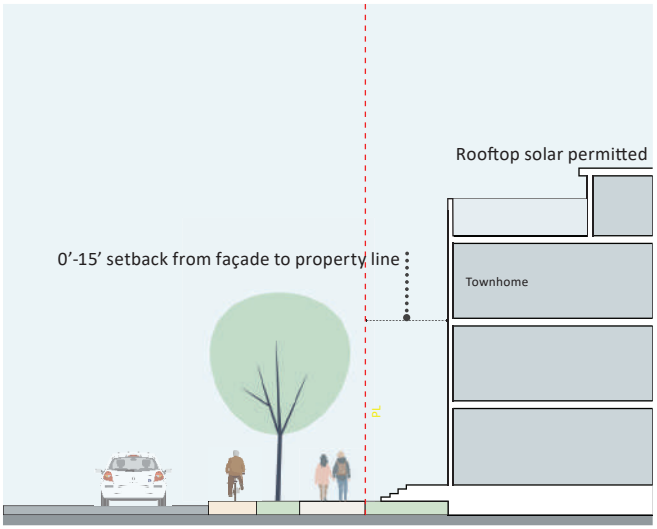
FIGURE 3.48: SIGNAGE SIGN

Required Standards (Multi-Family Low)	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Objective Standards* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • All buildings shall be rated minimum Gold under the LEED Residential BD+C Rating System, or Green Point Rated • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

3.6.4 A-4: TOWNHOME

DESCRIPTION

Townhome includes buildings of up to 50 feet high and varying lot widths and depths. These townhomes are allowed a 4th story roof deck and penthouse space not to exceed 1/2 of the third level or 500 square feet max. This 4th floor has a required setback of at least 15 feet from front or back façade. Townhomes are parked below grade, or in individual garages at grade. They are located facing streets or interior block courtyards.



Section to represent basic design goals of townhome design development

Required Standards	
Building Height (max)	• 50 feet with a 4th story deck and penthouse no bigger than 1/2 the 3rd floor area or 500 square feet.
Lot Width	• 15 ft to 25 ft.
Building Street Frontage within Setback Zone (min)	• As per District Plans in Section 3.5.
Ground Floor	• Residential units with direct access – Flex-space ground floor allowed (refer to Section 3.4.7 for details)
Building Setbacks	• ~~5 foot min. setback from property line.~~ • 5-10 foot front setback at all streets, open spaces, parks, plazas. • 10-15 foot front setback at Bayshore Blvd. • 30 foot building to building separation at rear.
Parking Podium Setbacks	• NA.

Required Standards	
Parking	• 1.25 stall/DU max. • At-grade garage or 15 foot max. height below grade. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chaper 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chaper 06 Circulation, Tables 6.7 and 6.8.

Required Standards (Townhome)	
1. Building Modulation & Articulation	*Intent* The architecture of townhomes should exhibit rhythm & variety in primary (street-facing) façades. Articulation of façades provides relief from long runs of repetitive forms within individual blocks, and over adjacent blocks, and reduces the perceived intensity of the development from surrounding public roads. Additionally, building articulation should define the streetwall, and create a human scale at street level. *Objective Standards* • Primary Façades ◦ Where building height is over 3 stories, provide horizontal articulation, such as a change in planes or change in material, above first story ◦ Where building width is wider than 20', provide vertical articulation, such as a change in planes or change in material, above first story ◦ Where building height/width is both over 3 stories and wider than 20', provide either horizontal articulation or vertical articulation, such as a change in plane or change in material ◦ No more than 4 adjacent units shall exhibit identical façade treatments. "Identical" shall mean having the same façade articulation, design, features, color, and material. ◦ Changes in plane shall be a minimum of 18" ◦ Changes in plane (e.g. projecting bays) are limited to the setback zone and shall not extend beyond the Property Line • Side & Rear Façades ◦ For corner units facing two public rights-of-way, the horizontal articulation of the primary entry façade such as change in material or plane, shall extend along the perpendicular façade for a minimum 20% of façade length

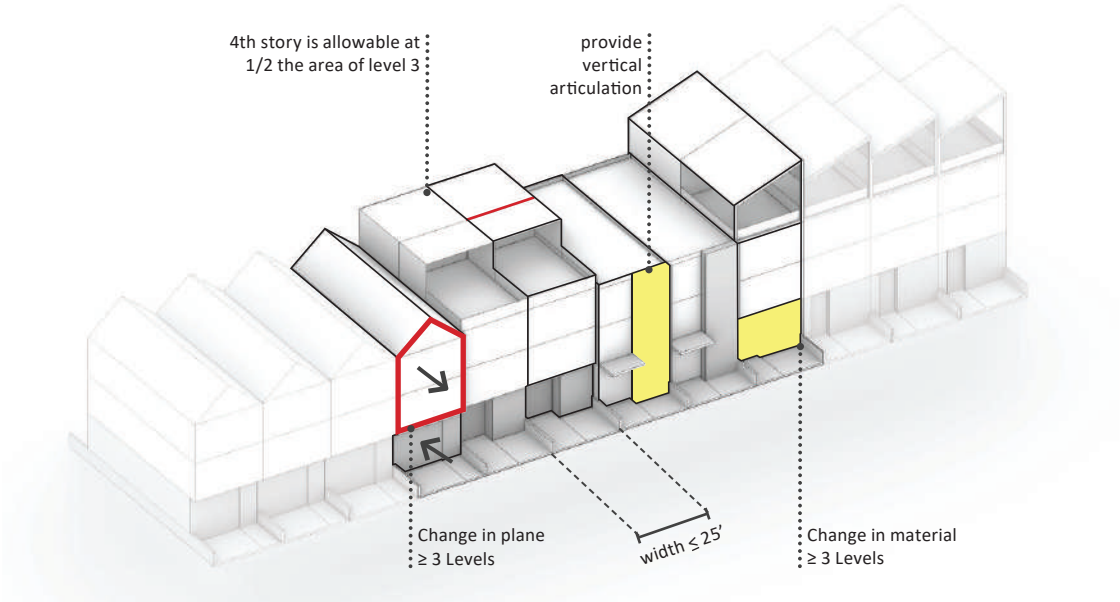


FIGURE 3.49: BUILDING MODULATION & ARTICULATION

Required Standards (Townhome)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Variation in building rooflines reduces the perceived intensity of the development from adjacent public streets, allows for different interpretations of the Townhome typology, and provides relief from long runs of repetitive forms within individual blocks, and across adjacent blocks. "Roofline" refers to a building's basic roof form or profile, such as Flat (1:12 slope or less), Shed, Gable, Hipped, Gambrel, and Vaulted. *Objective Standards* • No more than 8 adjacent units shall exhibit identical rooflines • Adjacent rooflines of the same profile with a vertical height difference of more than 5' shall not be considered identical • Adjacent Townhome units with identical rooflines must exhibit variation in height or façade treatment, and must demonstrate different approaches to one or more of the following characteristics: ◦ Building modulation & Articulation (see above) ◦ Color and/or material ◦ Fenestration type and/or pattern 2.2 Roof Decks & Trellises / Shade Structures *Intent* Roof decks promote wellness and increase value by providing critical private urban open space. Roof decks should be attractive, functional, and consistent with the unit's architectural character. Trellises/Shade Structures provide an additional layer of thermal comfort to promote greater use of roof decks throughout the day and contribute to the unit's architectural character. *Objective Standards* • Where provided, roof decks shall extend a minimum of 8' deep from the front or rear façade of the unit • Trellises/Shade structures, if provided, shall not extend beyond the front or rear façade of the unit • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, where provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ PV systems is permitted to extend above the maximum building height

Required Standards (Townhome)	
2. Roof Design (continued)	• Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • Rooftop Mechanical units, if provided: ◦ Shall be located a minimum of 15' away from the front roof edge ◦ Shall receive screening via architectural metal, landscape, vertical planting, or other screening devices. Screening shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height

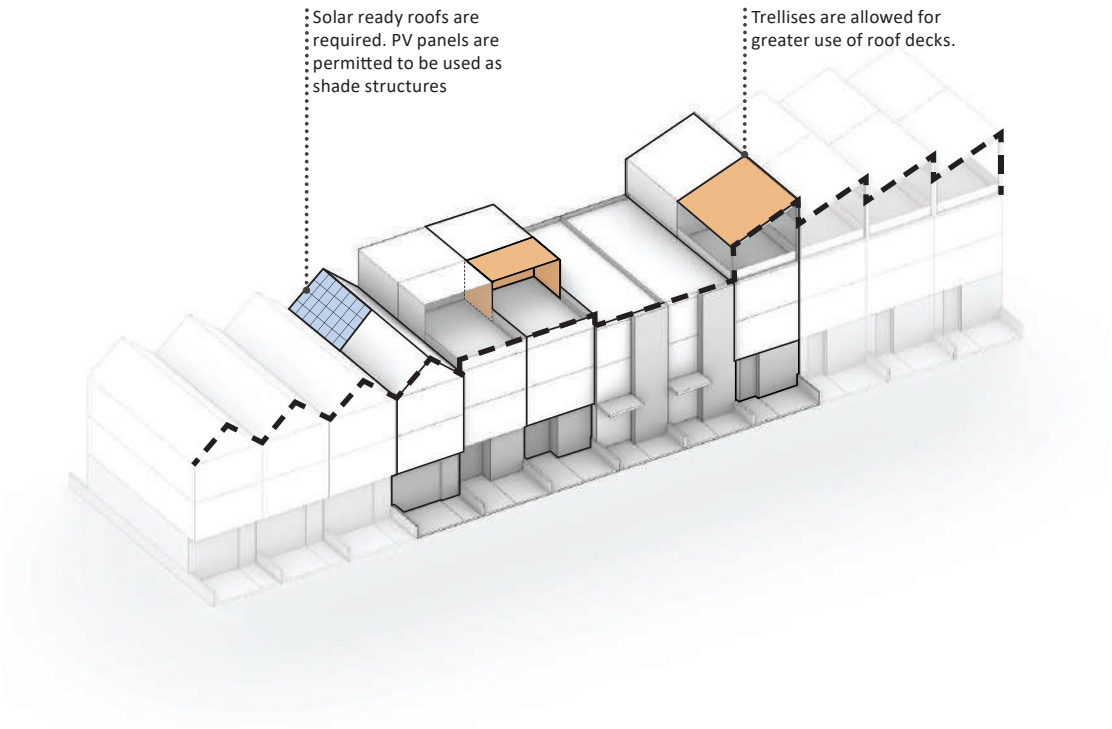


FIGURE 3.50: ROOF DECKS AND TRELLISES/SHADE STRUCTURES

Required Standards (Townhome)	
3. Façade Design	3.1 Fenestration *Intent* Window design in Townhomes should allow interior spaces to engage the public realm and promote passive security (“eyes on the street”) while ensuring privacy for residents and maintaining a residential character. *Objective Standards* • Building elevations coplanar with the primary entry or facing a public right-of-way shall have minimum 30% fenestration area • Rear elevations shall have minimum 25% fenestration • Windows must incorporate clear vision glass; dark or reflective glass is not permitted • South and west facing windows must incorporate at least one of the following passive energy-saving measures: ◦ Recessed window frames (min. 4” from building face) ◦ Overhangs, light shelves, or other external shade structures 3.2 Balconies and Overhangs *Intent* Where provided, balconies and overhangs must be meaningfully integrated with the overall architectural massing and expression of the building. Balconies and overhangs should be functional rather than purely ornamental.



FIGURE 3.51: ELEVATIONS WITH MINIMUM 30% FENESTRATION AREA

Required Standards (Townhome)	
3. Façade Design (continued)	*Objective Standards* • Projecting Balconies and overhangs balconies are limited to the setback zone and shall not extend beyond the Property Line • Projecting Balconies shall have a minimum depth of 5' • Flooring for balconies shall be a solid material without any openings or perforations 3.3 Building Entries *Intent* Building entries should be intuitively located, and easily identifiable from the street. Building entry conditions define the threshold between the public realm of the street, and the private realm of the home. Additionally, building entries should contribute to the character of adjacent street or public space. *Objective Standards* • Location & Articulation ◦ Primary entrances shall be located on public rights-of-way or public open space, and shall prioritize streets where Active Ground Floor or Residential Flex Space uses are allowed. ◦ Primary entries shall incorporate *one or more* of the following design elements that provide shadow and depth: – Change in plane (projection or recess, minimum of 18") – Overhangs or protruding balconies above the entry – Change in color or material

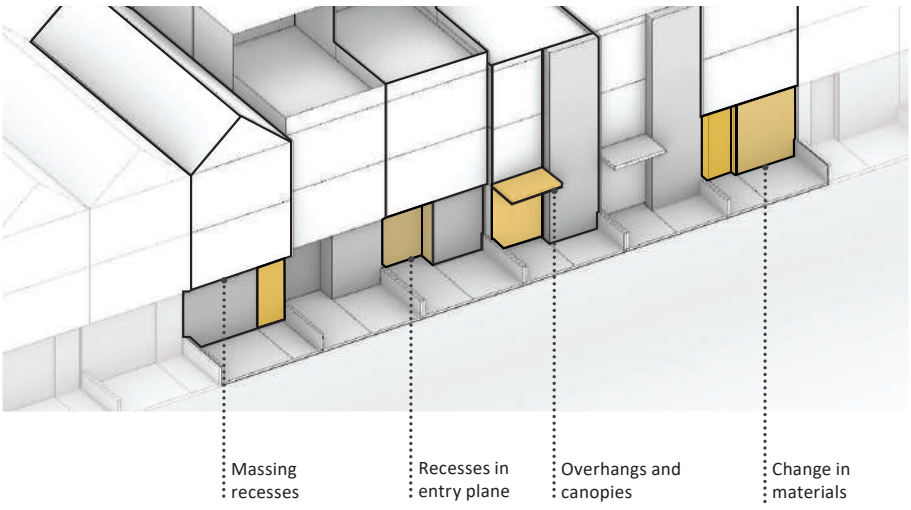


FIGURE 3.52: RESPONSE TO PUBLIC REALM

Required Standards (Townhome)	
3. Façade Design (continued)	• Entry conditions ◦ The space between the property line and face of building (“setback zone”) is defined by the type of street on which the building fronts, per Figure 6.1. – Regional Arterial (Bayshore Boulevard): Units along Bayshore must accommodate a significant grade change between the existing street and building entry; this vertical separation varies along the length of the street. Where a combination of stairs and retaining structures are used, no segment of a garden wall or planter facing Bayshore shall exceed 4’ in height unless set back a minimum of 3’ from the property line. If minimum 3’setback is provided, garden walls shall not exceed 6’ in height – Regional Arterial (Geneva Avenue): provide 1’-4’ vertical separation between street level and building entry – Local and Collector Streets: provide 1’-3’ vertical separation between street level and building entry – Green Shared Streets: If provided, vertical separation shall not exceed 3’ ◦ Vertical separations are permitted to be achieved using the following features: stoops, patios (uncovered) or porches (covered structures) – These structures are permitted to extend into the setback zone a minimum of 5’ and shall occupy no more than 50% of the surface area in the setback zone • Open Space & Public Realm ◦ Where a wall, fence, or hedge is provided, the maximum height for such features shall be: – 72” for Bayshore Boulevard (refer to Entry Conditions above) – 48” for Geneva Avenue & Minor Arterials – 36” for local and collector streets ◦ No wall, fence, or hedge shall be provided along green shared streets ◦ Front Setback Area: – A minimum of 50% of the front setback area shall be landscaped; the surface area occupied by built-in planters or other permanent landscape structures shall be included in this calculation – For frontages along Bayshore Boulevard, a minimum of 30% of the front setback area shall be landscaped; a minimum 15% of landscaped area shall be at grade, parallel to the public sidewalk ◦ Irrigated landscapes shall comply to the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70) or the latest State provisions, whichever is more effective in conserving water



FIGURE 3.53: GREEN SHARED STREETS



FIGURE 3.54: LOCAL STREETS

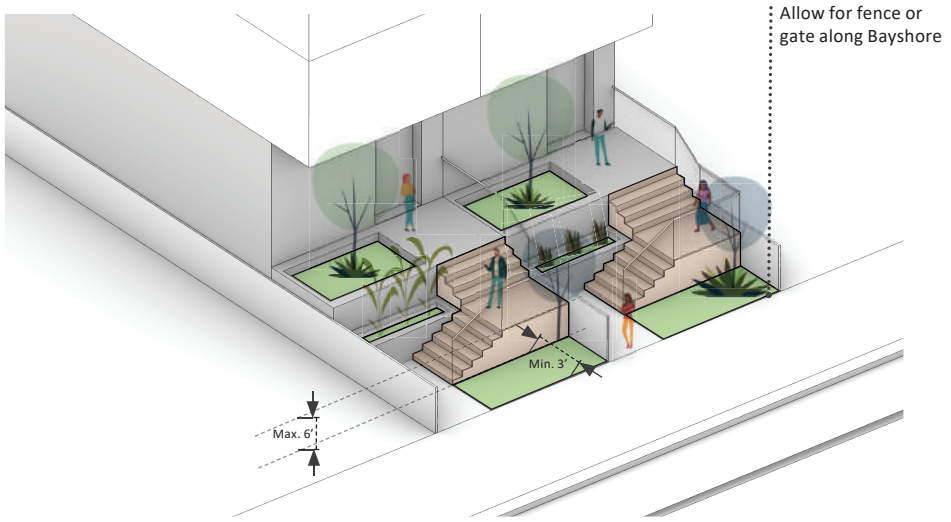


FIGURE 3.55: REGIONAL ARTERIAL (BAYSHORE BOULEVARD)

Required Standards (Townhome)	
3. Façade Design (continued)	3.4 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings and provides relief from long runs of repetitive forms within individual blocks and over adjacent blocks. *Objective Standards* • Cladding of primary façades shall exhibit a minimum of two materials, two colors of the same material, or two different orientations of the same material (e.g. horizontal and vertical clapboard siding) • A third accent/trim material or color for fenestration, projections, utility elements (vents, gutters, downspouts, etc) or other non-cladding elements, shall be provided in addition to the cladding materials • For corner units facing two public rights-of-way, the material treatment of the primary façade shall be applied to the perpendicular façade • The following materials are not permitted ◦ Vinyl Siding ◦ T-111 Plywood Siding ◦ Mirrored Glass

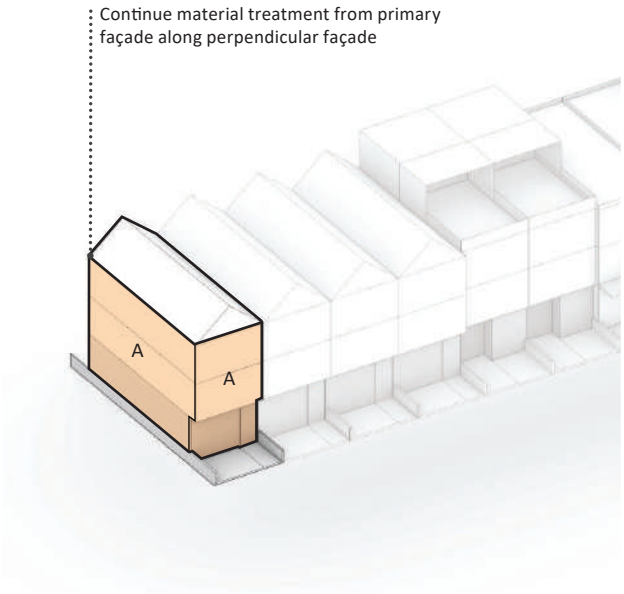


FIGURE 3.56: BUILDING MATERIALS

Required Standards (Townhome)	
4. Parking & Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Objective Standards* • Fully-detached garages shall recieve the same material treatment as the primary building • Where provided, carports and open garages shall only be located in the rear of the lot, facing an alley • Where provided, garage entrances shall be recessed by a min. of 6" from the face of building
5. Signage Design	5.1 Residential Home Occupation Sign • Home occupation signage at the site of a dwelling unit that identifies a business or work entity being legally conducted on the same site by the occupant of the dwelling unit is permitted to consist of one (1) of the following, either a 1) sign plaque positioned adjacent to or above the building primary entry (Fig 3.58), 2) a projecting blade type sign attached perpendicular to the building façade, (Fig 3.59) or 3) a freestanding sign placed within the property line. (see Fig. 3.59). Sign materials shall be selected to be complimentary to the building's architectural finish palette • Wall plaque is permitted to consist of a single-sided rigid sign plaque mounted flush to the building, or attached to a canopy structure over the entry, with graphics identifying the business or work entity, at an overall size not to exceed a total of 3 sq ft. Sign to be non-illuminated • Projecting sign is permitted to consist of a double-sided rigid sign plaque projecting from the building façade mounted with a clearance height to the bottom of the sign of not less than 6'-8", with graphics identifying the business or work entity, at an overall size not to exceed a total of 3 sq ft. per sign face.Sign to be non-illuminated • Freestanding sign is permitted to consist of a double-sided rigid sign plaque supported by two posts, oriented perpendicular to the primary frontage, with graphics identifying the business or work entity, not to exceed a maximum height of 4'-0" with an overall size not to exceed a total of 3 sq ft. per sign face. Sign to be non-illuminated.

Type of Sign	Maxium Sign Area	Other Requirements
Residential Home Occupation:	3 sq. ft.	Home occupation permit must have been granted for the activity advertised by the sign; not more than 1 sign per permit.

FIGURE 3.57: REQUIREMENTS FOR ADVERTISING SIGNS

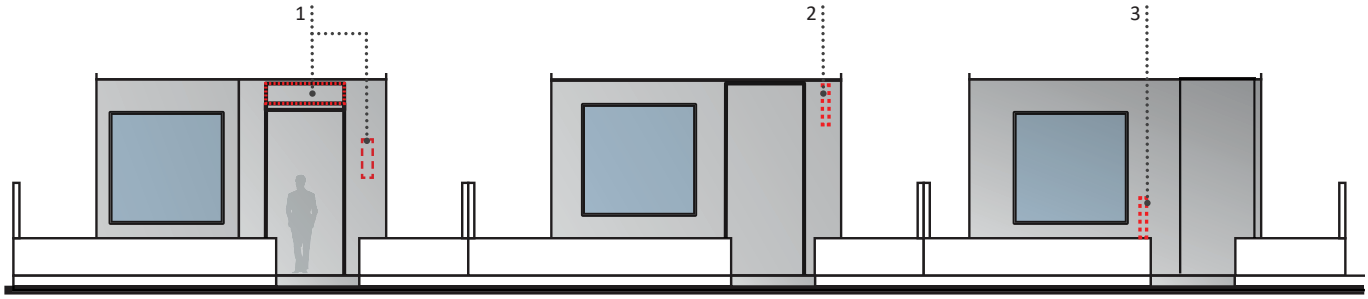
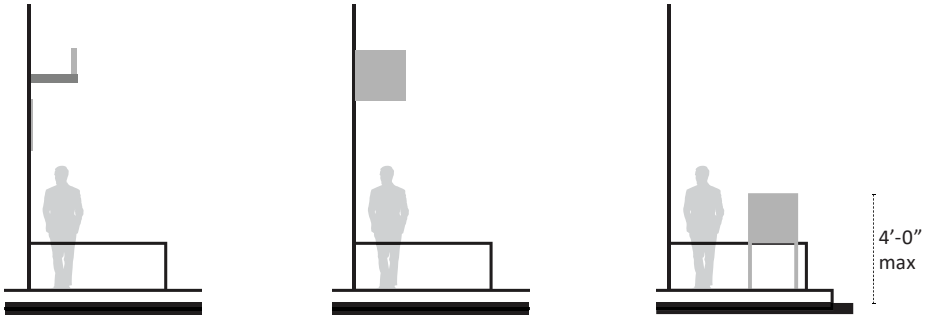


FIGURE 3.58: SIGNAGE DESIGN



1 Wall or Canopy Sign @ Entry

2 Projecting Blade Sign

3 Freestanding Sign

FIGURE 3.59: SIGNAGE DESIGN

Required Standards (Townhome)	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Objective Standards* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • All buildings shall be rated minimum Gold under the LEED Residential BD+C Rating System, or Green Point Rated • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

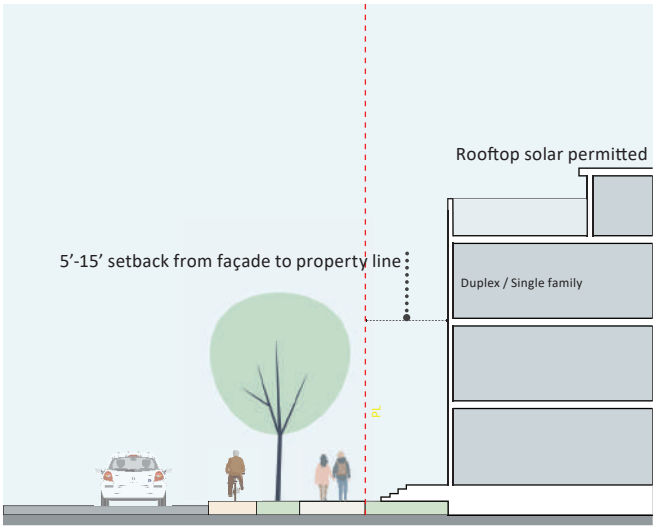


FIGURE 3.60: RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

3.6.5 A-5: DUPLEX / SINGLE FAMILY

DESCRIPTION

Duplex/Single Family includes single or paired units of up to 50 feet high. These buildings are allowed a 4th story roof deck and penthouse space not to exceed 1/2 of the third level or 500 square feet max. This 4th floor has a required setback of at least 15 feet from front or back façade. These units is permitted to be paired to create duplex buildings that share a party wall. An average 3-foot side setback from one side to lot line is required for each duplex. These units can also be configured as freestanding Single Family homes. These homes is permitted to be alley-loaded with individual garages at grade. They are allowed in all Low Density Residential zones.



Section to represent basic design goals of duplex / single family design development

Required Standards	
Building Height (max)	• 50 feet with a 4th story deck and penthouse no bigger than 1/2 the 3rd floor area or 500 square feet.
Lot Width	• 18 feet to 30 feet.
Building Street Frontage within Setback Zone (min.)	• As per District Plans in Section 3.5.
Ground Floor	• Residential units with direct access – Flex-space ground floor allowed (refer to Section 3.4.7 for details)
Building Setbacks	• ~~5 foot min. setback from property line.~~ • 5-10 foot front setback at all streets, open spaces, parks, plazas. • 10-15 foot front setback at Bayshore Blvd. • Average 3 foot setback from one side to lot line for Duplex. • 30 foot building to building separation at rear.
Parking Podium Setbacks	• NA

Required Standards	
Parking	• 1.25 stall/DU max. • At-grade garage or 15 foot max. height below grade. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chaper 06, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chaper 06 Circulation, Tables 6.7 and 6.8.

Required Standards (Duplex/Single Family)	
1. Building Modulation & Articulation	*Intent* The architecture of single family & duplex houses should exhibit rhythm & variety in primary (street-facing) façades. Articulation of façades provides relief from long runs of repetitive forms within individual blocks, and over adjacent blocks, and reduces the perceived intensity of the development from surrounding public roads. Additionally, building articulation should define the streetwall, and create a human scale at street level. *Objective Standards* • Primary Façades ◦ Where building height is over 3 stories, provide horizontal articulation, such as a change in planes or change in material, above first story. ◦ Where building width is wider than 20', provide vertical articulation, such as a change in planes or change in material, above first story. ◦ Where building height/width is both over 3 stories/wider than 20', provide either horizontal articulation or vertical articulation, such as a change in plane or change in material. ◦ Changes in plane shall be a minimum of 18" ◦ Changes in plane (e.g. projecting bays) are limited to the setback zone and shall not extend beyond the Property Line • Side & Rear Façades ◦ For corner units facing two public rights-of-way, the horizontal articulation of the primary façade such as a change in plane, shall extend along the perpendicular façade for a minimum 20% of façade length

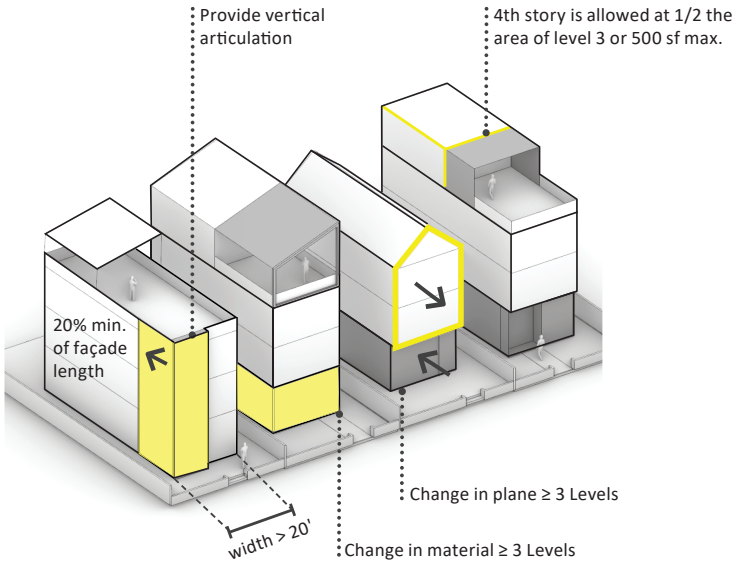


FIGURE 3.61: BUILDING MODULATION & ARTICULATION

Required Standards (Duplex/Single Family)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Variation in building rooflines reduces the perceived intensity of the development from adjacent public streets, allows for different interpretations of the Single Family typology, and provides relief from long runs of repetitive forms within individual blocks, and across adjacent blocks. "Roofline" refers to a building's basic roof form or profile, such as Flat (1:12 slope or less), Shed, Gable, Hipped, Gambrel, and Vaulted. *Objective Standards* • No more than 4 adjacent units shall exhibit identical rooflines. • Adjacent rooflines of the same type with a vertical height difference of more than 5' shall not be considered identical • Adjacent Single Family units with the same roof form must exhibit variation in height or façade treatment, and must demonstrate different approaches to one or more of the following characteristics: ◦ Building modulation and articulation (see above) ◦ Color and/or material ◦ Fenestration type and/or pattern 2.2 Roof Decks & Trellises / Shade Structures *Intent* Roof decks promote wellness and increase value by providing critical private urban open space. Roof decks should be attractive, functional, and consistent with the unit's architectural character. Trellises/Shade Structures provide an additional layer of thermal comfort to promote greater use of roof decks throughout the day and contribute to the unit's architectural character. *Objective Standards* • Where provided, roof decks shall be a minimum of 8' deep from the front or rear façade of the unit • Trellises/Shade structures, if provided, shall not extend beyond the front or rear façade of the unit • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, where provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ PV systems is permitted to extend above the maximum building height

Required Standards (Duplex/Single Family)	
2. Roof Design (continued)	• Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • Rooftop Mechanical units, if provided: ◦ Shall be located a minimum of 15’ away from the front roof edge ◦ Shall receive screening via architectural metal, landscape, vertical planting, or other screening devices. Screening shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height

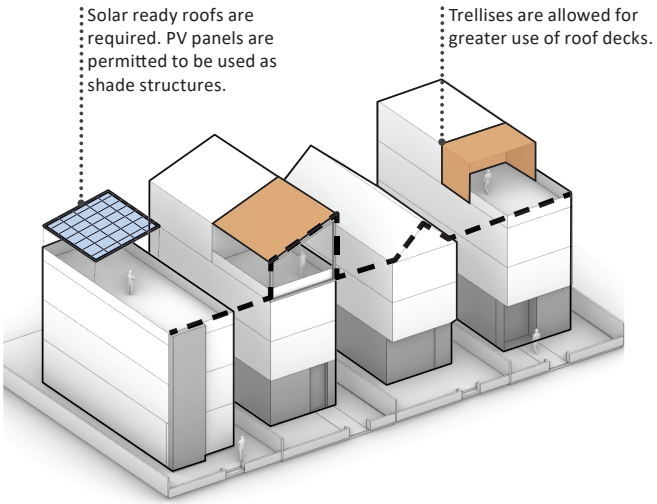


FIGURE 3.62: ROOF DECKS AND TRELLISES/SHADE STRUCTURES

Required Standards (Duplex/Single Family)	
3. Façade Design	3.1 Fenestration *Intent* Window design in Single family homes should allow interior spaces to engage the public realm and promote passive security (“eyes on the street”) while ensuring privacy for residents and maintaining a residential character. *Objective Standards* • Building elevations coplanar with the primary entry or facing a public right-of-way shall have minimum 30% fenestration area • Rear elevations shall have minimum 25% fenestration • Windows in side elevations shall not directly align with any window in the facing elevation of a an adjacent unit • Windows must incorporate clear vision glass; dark or reflective glass is not permitted • South and west facing windows must incorporate at least one of the following passive energy-saving measures: ◦ Recessed window frames (min. 4” from building face) ◦ Overhangs, light shelves, or other external shade structures 3.2 Balconies and Overhangs *Intent* Where provided, balconies and overhangs must be meaningfully integrated with the overall architectural massing and expression of the building. Balconies and overhangs should be functional rather than purely ornamental.

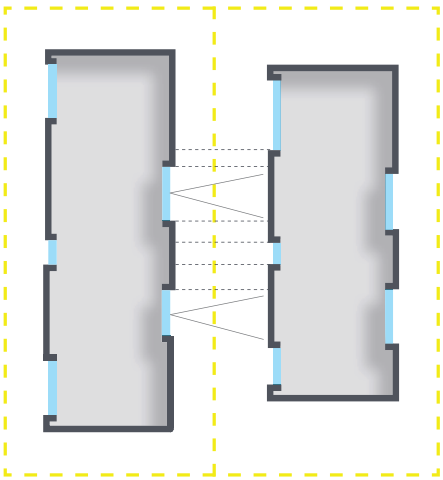


FIGURE 3.63: WINDOWS AND SIDE ELEVATIONS



FIGURE 3.64: ELEVATIONS FACING A PRIMARY STREET WITH MINIMUM 30% FENESTRATION AREA

Required Standards (Duplex/Single Family)	
3. Façade Design (continued)	*Objective Standards* • Projecting balconies and overhangs balconies are limited to the setback zone and shall not extend beyond the Property Line • Projecting balconies shall have a minimum depth of 5' • Flooring for balconies shall be a solid material without any openings or perforations 3.3 Building Entries *Intent* Building entries should be intuitively located, and easily identifiable from the street. Building entry conditions define the threshold between the public realm of the street and the private realm of the home. Additionally, building entries should contribute to the character of adjacent street or public space. *Objective Standards* • Location & Articulation ◦ Primary entries shall be located on public rights-of-way or public open space, and shall prioritize streets where Active Ground Floor or Residential Flex Space uses are allowed. ◦ Primary entries shall incorporate one or more of the following design elements that provide shadow and depth: – Change in plane (projection or recess, minimum of 18") – Overhangs or protruding balconies above the entry – Change in color or material

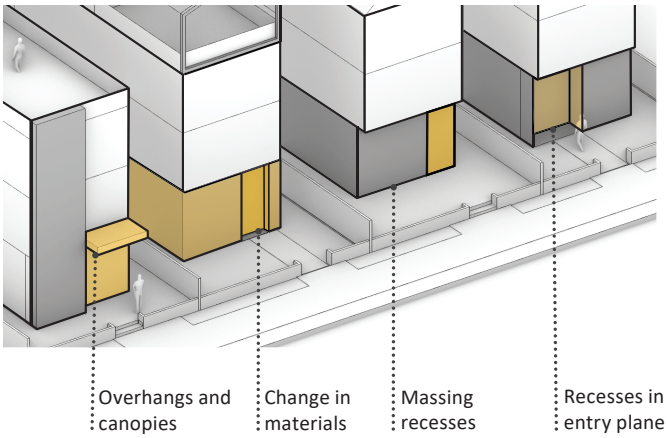


FIGURE 3.65: RESPONSE TO PUBLIC REALM

Required Standards (Duplex/Single Family)	
3. Façade Design (continued)	• Entry conditions ◦ The space between the property line and face of building (“setback zone”) is defined by the type of street on which the building fronts, per Figure 6.1. – Regional Arterial (Bayshore Boulevard): Units along Bayshore must accommodate a significant grade change between the existing street and building entry; this vertical separation varies along the length of the street. Where a combination of stairs and retaining structures are used, no segment of a garden wall or planter facing Bayshore shall exceed 4’ in height unless set back a minimum of 3’ from the property line. If minimum 3’setback is provided, garden walls shall not exceed 6’ in height – Regional Arterial (Geneva Avenue): provide 1’-4’ vertical separation between street level and building entry – Local and Collector Streets: provide 1’-3’ vertical separation between street level and building entry – Green Shared Streets: If provided, vertical separation shall not exceed 3’ ◦ Vertical separations are permitted to be achieved using the following features: stoops, patios (uncovered) or porches (covered structures) – These structures are permitted to extend into the setback zone a minimum of 5’ and shall occupy no more than 50% of the surface area in the setback zone • Open Space & Public Realm ◦ Where a wall, fence, or hedge is provided, the maximum height for such features shall be: – 72” for Bayshore Boulevard only (refer to Entry Conditions above) – 48” for Geneva Avenue & Minor Arterials – 36” for local and collector streets ◦ No wall, fence, or hedge shall be provided along green shared streets ◦ Front Setback Area: – A minimum of 50% of the front setback area shall be landscaped; the surface area occupied by built-in planters or other permanent landscape structures shall be included in this calculation – For frontages along Bayshore Boulevard, a minimum of 30% of the front setback area shall be landscaped; a minimum 15% of landscaped area shall be at grade, parallel to the public sidewalk ◦ Irrigated landscapes shall comply to the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70) or the latest State provisions, whichever is more effective in conserving water



FIGURE 3.66: GREEN SHARED STREETS



FIGURE 3.67: LOCAL STREETS

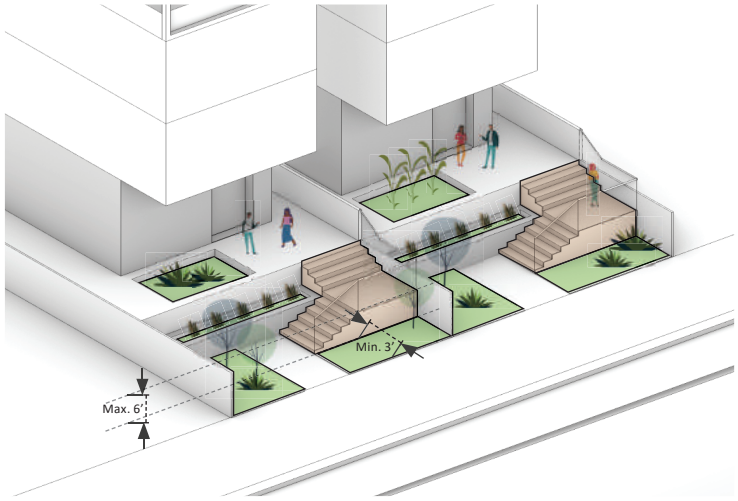


FIGURE 3.68: REGIONAL ARTERIAL (BAYSHORE LOULEVARD)

Required Standards (Duplex/Single Family)	
3. Façade Design (continued)	3.4 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings and provides relief from long runs of repetitive forms within individual blocks and over adjacent blocks. *Objective Standards* • Cladding of primary façades shall exhibit a minimum of two materials, two colors of the same material, or two different orientations of the same material (e.g. horizontal and vertical clapboard siding) • A third accent/trim material or color for fenestration, projections, utility elements (vents, gutters, downspouts, etc) or other non-cladding elements, shall be provided in addition to the cladding materials • For corner units facing two public rights-of-way, the material treatment of the primary façade shall be applied to the perpendicular façade • The following materials are not permitted ◦ Vinyl Siding ◦ T-111 Plywood Siding ◦ Mirrored Glass

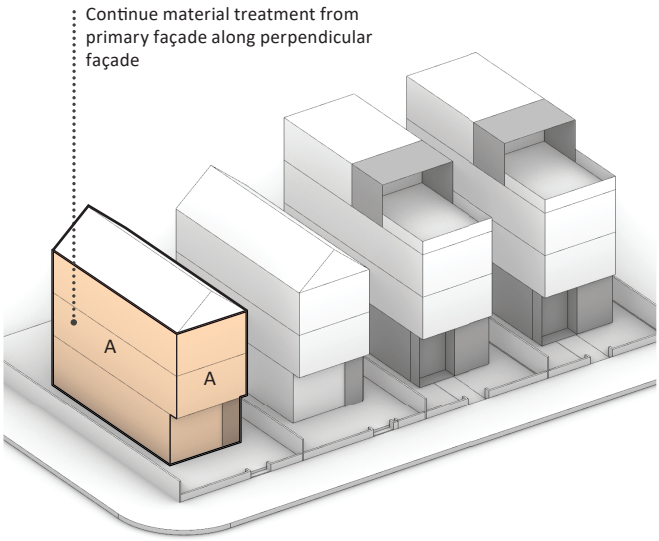


FIGURE 3.69: BUILDING MATERIALS

Required Standards (Duplex/Single Family)	
4. Parking & Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Objective Standards* • Fully detached garages shall receive the same material treatment as the primary building • Where provided, carports and open garages shall only be located in the rear of the lot facing an alley • Where provided, garage entrances shall be recessed by a min. of 6" from the face of building
5. Signage Design Note: Section numbers (e.g. SAD 703.4) refer to the applicable sections of the Standards for Accessible Design guidelines	5.1 Residential Home Occupation Sign • Home occupation signage at the site of a dwelling unit that identifies a business or work entity being legally conducted on the same site by the occupant of the dwelling unit is permitted to consist of one (1) of the following, either a 1) sign plaque positioned adjacent to or above the building primary entry (Fig 3.71), 2) a projecting blade type sign attached perpendicular to the building façade, (Fig 3.72) or 3) a freestanding sign placed within the property line. (see Fig. 3.72). Sign materials shall be selected to be complimentary to the building's architectural finish palette. • Wall plaque is permitted to consist of a single-sided rigid sign plaque mounted flush to the building, or attached to a canopy structure over the entry, with graphics identifying the business or work entity, at an overall size not to exceed a total of 3 sq ft. Sign to be non-illuminated. • Projecting sign is permitted to consist of a double-sided rigid sign plaque projecting from the building façade mounted with a clearance height to the bottom of the sign of not less than 6'-8", with graphics identifying the business or work entity, at an overall size not to exceed a total of 3 sq ft. per sign face. Sign to be non-illuminated. • Freestanding sign is permitted to consist of a double-sided rigid sign plaque supported by two posts, oriented perpendicular to the primary frontage, with graphics identifying the business or work entity, not to exceed a maximum height of 4'-0" with an overall size not to exceed a total of 3 sq ft. per sign face. Sign to be non-illuminated. ◦ Residential home occupation signs (Chapter 17.36 Advertising Signs, 17.36.030 General Regulations, B., 3.)

Type of Sign	Maxium Sign Area	Other Requirements
Residential Home Occupation:	3 sq. ft.	Home occupation permit must have been granted for the activity advertised by the sign; not more than 1 sign per permit.

FIGURE 3.70: REQUIREMENTS FOR ADVERTISING SIGNS

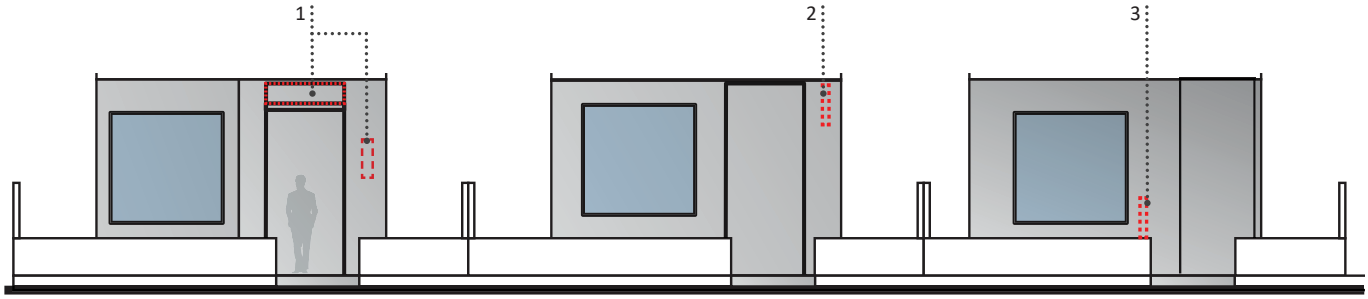
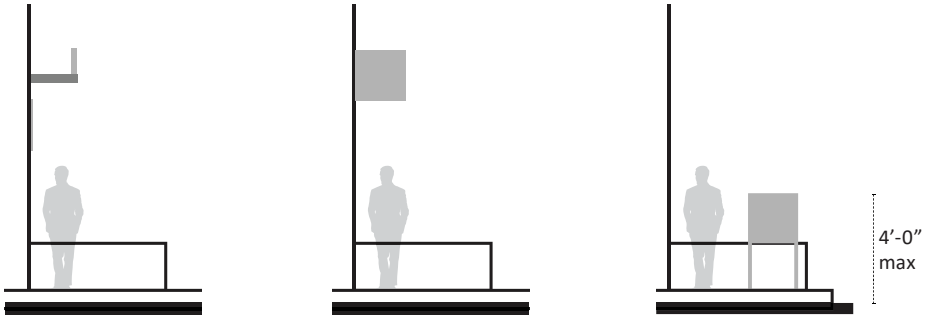


FIGURE 3.71: SIGNAGE DESIGN



1 Wall or Canopy Sign @ Entry

2 Projecting Blade Sign

3 Freestanding Sign

FIGURE 3.72: SIGNAGE DESIGN

Required Standards (Duplex/Single Family)	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Objective Standards* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • All buildings shall be rated minimum Gold under the LEED Residential BD+C Rating System, or Green Point Rated • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric



FIGURE 3.73: RENDERING FOR ILLUSTRATIVE PURPOSES ONLY



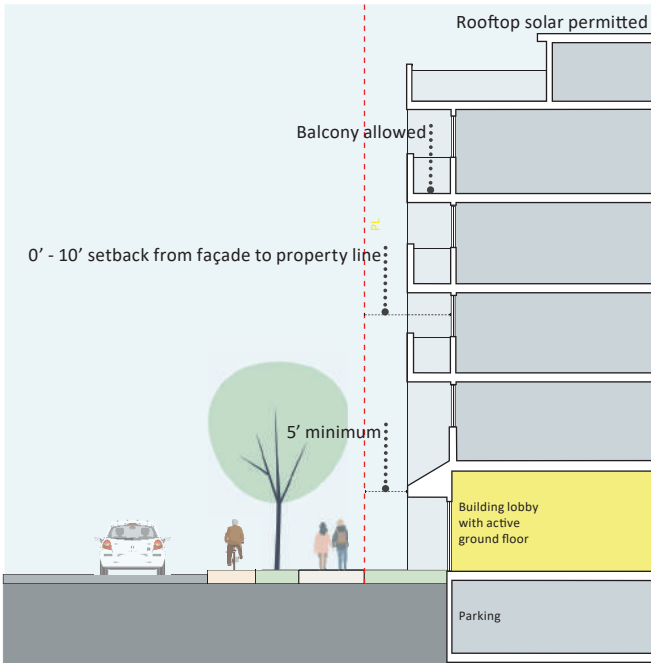
FIGURE 3.74: RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

3.6.6 B-1: TOD COMMERCIAL

DESCRIPTION

TOD Commercial buildings have a maximum height of 260 feet and provide floor plates appropriate for a variety of commercial uses. This type has a variety of ground fl oor uses and setbacks. Parking is below grade or in two-story podiums. Along Frontage Road, the parking structure can be exposed while active ground floor uses are required along Baylands Boulevard and at the Bayshore Caltrain Station Plaza.

Required Standards	
Building Height (max)	• 260 feet.
Building Street Frontage within Setback Zone (min)	• As per District Plans in Section 3.5. • Podium – AGF liner required at street, plaza or park. • No requirement on Frontage road.
Building Setbacks	• 0-3 foot front setback at Active Ground Floor. • 0-10 feet at all other streets, open spaces, parks, and plazas. • 70 foot min building to building separation between towers.
Parking Podium Setbacks	• Min 5 foot setback. • 3-10 feet where liner frontage use required (see Section 3.5 for location of required podium or parking liner).
Ground Floor	• Retail, public services, entries or uses defined at required or allowed “Active Ground Floor” locations (Refer to section 3.5.1 for details). • Office, Flex workspace, recreation facilities, meeting rooms or public services at all other locations. • Frequent street oriented entries required.



Section to represent basic design goals of TOD Commercial

Required Standards	
Parking	• 1.5 stalls/1000 ft² max • Podium- 35 feet max. above street elevation at Frontage Road only. • Or parking structure of 50 feet max. above grade along Frontage road only. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access)
Bike Parking Facilities	• Bicycle parking shall be installed in accompliance with the ratios and design standards included in Chapter 06, Circulation, tables 6.10 and 6.11.
Transportation Demand Management	• Comply with TDM measures included in chapter 06, Tables 6.7 and 6.8

Design Guidelines (TOD Commercial)	
1. Building Modulation & Articulation	*Intent* The architecture of TOD Commercial should be designed to exhibit visual rhythm and variety. The articulation of façades reduces the perceived scale and intensity of the development from surrounding public rights-of-way, helps to identify building entryways, define the urban streetwall, and creates a human scale experience at the street level. *Design Guidelines* • For both podiums and towers, modulation of building scale and façade articulation can be achieved through one or more of the following approaches; for façades greater than 100' in length, at least one is required: ◦ Horizontal break in plane (recession or projection) ◦ Vertical break in plane (recession or projection) ◦ Material differentiation ◦ Shared patterns or physical connections between buildings ◦ Articulated fenestration, such as recessed or projecting window frames with a minimum depth of 6" • Bridging between buildings is permitted. Connecting elements is permitted to extend to the ground level to promote social activation and to help break down the scale of the massing • Physical bridge connections should be designed with high transparency and programmed with active uses including entryways, amenity spaces, or collaboration and meeting spaces • For buildings fronting low density residential areas, use setbacks, recessed bays, or other massing techniques to break down scale

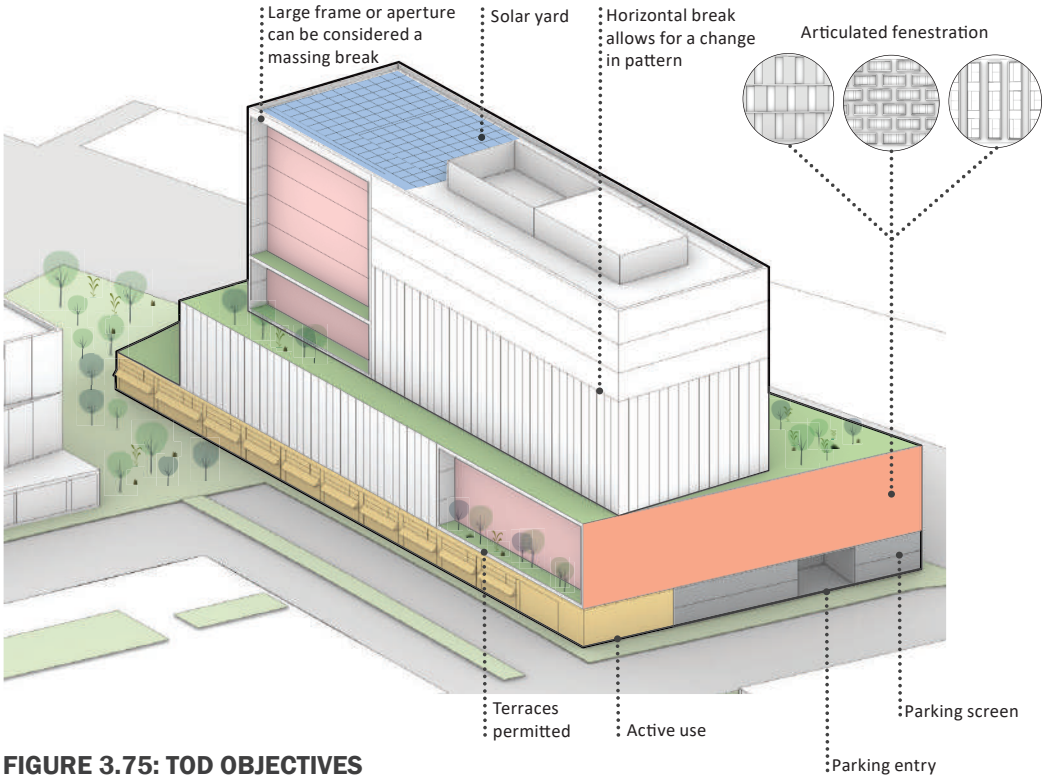


FIGURE 3.75: TOD OBJECTIVES

Design Guidelines (TOD Commercial)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Building rooflines should distinguish commercial buildings from one another and provide relief from repetitive forms. Roof and parapet design is permitted to retain flexibility for a variety of rooftop uses and functions. *Design Guidelines* • Roof design shall be compatible with building design and articulation, accentuating the color, form, and materials of the overall structure • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, if provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ For non-occupiable roofs, a minimum 50% of surface area shall be available for solar panels ◦ PV systems is permitted to extend above the maximum building height • Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces, through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • When facing a public right-of-way, rooftop mechanical equipment shall be located at least 15’ away from the back face of the roof parapet and screened to reduce the visual impact using landscape/vegetation, green wall, or other screening devices. The screen shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height 2.2 Terraces & Shade Structures *Intent* Terraces are shared areas which provide premium commercial amenity space and more diverse workplace settings for office tenants to enjoy. Terrace design should complement the building’s architectural character and is permitted to strategically provide shade structures to promote greater year-round use of these building amenities. *Design Guidelines* • Terraces are permitted at the building roof level, podium level, and at any floor level within the tower footprint • Terraces shall be a minimum of 15’ deep in one dimension

Design Guidelines (TOD Commercial)	
3. Façade Design	3.1 Fenestration *Intent* Window design in TOD Commercial should provide ample amounts of natural daylight throughout the day for building users, preserving views from interior spaces out to shared green spaces and other natural features. Fenestration at ground level should promote visual activation of the public realm through high amounts of building transparency. *Design Guidelines* • Where active ground floor uses are provided, the façade shall have a minimum of 50 percent transparency • South and west facing windows shall be designed to reduce energy losses via use of recesses, overhangs, or other sun shading approaches • Articulated fenestration is permitted in the design to establish visual rhythm, interest, and variety, and can be achieved through architectural approaches including: ◦ Horizontal or vertical window grouping / clustering ◦ Horizontal or vertical window recessing and/or projections ◦ Window reveals with a minimum depth of 6” • Any building greater than 100 feet tall shall employ the following bird-friendly design strategies: ◦ Consult a qualified biologist experienced with urban building bird strikes design issues to identify measures related to the external appearance of the building to minimize the risk of bird strike. ◦ Use a bird-friendly glazing treatment on the façades of any floor within 12 feet of the level from a green roof if the façade has 50% or more glazed surface. Examples of bird-friendly glazing treatments include, but are not limited to: – Use of panned glass with fenestration patterns – Use of decorative screens, applied film, louvers, angled, fritted and/or frosted glass – Minimizing the use of transparent building corners – Use of low profile, low intensity lighting directed downward – Use of shielded fixtures for outdoor lighting – Use of motion sensor lighting and automatic shut offs – Use of window treatments that reduce transmission of light of the building

Design Guidelines (TOD Commercial)	
3. Façade Design	3.2 Building Entries *Intent* Building entries define the threshold between the public and the private realm, and as such, should be intuitively located and easily identifiable from the street. Given their visual prominence, building entries should seek to positively contribute to the character and identity of the primary public right-of-way which the entry abuts. *Design Guidelines* • Location & Articulation: ◦ Entrances shall be appropriately scaled and easy to find. All primary and storefront entrances for each building shall be from a public right-of-way, or from public open spaces ◦ Entry design is recommended to incorporate a change in material or change in plane relative to the primary building façade ◦ Where Active Ground Floor use is provided, the façade shall have a minimum of 50 percent transparency (Refer to Section 3.5 District and Block Standards for locations of Required and Allowed Active Ground Floor) • Open Space & Public Realm ◦ A minimum of fifty percent (50%) of the front setback area shall be landscaped ◦ Open spaces or plazas located along primary building façades shall include seating areas, plantings and/or vegetation. Landscape lighting shall be unobtrusive and shielded to prevent glare such as bollard-type fixture or ground-mounted up-lights for trees ◦ Dense landscaping and/or architectural treatments shall be provided to screen features such as storage areas, generator, transformers, trash enclosures and other service elements ◦ Irrigated landscapes shall comply with the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70, or the latest state provisions, whichever is more effective in conserving water) 3.3 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings and provides relief from long runs of repetitive forms within individual blocks and over adjacent blocks. Materials shall be of high quality with textures and colors that further accentuate building design. Changes in building materials along a building face shall relate to building massing.

Design Guidelines (TOD Commercial)	
3.Façade Design (continued)	*Design Guidelines* • Façades shall not exceed a 60/40 window-to-wall ratio. Insulated shadow boxes is permitted to be included in the total wall area when their performance is that of a typical wall assembly used elsewhere in the building • The primary building material shall be expressed on building faces that are visible to the public • All buildings shall avoid use of mirrored glass • Particular attention should be paid to any reflective materials used on building exteriors. Reflective materials shall be positioned to ensure that no daytime glare is reflected onto the freeway or existing residential communities • Low VOC architectural coatings shall be used
4.Parking & Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Design Guidelines* • Parking Podium ◦ Parking podiums shall be screened from sidewalks, courtyards, parks, plazas, or any other pedestrian environment or public open space, with "Liner" buildings (refer to Section 3.5 for specific locations, and Section 3.4.7 for purpose and definition). Screening of podiums with active liners shall not be required on Frontage Road or Tunnel Avenue, as these are intended to serve as primarily vehicular environments. ◦ Where above-grade parking is lined with active uses, the design shall match and/or complement the design elements of the building façade. ◦ Where exposed, podiums shall receive treatment to reduce visual impact, including but not limited to: – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity ◦ Parking Access shall not be located on the primary (entry) façade of the building, adjacent to, or facing, parks, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations) ◦ Any parking or loading access shall not be located on the primary (entry) façade, and shall be located a minimum of 30' from secondary entries • Service areas shall not be visible or accessible on the primary (entry) frontage • Entrances shall comply with the Vehicular Access Plans in Section 3.5, and shall be recessed by a min. of 6" from the face of building • All parking podiums shall make provisions for car sharing priority spaces and electrical charging stations

Design Guidelines (TOD Commercial)	
5. Signage Design	5.1 Tenant Sign • Tenant signage is permitted to consist of a sign plaque or a window sign per street frontage for each business at an overall size not to exceed a 1 sq. ft. per 1 foot of frontage. Sign to be non-illuminated. Sign materials shall be selected to be complimentary to the building's architectural finish palette. 5.2 Commerical Building ID Sign • Commerical Building ID signage is permitted to be projecting or fascia mounted. Sign materials shall be selected to be complimentary to the building's architectural finish palette.

Type of Sign	Maximum Sign Area	Other Requirements
Permanent Commercial ID Signs:	1 sq. ft. per 1 foot of frontage with Max. of 100 sq. ft.	Max. 1 sign for each street frontage. Up to 3 building signs.
Fascia Mounted		
Projecting (Fig. 3.78)		No encroachment into the public right-of-way. 1 foot maximum projection above the face of the structure Not more than 1 projecting sign per site.
Monument		Up to 2 monument signs per commercial type.

FIGURE 3.76: REQUIREMENTS FOR COMMERCIAL BUILDING ID SIGNS

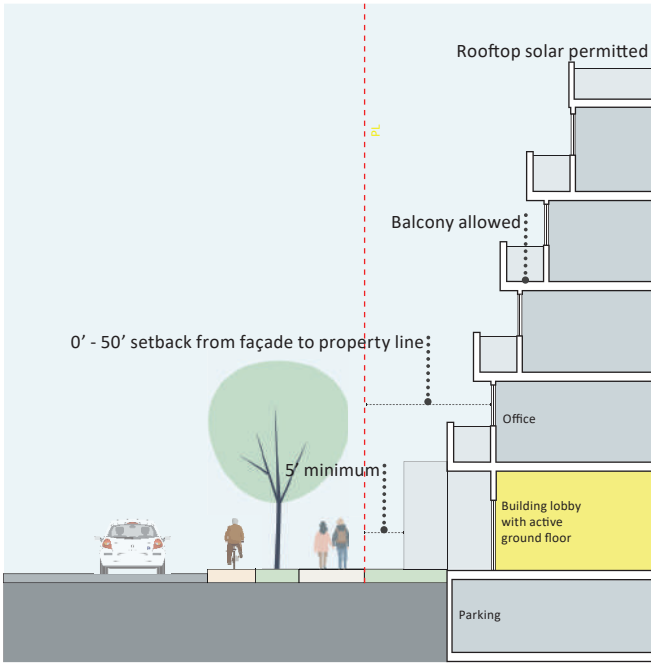
Required Standards	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Design Guidelines* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • Commercial buildings shall be rated Gold under the LEED v4.1 for New Construction or Core and Shell rating system • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

3.6.7 B-2: CAMPUS MID-RISE

DESCRIPTION

Campus Mid-Rise has a maximum height of 150 feet, providing spaces appropriate for a range of commercial uses. These buildings orient to the open space in a campus-like setting. Parking is provided via surface lots, above-ground structures/ podiums along Frontage Road. This type is located in Mid Density Commercial zones.

Required Standards	
Building Height (max)	• 150 feet.
Building Street Frontage within Setback Zone (min)	• As per District Plans in Section 3.5. • Podium – AGF liner required at street, plaza or park. • No requirement on Frontage road.
Building Setbacks	• 0-3 foot front setback at required AGF. • 0-10 feet at all other streets, open spaces, parks, and plazas. • 50 foot setback for no more than 50 percent of street frontage is required for sidewalk courtyards along Baylands Blvd., between Main St. and Campus Pkwy.
Parking Podium Setbacks	• Min. 5 foot setback. • 3-10 feet where liner frontage use required (see Section 3.5 for location of required parking liner).
Ground Floor	• Retail, public services, entries or uses defined at required or allowed AGF locations (refer to Section 3.4.1 for details).



Section to represent basic design goals of Campus Mid-Rise

Required Standards	
Ground Floor (continued)	• Office, Flex workspace, recreation facilities, meeting rooms or public services at all other locations. • Frequent street oriented entries required.
Parking	• 2.0 stalls/1000 ft² max. • Parking podium - 35 feet max. height. • Parking structure - 50 feet max. height. • Parking podium/structure access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chapter 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chapter 06 Circulation, Tables 6.7 and 6.8.

Design Guideines (Campus Mid-Rise)	
1. Building Modulation & Articulation	*Intent* The architecture of Campus Mid-Rise should be designed to exhibit visual rhythm and variety. The articulation of façades reduces the perceived scale and intensity of the development from surrounding public rights-of-way, defines the streetwall, and provides a sense of enclosure to the Ecological Park, and creates a human scale experience in the pedestrian realm. *Design Guidelines* • Modulation of building scale and façade articulation can be achieved through one or more of the following approaches; for façades greater than 100' in length, at least one is required: ◦ Horizontal break in plane (recession or projection) ◦ Vertical break in plane (recession or projection) ◦ Material differentiation ◦ Shared patterns or physical connections between buildings ◦ Articulated fenestration, such as recessed or projecting window frames with a minimum depth of 6" • To vary façade depth, one or more of the following shall be used: ◦ Horizontal and vertical recessing and/or projections ◦ Varied expression of floor heights ◦ Changes in shading devices ◦ Window reveals with a minimum depth of 6" • Bridging between buildings is permitted. Connecting elements is permitted to extend to the ground level to promote social activation and to help break down the scale of the massing • Physical bridge connections should be designed with high transparency and programmed with active uses including entryways, amenity spaces, or collaboration and meeting spaces • Campus Mid-Rise buildings is permitted to provide "amenity pavilions": single-story ground-level spaces connected to the podium but expressed as smaller masses or objects separate from the main building.

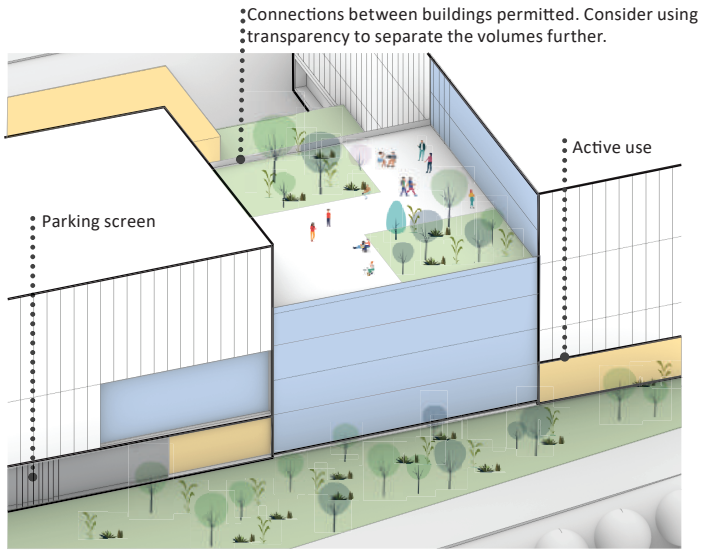


FIGURE 3.77: CAMPUS MID RISE OBJECTIVES

Design Guideines (Campus Mid-Rise)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Building rooflines should distinguish commercial buildings from one another and provide relief from repetitive forms. Roof and parapet design is permitted to retain flexibility for a variety of rooftop uses and functions. *Design Guidelines* • Roof design shall be compatible with building design and articulation, accentuating the color, form, and materials of the overall structure • Roof edges facing public right of way shall be reserved for vegetation and/or amenity spaces, where possible • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, if provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ For non-occupiable roofs, a minimum 50% of surface area shall be available for solar panels ◦ PV systems is permitted to extend above the maximum building height • Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • When facing a public right-of-way, rooftop mechanical equipment shall be located at least 15’ away from the back face of the roof parapet and screened to reduce the visual impact using landscape/vegetation, green wall, or other screening devices. The screen shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height 2.2 Terraces & Shade Structures *Intent* Terraces are shared areas which provide premium commercial amenity space and more diverse workplace settings for office tenants to enjoy. Terrace design should complement the building’s architectural character and is permitted to strategically provide shade structures to promote greater year-round use of these building amenities. *Design Guidelines* • Terraces are permitted at the building roof level, podium level, and at any floor level within the tower footprint • Terraces shall be a minimum of 15’ deep in one dimension

Design Guideines (Campus Mid-Rise)	
3. Façade Design	3.1 Fenestration *Intent* Window design in Campus Mid-Rise should provide ample amounts of natural daylight throughout the day for building users, preserving views from interior spaces out to shared green spaces and other natural features. Fenestration at ground level should promote visual activation of the public realm through high amounts of building transparency. *Design Guidelines* • Where active ground floor uses are provided, the façade shall have a minimum of 50 percent transparency • South and west facing windows shall be designed to reduce energy losses via use of recesses, overhangs, or other sun shading approaches • Fenestration shall be articulated to establish visual rhythm, interest, and variety, and can be achieved through architectural approaches including: ◦ Horizontal or vertical window grouping / clustering ◦ Horizontal or vertical window recessing and/or projections ◦ Recessed or projecting window frames with a minimum depth of 6” • Any building greater than 100 feet tall shall employ the following bird-friendly design strategies: ◦ Consult a qualified biologist experienced with urban building bird strike design issues to identify measures related to the external appearance of the building to minimize the risk of bird strike. ◦ Use a bird-friendly glazing treatment on the façades of any floor within 12 feet of the level from a green roof if the façade has 50% or more glazed surface. Examples of bird-friendly glazing treatments include, but are not limited to: – Use of panned glass with fenestration patterns – Use of decorative screens, applied film, louvers, angled, fritted and/or frosted glass – Minimizing the use of transparent building corners – Use of low profile, low intensity lighting directed downward – Use of shielded fixtures for outdoor lighting – Use of motion sensor lighting and automatic shut offs – Use of window treatments that reduce transmission of light of the building

Design Guideines (Campus Mid-Rise)	
3. Façade Design (continued)	3.2 Building Entries *Intent* Building entries define the threshold between the public and the private realm, and as such, should be intuitively located and easily identifiable from the street. Given their visual prominence, building entries should seek to positively contribute to the character and identity of the primary public right-of-way which the entry abuts. *Design Guidelines* • Location & Articulation: ◦ All primary and storefront entrances to the building shall be from public open spaces or from a public right-of-way ◦ Entry design shall incorporate two or more of the following features: – A change in material or change in plane relative to the primary building façade – Use of accentuating light and color – A projecting element above the entry – Recessed doors or cased openings ◦ Where Active Ground Floor use is provided, the façade shall have a minimum of 50 percent transparency (Refer to Section 3.5 District and Block Standards for locations of Required and Allowed Active Ground Floor) • Open Space & Public Realm ◦ A minimum of fifty percent (50%) of the front setback area shall be landscaped ◦ Active ground level uses, should be concentrated where possible along building façades facing open spaces to encourage outdoor activation and usage ◦ Landscape lighting shall be unobtrusive and shielded to prevent glare such as bollard-type fixture or ground-mounted up-lights for trees ◦ Dense landscaping and/or architectural treatments shall be provided to screen features such as storage areas, generator, transformers, trash enclosures and other service elements ◦ Irrigated landscapes shall comply with the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70, or the latest state provisions, whichever is more effective in conserving water) 3.3 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings and provides relief from long runs of repetitive forms within individual blocks and over adjacent blocks.

Design Guidelines (Campus Mid-Rise)	
3. Façade Design (continued)	*Design Guidelines* • Façades shall not exceed a 60/40 window-to-wall ratio. Insulated shadow boxes is permitted to be included in the total wall area when their performance is that of a typical wall assembly used elsewhere in the building • The primary building material shall be expressed on building faces that are visible to the public • All buildings shall avoid use of mirrored glass • Any reflective materials on building exteriors shall be positioned to not reflect daytime glare onto the freeway • Low VOC architectural coatings shall be used

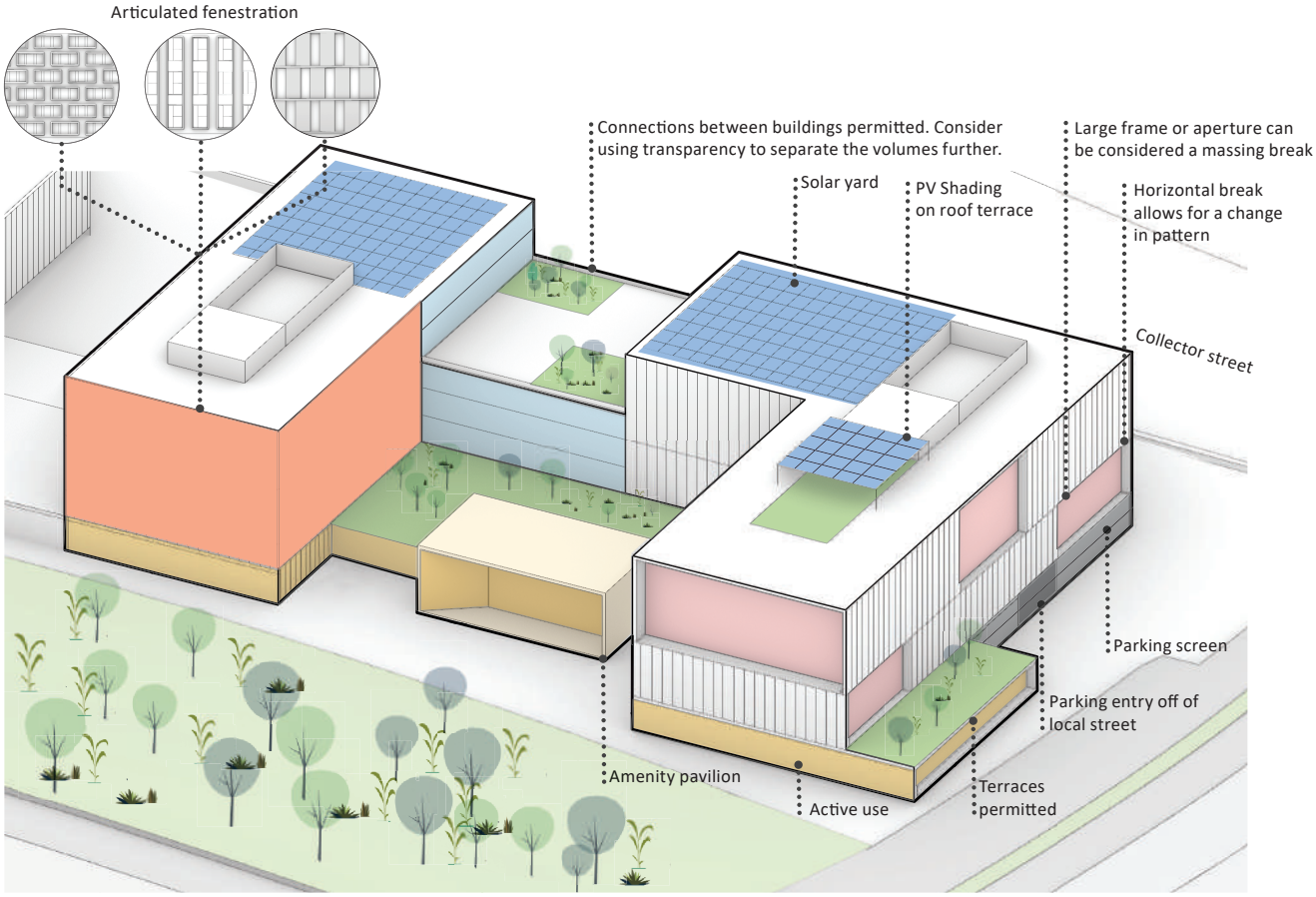


FIGURE 3.78: CAMPUS MID RISE OBJECTIVES

Design Guidelines (Campus Mid-Rise)	
4. Parking & Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Design Guidelines* • Parking Podium ◦ Parking podiums shall be screened from sidewalks, courtyards, parks, plazas, or any other pedestrian environment or public open space, with "Liner" buildings (refer to Section 3.5 for specific locations, and Section 3.4.7 for purpose and definition). Screening of podiums with active liners shall not be required on Frontage Road or Tunnel Avenue, as these are intended to serve as primarily vehicular environments. ◦ Where above-grade parking is lined with active uses, the design shall match and/or complement the design elements of the building façade. ◦ Where exposed, podiums shall receive treatment to reduce visual impact, including but not limited to – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity ◦ Parking Access shall not be located on the primary (entry) façade of the building, adjacent to, or facing, parks, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations) ◦ Any parking or loading access shall not be located on the primary (entry) façade, and shall be located a minimum of 30' from secondary entries ◦ Service areas shall not be visible or accessible on the primary (entry) frontage ◦ Entrances shall comply with the Vehicular Access Plans in Section 3.5, and shall be recessed by a min. of 6" from the face of building ◦ All parking podiums shall make provisions for car sharing priority spaces and electrical charging stations • Structured Parking ◦ Placement of Parking Structures shall not obscure the principal building's primary entrance from public rights-of-way ◦ The design shall match and/or complement the design elements of the principal building ◦ Parking Structures shall receive treatment to reduce visual impact, including but not limited to – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity – Incorporation of public art into screening elements is permitted

Design Guidelines (Campus Mid-Rise)	
4. Parking & Access (continued)	◦ Vehicular entrances to parking structures shall not be located adjacent to, or facing, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations). • Surface Parking ◦ The primary building entry shall be clearly visible from all parking areas. ◦ Avoid crossing loading and service traffic with pedestrian routes between parking areas and the principal building. Circulation systems shall be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation ◦ Surface parking is permitted to be covered by PV shade canopies and/or canopy trees to reduce visual impact, and shall not be visible from the Ecological Park

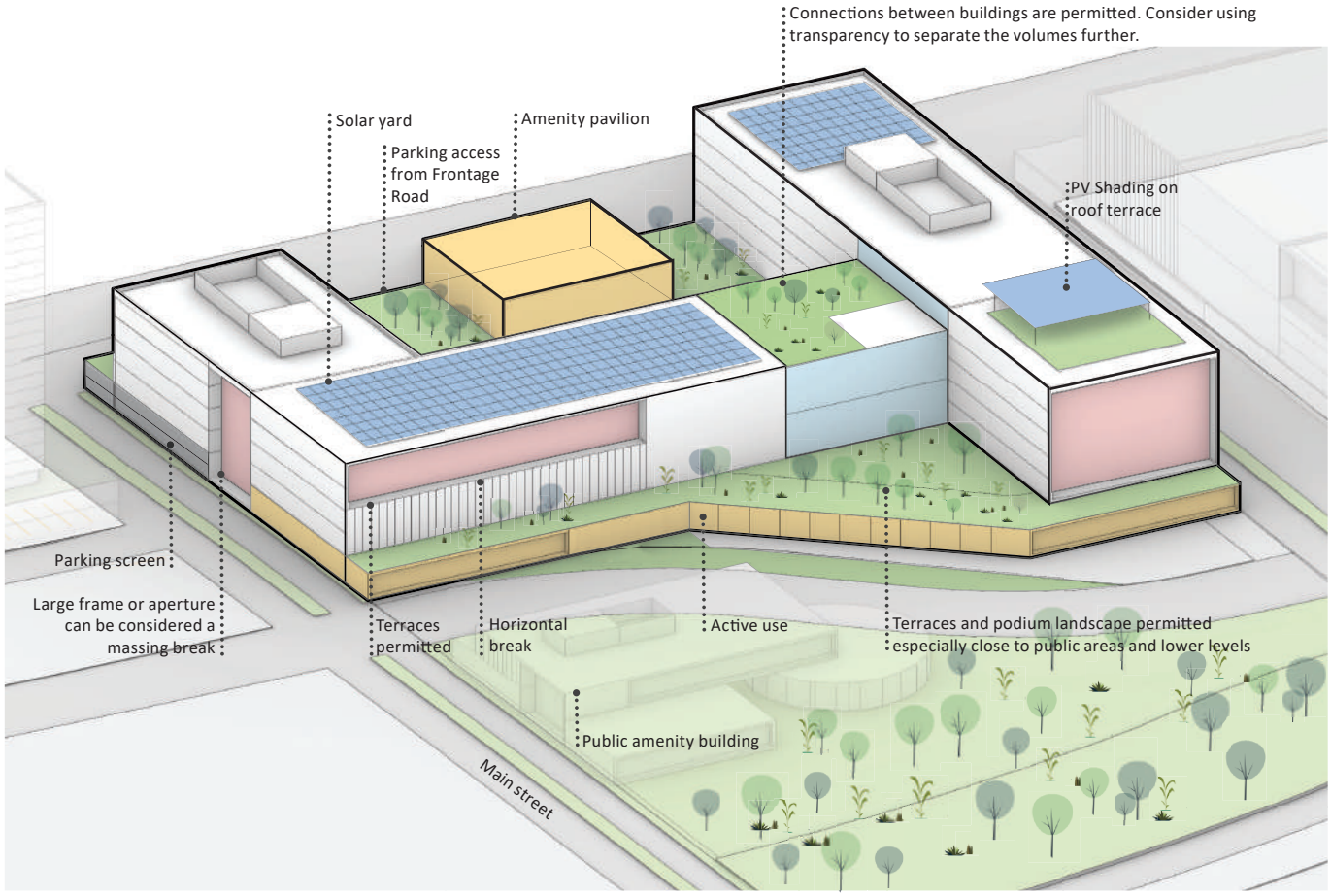


FIGURE 3.79: CAMPUS MID RISE OBJECTIVES

Design Guidelines (Campus Mid-Rise)	
5. Signage Design	5.1 Tenant Sign • Tenant signage is permitted to consist of a sign plaque or a window sign per street frontage for each business at an overall size not to exceed a 1 sq. ft. per 1 foot of frontage. Sign to be non-illuminated. Sign materials shall be selected to be complimentary to the building's architectural finish palette. 5.2 Commerical Building ID Sign • Commerical Building ID signage is permitted to be projecting or fascia mounted. Sign materials shall be selected to be complimentary to the building's architectural finish palette.

<table>
<tr><th>Type of Sign</th><th>Maximum Sign Area</th><th>Other Requirements</th></tr>
<tr><td>Permanent Commercial ID Signs:</td><td></td><td>Max. 1 sign for each street frontage. Up to 3 building signs.</td></tr>
<tr><td>Fascia Mounted</td><td rowspan="3">1 sq. ft. per 1 foot of frontage with Max. of 100 sq. ft.</td><td></td></tr>
<tr><td>Projecting</td><td>No encroachment into the public right-of-way. 1 foot maximum projection above the face of the structure Not more than 1 projecting sign per site.</td></tr>
<tr><td>Monument</td><td>Up to 2 monument signs per commercial type.</td></tr>
</table>

FIGURE 3.80: REQUIREMENTS FOR COMMERCIAL BUILDING ID SIGNS

Required Standards	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Design Guidelines* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • Commercial buildings shall be rated Gold under the LEED v4.1 for New Construction or Core and Shell rating system • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

3.6.8 B-3: CAMPUS LOW-RISE

DESCRIPTION

Campus Low-Rise is less dense than other commercial types, with a maximum heigh of 100 feet. Generally, this type of building is found in Low Density Commercial areas east of the Caltrain/JPB rail corridor and are in a campus-like setting. These buildings are also allowed in Mid Density Commercial zones. Parking is permitted to be provided via structures or parking lots at grade. No street frontage is required.

Required Standards	
Building Height (max)	• 100 feet.
Building Street Frontage within Setback Zone (min)	• NA.
Building Setbacks	• 40 feet min from top of embankment.
Parking Podium Setbacks	• NA.
Ground Floor	• Retail, public services, office, flex workspace, meeting rooms, lobbies, public services or other uses defined in Chapter 02, Table 2.2.

Required Standards	
Parking	• 2.0 stalls/1000 ft² max. • Surface parking. • Parking structure - 50 feet max. height. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chapter 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chapter 06 Circulation, Tables 6.7 and 6.8.

Design Guidelines (Campus Low-Rise)	
1. Building Modulation & Articulation	*Intent* The architecture of Campus Low-Rise should accommodate a variety of commercial users, and allow for unique architectural expression. Building massing should be broken down to reduce the perceived scale and intensity of the development from surrounding public rights-of-way. Buildings should exhibit visual rhythm and variety, and maintain a human scale at ground level, contributing to a campus environment. *Design Guidelines* • Modulation of building scale and façade articulation can be achieved through one or more of the following approaches; for façades greater than 100' in length, at least one is required: ◦ Horizontal break in plane (recession or projection) ◦ Vertical break in plane (recession or projection) ◦ Material differentiation ◦ Shared patterns or physical connections between buildings ◦ Articulated fenestration, such as recessed or projecting window frames with a minimum depth of 6" ◦ Other expressed elements or structural forms that create shadow and texture, and variation in depth • Bridging between buildings is permitted. Connecting elements is permitted to extend to the ground level to promote social activation and to help break down the scale of the massing • Physical bridge connections are permitted to have high transparency and programmed with active uses including entryways, amenity spaces, or collaboration and meeting spaces

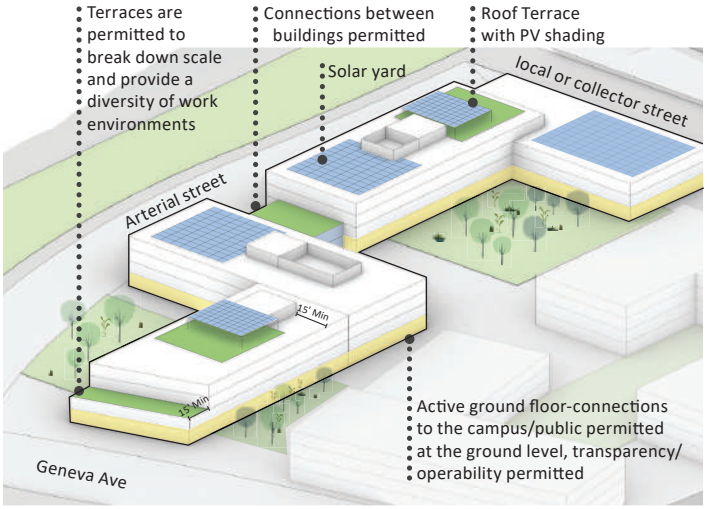


FIGURE 3.81: CAMPUS LOW-RISE OBJECTIVES

Design Guidelines (Campus Low-Rise)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Building rooflines are an opportunity for architectural expression, and should distinguish buildings from one another. Unique roof forms are permitted. *Design Guidelines* • Roof design shall be compatible with building design and articulation, accentuating the color, form, and materials of the overall structure • Roof edges facing public right-of-way shall be reserved for vegetation and/or amenity spaces, where possible • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, if provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ For non-occupiable roofs, a minimum 50% of surface area shall be available for solar panels ◦ PV systems is permitted to extend above the maximum building height • Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • Rooftop mechanical equipment shall be located a minimum of 15' away from the back of face of the roof parapet and shall be screened to reduce the overall visual impact using landscape/vegetation, green wall, or other screening devices. The screen shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height 2.2 Terraces & Shade Structures *Intent* Terraces are shared areas which provide premium commercial amenity space and more diverse workplace settings for office tenants to enjoy. Terrace design should complement the building's architectural character and is permitted to strategically provide shade structures to promote greater year-round use of these building amenities. *Design Guidelines* • Terraces are permitted at the building roof level, podium level, and at any floor level within the tower footprint • Terraces shall be a minimum of 15' deep in one dimension

Design Guidelines (Campus Low-Rise)	
3. Façade Design	3.1 Fenestration *Intent* Window design in Campus Low-Rise should provide ample amounts of natural daylight throughout the day for building users, preserving views from interior spaces out to shared green spaces and other natural features. Fenestration at ground level should promote visual activation of the public realm through building transparency between indoor and outdoor spaces. *Design Guidelines* • At ground level, the façades shall have a minimum of 50 percent transparency when facing a public right-of-way or open space • South and west facing windows shall be designed to reduce energy losses via use of recesses, overhangs, or other sun shading approaches 3.2 Building Entries *Intent* Building entries define the threshold between the public and the private realm, and as such, should be intuitively located and easily identifiable from the street. Given their visual prominence, building entries should seek to positively contribute to the character and identity of the street or open space which the entry abuts. *Design Guidelines* • Location & Articulation: ◦ Primary entrances shall be from a public right-of-way, or shared open space within a campus environment ◦ The entry design shall incorporate two or more of the following features: – Use of accentuating light and color – A projecting element above – A change in material, or change in plane in relative to the primary building façade • Open Space & Public Realm ◦ A minimum of fifty percent (50%) of the front setback area shall be landscaped ◦ Green shared spaces are permitted between campus low-rise buildings to facilitate open-air work, collaboration, meetings, and passive recreation ◦ Where feasible, active ground level uses, including work and collaboration spaces, should be located along building façades facing open spaces to encourage outdoor activation and usage ◦ Open spaces or plazas located along primary building façades shall include seating areas, plantings and/or vegetation. Landscape lighting shall be unobtrusive and shielded to prevent glare such as bollard-type fixture or ground-mounted up-lights for trees

Design Guidelines (Campus Low-Rise)	
3.Façade Design (continued)	◦ Dense landscaping and/or architectural treatments shall be provided to screen features such as storage areas, generator, transformers, trash enclosures and other service elements ◦ Irrigated landscapes shall comply with the provisions of the Water Conservation in Landscaping Ordinance (refer to City of Brisbane Municipal Code Chapter 15.70, or the latest state provisions, whichever is more effective in conserving water) 3.3 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings and provides relief from long runs of repetitive forms within individual blocks and over adjacent blocks. Materials shall be of high quality with textures and colors that further accentuate building design. Changes in building materials along a building face shall relate to building massing. *Design Guidelines* • The primary building material shall be expressed on building faces that are visible to the public • Façades shall not exceed a 60/40 window-to-wall ratio. Insulated shadow boxes is permitted to be included in the total wall area when their performance is that of a typical wall assembly used elsewhere in the building • All buildings shall avoid use of mirrored glass • Any reflective materials on building exteriors shall be positioned to not reflect daytime glare onto the freeway • Low VOC architectural coatings shall be used
4. Parking and Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Design Guidelines* • Parking podium ◦ Parking podiums shall be screened from sidewalks, courtyards, parks, plazas, or any other pedestrian environment or public open space, with "Liner" buildings (refer to Section 3.5 for specific locations, and Section 3.4.7 for purpose and definition). Screening of podiums with active liners shall not be required on Frontage Road or Tunnel Avenue, as these are intended to serve as primarily vehicular environments. ◦ Where above-grade parking is lined with active uses, the design shall match and/or complement the design elements of the building façade.

Design Guidelines (Campus Low-Rise)	
4.Parking and Access (continued)	◦ Where exposed, podiums shall receive treatment to reduce visual impact, including but not limited to – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity ◦ Parking Access shall not be located on the primary (entry) façade of the building, adjacent to, or facing, parks, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations) ◦ Any parking or loading access shall not be located on the primary (entry) façade, and shall be located a minimum of 30' from secondary entries • Service areas shall not be visible or accessible on the primary (entry) frontage • Entrances shall comply with the Vehicular Access Plans in Section 3.5, and shall be recessed by a min. of 6" from the face of building • All parking podiums shall make provisions for car sharing priority spaces and electrical charging stations • Structured Parking ◦ Placement of Parking Structures shall not obscure the principal building's primary entrance from public rights-of-way ◦ The design shall match and/or complement the design elements of the principal building ◦ Parking Structures shall receive treatment to reduce visual impact, including but not limited to – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity – Incorporation of public art into screening elements is permitted • Vehicular entrances to parking structures shall not be located adjacent to, or facing, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations). • Surface Parking ◦ The primary building entry shall be clearly visible from all parking areas. ◦ Avoid crossing loading and service traffic with pedestrian routes between parking areas and the principal building. Circulation systems shall be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation ◦ Surface parking is permitted to be covered by PV shade canopies and/or canopy trees to reduce visual impact

Design Guidelines (Campus Low-Rise)	
5. Signage Design	5.1 Tenant Sign • Tenant signage is permitted to consist of a sign plaque or a window sign per street frontage for each business at an overall size not to exceed a 1 sq. ft. per 1 foot of frontage. Sign to be non-illuminated. Sign materials shall be selected to be complimentary to the building's architectural finish palette. 5.2 Commerical Building ID Sign • Commerical Building ID signage is permitted to be projecting or fascia mounted. Sign materials shall be selected to be complimentary to the building's architectural finish palette.

Type of Sign	Maximum Sign Area	Other Requirements
Permanent Commercial ID Signs:		Max. 1 sign for each street frontage. Up to 3 building signs.
Fascia Mounted	1 sq. ft. per 1 foot of frontage with Max. of 100 sq. ft.	
Projecting		No encroachment into the public right-of-way. 1 foot maximum projection above the face of the structure Not more than 1 projecting sign per site.
Monument		Up to 2 monument signs per commercial type.

FIGURE 3.82: REQUIREMENTS FOR COMMERCIAL BUILDING ID SIGN

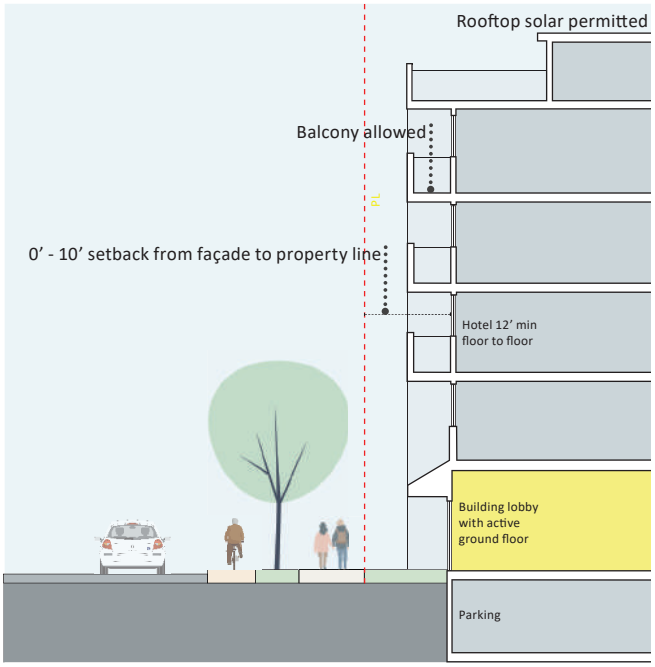
Required Standards	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Design Guidelines* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • Commercial buildings shall be rated Gold under the LEED v4.1 for New Construction or Core and Shell rating system • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

3.6.9 B-4: HOSPITALITY

DESCRIPTION

Hospitality type has a maximum height of 240 feet, providing spaces appropriate for a diversity of commercial uses. Parking is below grade or in two-story podiums. This type is intended for use near the Bayshore Caltrain Station Plaza in High Density Commercial areas. Along Frontage Road, the parking structure can be exposed while AGF uses are required along Baylands Boulevard and at the Bayshore Caltrain Station Plaza.

Required Standards	
Building Height (max)	• 240 feet.
Building Street Frontage within Setback Zone (min)	• As per District Plans in Section 3.5. • Podium – AGF liner required at street, plaza or park. • No requirement on Frontage Road.
Building Setbacks	• 0-3 foot front setback at Active Ground Floor uses. • 0-10 feet at all other streets, open spaces, parks, and plazas. • 50 foot setback for no more than 50 percent of street frontage is required for sidewalk courtyards along Baylands Blvd., north of Geneva Ave.
Parking Podium Setbacks	• Min 5 foot setback. • 3-10 feet. where liner frontage use required (see Section 3.5 for location of required podium liner and Section 3.4.7 for liner details).
Ground Floor	• Retail, public services, entries or uses defined at required or allowed 'Active Ground Floor' locations (refer to Section 3.4.1 for details).



Section to represent basic design goals of Hospitality

Required Standards	
Ground Floor (continued)	• Hotel lobby, office, flex workspace, meeting rooms or public services at all other locations.
Parking	• 0.5 stall/1000 ft² max. • Parking podium - 50 feet max. height. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chapter 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand Management	• For details on TDM measures refer to Chapter 06 Circulation, Tables 6.7 and 6.8.

Design Guidelines (Hospitality)	
1. Building Modulation & Articulation	*Intent* Hospitality architecture should be designed to exhibit visual rhythm and variety. Façade articulation reduces the perceived scale and intensity of the development from surrounding public rights-of-way, helps to define building entryways, and creates a human scale experience along street edges and within shared green spaces. *Design Guidelines* • Modulation of building scale and façade articulation can be achieved through one or more of the following approaches: ◦ Horizontal break in plane ◦ Vertical break in plane ◦ Material differentiation ◦ Shared patterns or physical connections between buildings ◦ Articulated fenestration • To vary façade depth, two or more of the following shall be used: ◦ Horizontal and vertical recessing and/or projections ◦ Changes in height and floor levels ◦ Changes in shading devices ◦ Window reveals with a minimum depth of 6”

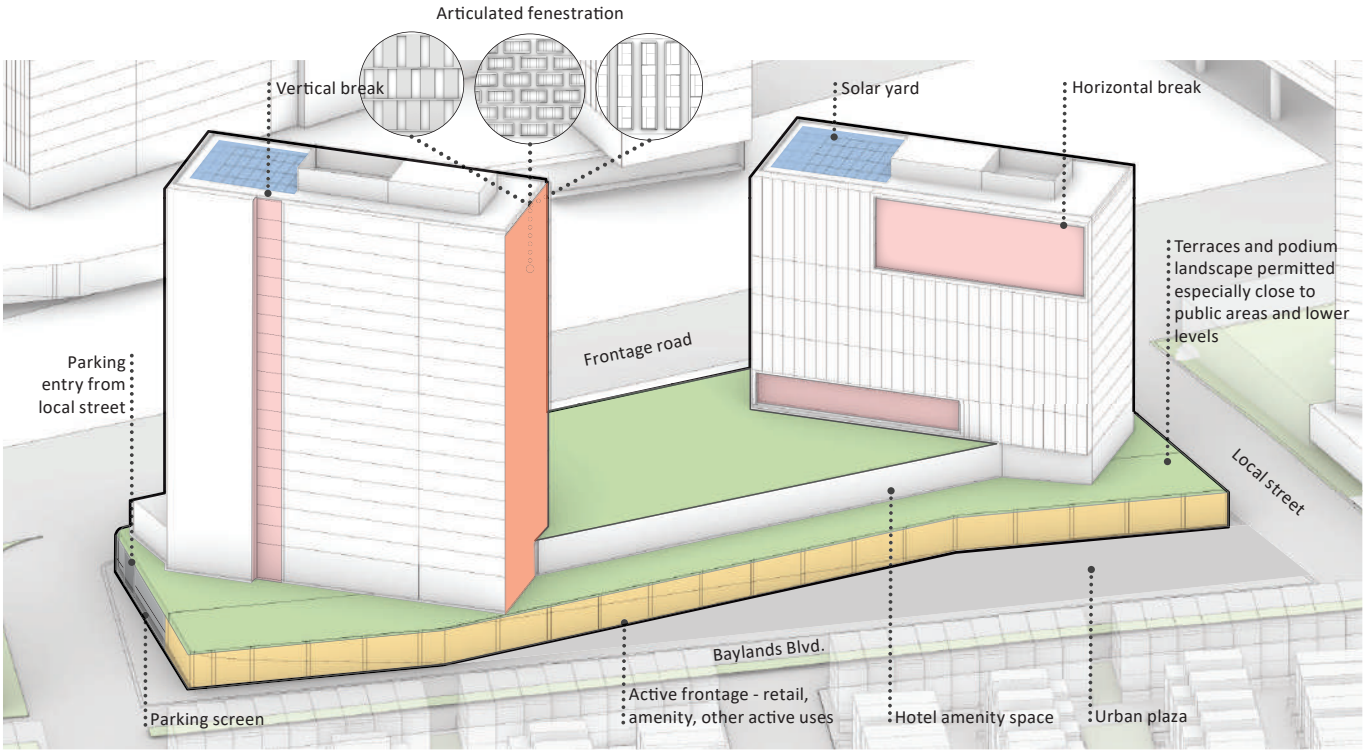


FIGURE 3.83: HOSPITALITY OBJECTIVES

Design Guidelines (Hospitality)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Building rooflines should distinguish hospitality buildings from other types, and provide relief from repetitive forms. Roof and parapet design is permitted to retain flexibility for a variety of rooftop uses and functions. *Design Guidelines* • Roof design shall be compatible with building design and articulation, accentuating the color, form, and materials of the overall structure • Roof edges facing public right of way shall be reserved for vegetation and/or amenity spaces, where possible • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, if provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ For non-occupiable roofs, a minimum 50% of surface area shall be available for solar panels ◦ PV systems is permitted to extend above the maximum building height • Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain • Rooftop mechanical equipment shall be located a minimum of 15’ away from the back face of the roof parapet and shall be screened to reduce the overall visual impact using landscape/ vegetation, green wall, or other screening devices. The screen shall be at least equal in height to the mechanical elements that it screens and is permitted to extend above the maximum building height 2.2 Terraces & Shade Structures Intent Terraces are shared areas which provide premium amenity space for guests to enjoy. Terrace design should complement the building’s architectural character and is permitted to strategically provide shade structures, wind breaks, or other features to promote greater year-round use of these building amenities. *Design Guidelines* • Terraces are permitted at the building roof level, podium level, and at any floor level within the tower footprint • Terraces shall be a minimum of 15’ deep in one dimension

Design Guidelines (Hospitality)	
3. Façade Design	3.1 Fenestration *Intent* Hospitality fenestration should provide ample amounts of natural daylight and air throughout the day for guests, preserving views from interior spaces out to shared green spaces and other natural features. Fenestration at ground level should promote visual activation of the public realm through building transparency between indoor and outdoor spaces. *Design Guidelines* Where active ground floor uses are provided, the façade shall have a minimum of 50 percent transparency • South and west facing windows shall be designed to reduce energy losses via use of recesses, overhangs, or other sun shading approaches • Any building greater than 100 feet tall shall employ the following bird-friendly design strategies: ◦ Consult a qualified biologist experienced with urban building bird strikes design issues to identify measures related to the external appearance of the building to minimize the risk of bird strike. ◦ Use a bird-friendly glazing treatment on the façades of any floor within 12 feet of the level from a green roof if the façade has 50% or more glazed surface. Examples of bird-friendly glazing treatments include, but are not limited to: – Use of panned glass with fenestration patterns – Use of decorative screens, applied film, louvers, angled, fritted and/or frosted glass – Minimizing the use of transparent building corners – Use of low profile, low intensity lighting directed downward – Use of shielded fixtures for outdoor lighting – Use of motion sensor lighting and automatic shut offs – Use of window treatments that reduce transmission of light of the building 3.2 Building Entries *Intent* Building entries represent a threshold of arrival, and as such, should be intuitively located and easily identifiable from the street. Given their visual prominence, building entries should positively contribute to the character and identity of the street or open space which the entry fronts. *Design Guidelines* • Location & Articulation: ◦ All primary and storefront entrances the building shall be from a public right-of-way

Design Guidelines (Hospitality)	
3.Façade Design (continued)	◦ The entry design shall incorporate two or more of the following features: – A change in material, or change in plane in relative to the primary building façade – Use of accentuating light and color – A projecting element above – Recessed doors or cased openings ◦ Where Active Ground Floor use is provided, the façade shall have a minimum of 50 percent transparency (Refer to Section 3.5 District and Block Standards for locations of Required and Allowed Active Ground Floor) • Open Space & Public Realm ◦ A minimum of fifty percent (50%) of the front setback area shall be landscaped ◦ Landscape lighting shall be unobtrusive and shielded to prevent glare such as bollard-type fixture or ground-mounted up-lights for trees. ◦ Dense landscaping and/or architectural treatments shall be provided to screen features such as storage areas, generator, transformers, trash enclosures and other service elements ◦ Where landscaping is provided, at least 75% native California or drought tolerant plant or tree species shall be used (Refer to Section A4.106.3 Landscape Design) 3.3 Materials *Intent* Variation of materials within façades provides pattern & texture to individual buildings and provides relief from long runs of repetitive forms within individual blocks and over adjacent blocks. Materials shall be of high quality with textures and colors that further accentuate building design. Changes in building materials along a building face shall relate to building massing. *Design Guidelines* • The primary building material shall be expressed on building faces that are visible to the public • Façades shall not exceed a 60/40 window-to-wall ratio. Insulated shadow boxes is permitted to be included in the total wall area when their performance is that of a typical wall assembly used elsewhere in the building • All buildings shall avoid use of mirrored glass • Any reflective materials on building exteriors shall be positioned to not reflect daytime glare onto the freeway • Low VOC architectural coatings shall be used 3.4 Balconies and Overhangs *Intent* Where provided, balconies and overhangs must be meaningfully integrated with the overall architectural massing and expression of the building. Balconies and overhangs should be functional rather than purely ornamental.

Design Guidelines (Hospitality)	
3.Façade Design (continued)	*Design Guidelines* • Projecting Balconies and overhangs balconies are limited to the setback zone and shall not extend beyond the Property Line • Projecting Balconies shall have a minimum depth of 5' • Flooring for balconies shall be a solid material without any openings or perforations
4. Parking & Access	*Intent* Where provided, off-street parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Design Guidelines* • Parking Podium ◦ Parking podiums shall be screened from sidewalks, courtyards, parks, plazas, or any other pedestrian environment or public open space, with "Liner" buildings (refer to Section 3.5 for specific locations, and Section 3.4.7 for purpose and definition). Screening of podiums with active liners shall not be required on Frontage Road or Tunnel Avenue, as these are intended to serve as primarily vehicular environments. ◦ Where above-grade parking is lined with active uses, the design shall match and/or complement the design elements of the building façade. ◦ Where exposed, podiums shall receive treatment to reduce visual impact, including but not limited to – Landscaping / vegetation – Architectural paneling with a minimum 30% opacity ◦ Parking Access shall not be located on the primary (entry) façade of the building, adjacent to, or facing, parks, plazas, building lobbies or primary entries (refer to Section 3.5 for allowable vehicular access locations) ◦ Any parking or loading access shall not be located on the primary (entry) façade, and shall be located a minimum of 30' from secondary entries • Service areas shall not be visible or accessible on the primary (entry) frontage • Entrances shall comply with the Vehicular Access Plans in Section 3.5, and shall be recessed by a min. of 6" from the face of building • All parking podiums shall make provisions for car sharing priority spaces and electrical charging stations

Design Guidelines (Hospitality)	
5. Signage Design	5.1 Tenant Sign • Tenant signage is permitted to consist of a sign plaque or a window sign per street frontage for each business at an overall size not to exceed a 1 sq. ft. per 1 foot of frontage. Sign to be non-illuminated. Sign materials shall be selected to be complimentary to the building's architectural finish palette. 5.2 Commerical Building ID Sign • Commerical Building ID signage is permitted to be projecting or fascia mounted. Sign materials shall be selected to be complimentary to the building's architectural finish palette.

<table>
<tr><th>Type of Sign</th><th>Maximum Sign Area</th><th>Other Requirements</th></tr>
<tr><td>Permanent Commercial ID Signs:</td><td></td><td>Max. 1 sign for each street frontage. Up to 3 building signs.</td></tr>
<tr><td>Fascia Mounted</td><td rowspan="3">1 sq. ft. per 1 foot of frontage with Max. of 100 sq. ft.</td><td></td></tr>
<tr><td>Projecting</td><td>No encroachment into the public right-of-way. 1 foot maximum projection above the face of the structure Not more than 1 projecting sign per site.</td></tr>
<tr><td>Monument</td><td>Up to 2 monument signs per commercial type.</td></tr>
</table>

FIGURE 3.96: REQUIREMENTS FOR COMMERCIAL BUILDING ID SIGNS

Required Standards	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Design Guidelines* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • Commercial buildings shall be rated Gold under the LEED v4.1 for New Construction or Core and Shell rating system • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

3.6.10 B-5: AMENITY

DESCRIPTION

Amenity buildings have a maximum height of 60 feet and contain floor plates appropriate for residential amenities such as meeting rooms, recreation, restaurants, and club house. Parking is provided via at-grade lots. Primary application is along the west side of Baylands Boulevard between Main Street and Campus Parkway.

Required Standards	
Building Height (max)	• 60 feet.
Building Street Frontage within Setback Zone (min)	• NA.
Building Setbacks	• NA.
Parking Podium Setbacks	• NA.
Ground Floor	• All public entries must access sidewalks or greenways.

Required Standards	
Parking	• Surface parking. • 0.25 stalls/1000 ft^2 max. • Parking access must be located at a minimum of 50 feet from any street intersection (refer to Section 3.5 for parcel vehicular access).
Bike Parking Facilities	• Bicycle parking shall be installed in compliance with the ratios and design standards included in Chapter 06 Circulation, Tables 6.10 and 6.11.
Transportation Demand	• NA.

Design Guidelines (Amenity)	
1. Building Modulation & Articulation	*Intent* Given their comparatively smaller scale and public-facing nature of their programming, amenity buildings present an opportunity to introduce unique architectural character and identity that complement the residential or commercial buildings they programmatically support. *Design Guidelines* • Façades shall provide arcticulation to avoid large, flat wall areas. Articulation is permitted to be acheived through one or more of the following: ◦ Change in materials ◦ Horizontal break in plane ◦ Vertical break in plane ◦ Articulated fenestration • Any permitted outdoor storage or mechanical equipment shall be fully screened from view from areas accessible to the general public

Design Guidelines (Amenity)	
2. Roof Design	2.1 Roofline Modulation & Variety *Intent* Building rooflines are an opportunity for architectural expression, and should distinguish buildings from one another. Unique roof forms are permitted. Roof and parapet design is permitted to retain flexibility for a variety of rooftop uses and functions. *Design Guidelines* • Roof design shall be compatible with building design and articulation, accentuating the color, form, and materials of the overall structure • Roofs shall incorporate opportunities for photovoltaic (PV) panels ◦ PV arrays, if provided, are permitted to be maintained as a solar yard or used as shade structures for roof terraces ◦ For non-occupiable roofs, a minimum 50% of surface area shall be available for solar panels ◦ PV systems is permitted to extend above the maximum building height • Where solar panels or shade structures are not installed, cool roof design shall be employed for all non-occupiable roof surfaces through one or more of the following: ◦ Highly reflective roofing material or coating (minimum 70% solar reflectance) ◦ Green roof ◦ Other systems or material with high thermal emittance (0.9 or higher) which provide reduction in solar heat gain 2.2 Terraces & Shade Structures *Intent* Roof terraces have the potential to provide premium outdoor amenity space for all to enjoy. Terrace design should complement the building's architectural character and is permitted to strategically provide shade structures to promote greater year-round use of these building amenities. *Design Guidelines* • Terraces are permitted at the building roof level, podium level, and at any floor level within the tower footprint • Terraces shall be a minimum of 15' deep in one dimension • Stepped terraces can be incorporated in the design to engage the building with surrounding parks and open spaces and to provide a point of public access to other rooftop amenities • Terraces are permitted to connect to street level or public open space via a public stair or other vertical connection.

Design Guidelines (Amenity)	
3. Façade Design	3.1 Fenestration *Intent* Window design in Amenity buildings should provide ample amounts of natural daylight throughout the day for building users, preserving views from interior spaces out to shared green spaces and other natural features. Fenestration at ground level should promote visual activation of the public realm through building transparency between indoor and outdoor spaces. *Design Guidelines* • Window patterns shall be well proportioned to the building, shall be varied to achieve diversity in architecture, and shall provide adequate light and air to interiors, where applicable • South and west facing windows shall be designed to reduce energy losses 3.2 Building Entries *Intent* Building entries should be intuitively located and easily identifiable from the street. Given their visual prominence and public-facing nature, building entries should seek to positively contribute to the character and identity of the street or open space which the entry abuts and express a welcoming and inviting sense of arrival to visitors. *Design Guidelines* • Location & Articulation: ◦ Entrances shall be appropriately scaled and easy to find ◦ Entry design is recommended to incorporate a change in material or change in plane relative to the primary building façade • Open Space & Public Realm ◦ The design of interior ground floor spaces should visually and programmatically engage with outdoor open spaces ◦ Dense landscaping and/or architectural treatments shall be provided to screen features such as storage areas, generator, transformers, trash enclosures and other service elements
4. Parking and Access	*Intent* Where provided, surface parking should be unobtrusive, and should not detract from, or obscure the building's primary entrance. Impact of parking access on the pedestrian realm should be minimized. *Design Guidelines* ◦ The primary building entry shall be clearly visible from all parking areas. ◦ Avoid crossing loading and service traffic with pedestrian routes between parking areas and the principal building. Circulation systems shall be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic. Pedestrian circulation shall take precedence over vehicular circulation ◦ Surface parking is permitted to be covered by PV shade canopies and/or canopy trees to reduce visual impact

Design Guidelines (Amenity)	
5. Signage Design	5.1 Tenant Sign • Tenant signage is permitted to consist of a sign plaque or a window sign per street frontage for each business at an overall size not to exceed a 1 sq. ft. per 1 foot of frontage. Sign to be non-illuminated. Sign materials shall be selected to be complimentary to the building's architectural finish palette. 5.2 Building ID Sign • Commerical Building ID signage is permitted to be projecting or fascia mounted. Sign materials shall be selected to be complimentary to the building's architectural finish palette.

<table>
<tr><th>Type of Sign</th><th>Maximum Sign Area</th><th>Other Requirements</th></tr>
<tr><td>Permanent Building ID Signs:</td><td></td><td>Max. 1 sign for each street frontage. Up to 3 building signs.</td></tr>
<tr><td>Fascia Mounted</td><td rowspan="3">1 sq. ft. per 1 foot of frontage with Max. of 100 sq. ft.</td><td></td></tr>
<tr><td>Projecting</td><td>No encroachment into the public right-of-way. 1 foot maximum projection above the face of the structure Not more than 1 projecting sign per site.</td></tr>
<tr><td>Monument</td><td>Up to 2 monument signs per commercial type.</td></tr>
</table>

FIGURE 3.84: REQUIREMENTS FOR BUILDING ID SIGNS

Required Standards	
6. Sustainability	*Intent* Building design strategies should support the Baylands goal of Zero Carbon Buildings through energy-efficient design and onsite generation of renewable energy. *Design Guidelines* • Buildings shall comply with all performance standards in Chapter 4 Sustainability Framework • Commercial buildings shall be rated Gold under the LEED v4.1 for New Construction or Core and Shell rating system • All buildings shall be designed to accommodate Solar Photovoltaic Systems • All building systems shall be electric

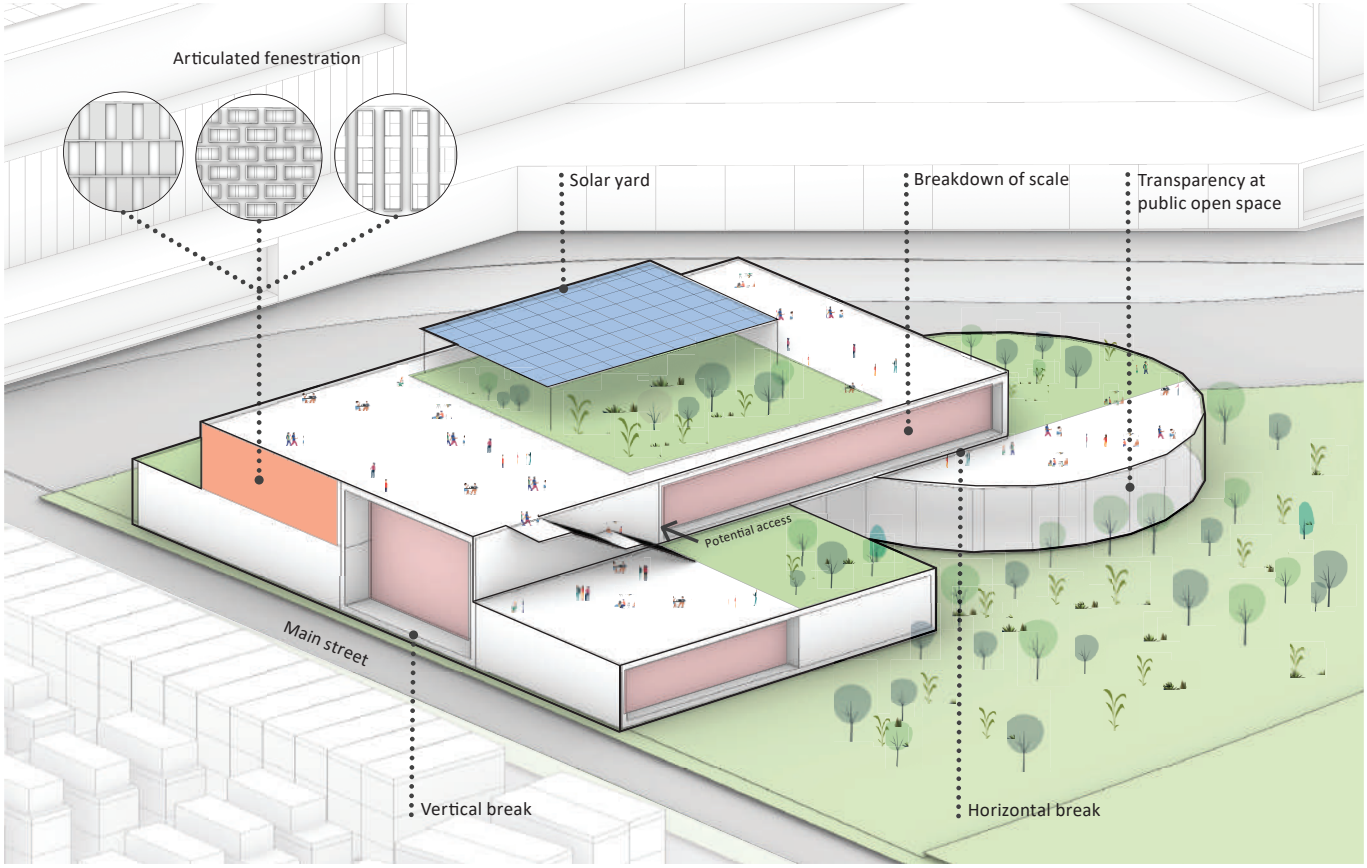


FIGURE 3.85: AMENITY OBJECTIVES

3.7 SCREENING DESIGN GUIDELINES

The following standards apply to all accessory uses within The Baylands. They are meant to reduce the visual impact of any structure or equipment classified as incidental and accessory to a principal use of a parcel.

3.7.1 ACCESSORY USE IN SUSTAINABLE INFRASTRUCTURE LAND USE

- The off-site visibility of exterior equipment such as heating and ventilation units, above-ground storage tanks, compactors and compressors, shall be screened to reduce overall visual impact using fencing, painting, landscape or other screening devices.
- ~~The screening device shall be at least equal in height to the mechanical elements that it screens.~~
- Outdoor storage of trucks and equipment is only permitted in Sustainable Infrastructure and Open Space land uses
- Outdoor storage shall be screened to reduce overall visual impact using fencing, landscape or other screening devices
- All receptacles for collection and recycling shall be screened from view at street level

3.7.2 ACCESSORY USE IN OTHER LAND USES

- The off-site visibility of exterior equipment such as heating and ventilation units, above-ground storage tanks, compactors and compressors, shall be screened to reduce overall visual impact using fencing, painting, landscape or other screening devices.
- Where partially enclosed, the open element of the enclosures shall not be visible from public right-of-way.
- Where enclosed, enclosures shall be designed, painted and textured to match or complement the principal building.
- ~~Screening devices shall have a maximum height of 15 feet. If lower, the devices shall at least be equal in height as the accessory equipment.~~
- Outdoor storage of trucks and equipment is only permitted in Sustainable Infrastructure and Open Space land uses
- Outdoor storage shall be screened to reduce overall visual impact using fencing, landscape or other screening devices
- All receptacles for collection and recycling shall be properly covered from public right-of-way.

3.8 LIGHTING DESIGN STANDARDS

All development within The Baylands shall comply with the following lighting design standards. These standards minimize project lighting effects, while maintaining requirements for public safety and comfort.

3.8.1 GENERAL STANDARDS

- Limit light spill across the property lines, such that illumination at the property line of any use within the Project Site that is attributable to the subject property does not exceed 0.1-foot-candles on business properties and 0.05-foot-candles on residential properties and open space areas. On-site lighting of site-specific development within the Project Site shall result in zero direct-beam illumination leaving the site.
- Street lighting shall be comprised of shorter, LED, pedestrian-scaled fixtures, rather than tall cobra head fixtures, and focus the light downward onto the pedestrian through zone.
- Off-street pedestrian walkways and trails shall have bollard-type lighting to ensure visibility and safety for pedestrians, cyclists, and others.
- Laser source lights and searchlights, and any other high-intensity light for outdoor advertising or entertainment used to attract attention to commercial activities or community events, shall be prohibited.
- Light fixtures that produce a warm light and focus the light downward onto the pedestrian zone shall be selected

- Landscape lighting shall be unobtrusive and shielded to prevent glare such as bollard-type fixture or ground-mounted up-lights for trees.
- Entry monuments shall be lighted with low-level lights with fixtures concealed to highlight the names, maps, etc.
- All parking lot, recreational area, walkway, and trail lighting shall have no light emitted above 90 degrees.
- Project lighting shall be designed to control light energy and ensure that exterior lighting is directed downward and away from adjacent streets and buildings in a manner designed to minimize off-site light spillage.
- Preserve Brisbane's existing dark sky views through light pollution reduction measures, including compliance with CalGreen light reduction standards, and compliance with one or more of the following measures:

  (i) Use of exterior light fixtures that prevent light trespass, and direct light downwards instead of up to the sky, and avoid use of blue light.

  (ii) When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include:
    - *Installing motion-sensitive lighting.*
    - *Using desk lamps and task lighting.*
    - *Reprogramming timers.*
    - *Use of lower-intensity lighting*

3.8.2 GENERAL STANDARDS - ECOLOGICAL HABITAT ZONE

Within ecological spaces (refer to Figure 5.3.4), site lighting shall be used minimally and appropriately to reduce the impact on the ecological environment, and deployed as needed for accessibility, safety, and security.

- Near wetland habitat areas, street lighting shall be provided only at intersections.
- Low-intensity street lamps and low elevation lighting poles shall be used.
- Internal silvering of the globe or external opaque reflectors shall be provided to direct light away from preserved wetland or open water habitats.
- Private sources of illumination around homes shall also be directed and/or shaded to minimize glare into these habitats.

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04
SUSTAINABILITY FRAMEWORK

04 | SUSTAINABILITY FRAMEWORK

4.1 SUSTAINABILITY OVERVIEW

The Baylands development has been planned as a sustainable community. Every section of the Specific Plan has been designed as an integrated system in compliance with the principles of the Sustainability Framework for The Baylands. The Baylands makes it easy and attractive to live sustainably, happy, and well. The Specific Plan goes beyond standard design practices and incremental improvements to transform how people at The Baylands live, work and play in harmony with natural systems. The sustainability features of The Baylands also creates a culture of innovation and collaboration to adapt to new sustainability technologies and practices, and to enhance and protect in perpetuity important natural ecosystems.

With a walkable, transit-oriented mixed use community, The Baylands will benefit air quality, water quality, ecological resources, and climate change by moving more housing closer to jobs, by creating clean new jobs within the City, and by enhancing the City's park and trail resources, by restoring a degraded site into a thriving and resilient new neighborhood.

This Chapter describes the Sustainability Framework for The Baylands.

4.1.1 GENERAL PLAN GP-1-18, MEASURE JJ AND THE BRISBANE SUSTAINABILITY FRAMEWORK FOR THE BAYLANDS

In July of 2018 the City Council approved General Plan Amendment GP-1-18. In the November 2018 elections, GP-1-18 was introduced as Measure JJ and was then voted in by the citizens of Brisbane. GP-1-18 includes mandatory elements that must be included in The Baylands Specific Plan before development of The Baylands parks, infrastructure, residential and commercial development can occur. Other chapters of this Specific Plan describe these mandatory measures, but an overarching measure that must also be met is that The Baylands must comply with the principles of the Sustainability Framework for The Baylands accepted by the City Council in November 2015 (Framework). This Chapter addresses each of these sustainability requirements.

The Sustainability Framework is based on the sustainable framework of the One Planet Communities program as it was adapted for The Baylands. As explained in the Sustainability Program:

- *The One Planet framework is a set of ten principles designed to achieve an ecological footprint based on the resources available on one planet - hence One Planet Living - and includes the social and economic aspects of sustainability as essential elements to achieving and sustaining the environmental outcomes. (Framework p. 8).*

The Framework then included adjustments to the One Planet principles that were "specific to The Baylands Brisbane project mission and goals." (*Ibid*.)

- *"The Sustainability Framework does not itself include any mandatory measures: "The purpose of a Sustainability Framework is to create an approach to achieving sustainable development at the Brisbane Baylands. The principles, key performance indicators and implementation strategies in the Framework are aspirational and do not represent a contract for specific results, however, it is meant to inform the negotiation of binding understandings between the City and the Developer in a Development Agreement. This document will continually evolve over the course of the Baylands project to reflect new information, new funding mechanisms, new policies and technologies, and improvements to the project design."*

The ten principles in the Sustainability Framework are in Table 4.1, and The Baylands implementation summary, is below. The Sustainability Framework also requires compliance with the many more stringent renewable energy, water and energy conservation, and other applicable federal and state and laws and regulations implemented as part of California's commitment to climate leadership and the protection of the environment and public health. The Sustainability Framework also includes the commitment to comply with the current Tier 1 of the CalGreen Building Code, which is an opt-in voluntary commitment to implement more environmentally and climate protective measures into the community design as well as building and infrastructure systems.

CATEGORY	PRINCIPLE (Framework, p. 8-9)	BAYLANDS IMPLEMENTATION SUMMARY
1. Zero Carbon Buildings	Making buildings more energy efficient and delivering all energy with renewable technologies.	Carbon emissions reductions are achieved through energy conservation and building efficiency measures and a combination of planning elements, such as transit and pedestrian design features to reduce automobile use, landscaping and lighting designs that reduce energy and water use, and building design standards to reduce energy and water usage. A minimum of 85,000 megawatt hours (MWh) of electricity annually will be generated by onsite solar panels installed on buildings and in parking areas, and in a solar farm required to be built on the southeast area of the site. The Specific Plan also includes five additional sustainable infrastructure plan subareas (along with roof tops and parking lot areas) to accommodate additional electricity generation and storage technologies. Battery storage facilities and equipment installed in buildings and within sustainable infrastructure areas will extend the reliability and resiliency of renewable electricity produced on and offsite and has independent utility to facilitate the storage of offsite renewable energy produced when generation exceeds demand The sustainability infrastructure subareas also include, as authorized uses innovative renewable electricity genera- tion and storage technologies supporting self-reliance and resiliency. Additional electricity needed at The Baylands will utilize the 100% renewable electricity offered by Peninsula Clean Energy (PCE) to the maximum extent allowed by law. The Baylands will feature all-electric residential and commercial buildings.
2. Zero Waste	Reducing waste, reusing where possible, and ultimately sending zero waste to landfills.	The Baylands includes specific targets for both construction and operational waste reduction, and reuse and recycling to avoid and minimize waste disposal at landfills. These targets are more specific than, and meet or exceed targets identified in, the PEIR and Framework.
3. Sustainable Transport	Using low carbon modes of transport to reduce emissions and reducing the need to travel with good planning	The Baylands includes a mix of commercial, residential, retail and recreational uses in a transit-served location with a pedestrian-oriented design that creates a network of pedestrian and bicycle routes within the site and connecting to surrounding neighborhoods. The Baylands also includes electric vehicle (EV) charging infrastructure, shuttle systems, secure bike parking and other features designed to minimize automobile use and fossil fuel usage. Shared workspaces will be created to support remote work and reduce the need for offsite travel. Many of these measures, coupled with state mandates to eliminate the sale of cars and pickup trucks using gasoline or other fossil fuels, go beyond measures included in the Framework.
4. Local and Sustainable Materials	Using sustainable healthy products, with low embodied energy, sourced locally, made from renewable or waste resources	Sustainability measures require compliance with specific compliance metrics for local and sustainable materials, with tracking for both health and embodied carbon. These measures exceed those required by law, and support use of sustainable materials that were not identified as commercially feasible or available in the Framework.
5. Local and Sustainable Food	Choosing low impact, local, seasonal and organic diets and reducing food waste.	The Baylands will offer weekly farmers' markets and food trucks to support local food suppliers and take other specific steps to encourage food retailers to source local, sustainable, and organic food products. Waste reduction from these food operations is included in the comprehensive waste management program included under Principle 2. Zero Waste.

TABLE 4-1 SUMMARY OF SUSTAINABILITY FRAMEWORK ONE PLANET PRINCIPLES FOR THE BAYLANDS

6. Sustainable Water	Using water more efficiently in buildings, landscaping and in the products we buy, and addressing local flooding, as well as wetland and stormwater pollution.	Water conservation is required for indoor building use, and for outdoor landscaping. ~~Once the Project achieves 0.22 million gallons per day (MGD) wastewater flow, (20% built out), sufficient quantities of wastewater will be produced to support a water recycling facility (WRF), which will thereafter~~ To reduce the demand for potable water, an on-site recycled water system will be implemented. A water recycling facility (WRF) will provide treated water to outdoor irrigation and designated indoor ("purple pipe") sanitary system uses. As explained in the Infrastructure Chapter, finished site elevations protect against current and future flood risks from sea-level rise. Some wetlands will require removal as part of required remediation activities, but wetlands will be recreated and must be maintained in perpetuity thereafter. Stormwater from the site is subject to detention and water quality standards to protect surface waters.
7. Open Space and Habitat	Protecting and restoring biodiversity and natural habitats through appropriate land use and integration into the built environment	As described in Chapter 5: Open Space and Conservation, a minimum of 25% of the total site area is reserved for open space park, trail, wetlands, and similar uses. The Specific Plan also preserves as open space the 121-acre lagoon area, restores critical butterfly habitat, and supports the San Bruno Mountain Watch (Mission Blue Nursery).
8. Culture and Heritage	Reviving local identity and wisdom; supporting and participating in the arts.	The historic Roundhouse is required to be rehabilitated for community uses, and cultural institutions and art uses are also supported.
9. Economic Vitality with Equity and Ecology	Creating ecologically-based economies that support equity and inclusive communities	Developing this under-utilized, abandoned, and contaminated site into a vibrant, diverse, mixed-use, mixed housing product type, and sustainable new community on a remediated and restored site helps address the environmental and equity issues caused by the acute housing shortage while creating a fiscally-positive development inclusive of new commercial and hotel uses. Further, new public parks and other amenities will be required to be maintained at no cost to existing city residents and businesses.
10. Recreation, Health, Safety and Happiness	Encouraging active, safe, meaningful lives to promote good health and well-being	The Baylands has been designed to encourage active transportation such as biking and walking, as well as the routine enjoyment of safe public parks and trails.

TABLE 4-1 SUMMARY OF SUSTAINABILITY FRAMEWORK ONE PLANET PRINCIPLES FOR THE BAYLANDS

4.1.2 GREEN BUILDING AND NEIGHBORHOOD RATING SYSTEMS

LEED is the U.S. Green Building Council's Leadership in Energy and Environmental Design program. The Baylands incorporates the current (as of 2022) LEED for Neighborhood Development (ND) strategies, as well as the current LEED v4 Gold minimum rating for new commercial buildings, and the current Greenpoint Rated Checklist for single family and multi-family new construction green homes in California. Because these green rating systems are managed by private organizations and may not always be consistent with the current (2022) version of the applicable CalGreen Tier 1 Building Code and applicable laws, regulations and ordinances in the event of a conflict between the LEED or GreenPrint Rated Checklist and these applicable laws, regulations and ordinances, compliance with applicable legal requirements supersedes conflicting or inconsistent requirements in these private rating systems.

DEVELOPMENT STANDARD

1. LEED Gold or GreenPoint Rated (based on 2022 rating criteria for LEED and GreenPoint) is required for all new buildings constructed at The Baylands.

2. Residential and Nonresidential shall comply with CALGreenTier 1, also as applicable in 2022 ("CalGreen Tier 1").

3. In the event of a conflict between the private LEED

and GreenPoint rating systems and applicable laws, regulations or ordinances (inclusive of CalGreen Tier 1), The Baylands is required to comply with applicable legal requirements.

Green building rating system compliance paths for each of the buildings have slightly different requirements depending on the building size, location in the development, and program. The credits that the building design and development team pursue are flexible to allow for design creativity and innovation. However, the sustainability attributes of the Master Plan horizontal development make it possible for the buildings to achieve several of the LEED or Green Point Rated Credits.

4.2 ZERO CARBON BUILDINGS

4.2.1 MAKING BUILDINGS MORE ENERGY EFFICIENT AND DELIVERING ALL ENERGY WITH RENEWABLE TECHNOLOGIES.

DEVELOPMENT STANDARDS

1. Provide 100% of the Specific Plan development's electricity from renewable energy, including a minimum of 85,000 MWh at buildout of solar generation from onsite solar panels on buildings, parking lots, and on approximately ~~87~~ 90.8 acres of designated land area for sustainable infrastructure, including a 55-acre solar farm to be located at the southeast corner of the site, other renewable energy generation and storage, water treatment, and other infrastructure.
2. Design buildings to be energy efficient and achieve the Green Building Rating as described in Section 4.1.2 development standard to the extent consistent with applicable California laws and regulations, including CalGreen Tier 1.
3. Design buildings to be compliant with CalGreen Tier 1 requirements, including but not limited to building insulation, energy and water conservation, cool roofs, solar panels, net metering, EV charging infrastructure, HVAC systems, and window and lighting standards.
4. Prohibit natural gas usage in residential and commercial buildings.
5. Require to the maximum extent allowed by law, and as part of Conditions, Covenants and Restrictions for property sold, and in leases for rented and leased properties, that utility customers enroll in the 100% renewable energy option of PCE.
6. Require use of Energy Star rated products and equipment including appliances, lighting, data centers, electronics, office equipment, building envelope products, heating and cooling, water heaters, and commercial food service equipment.
7. Evaluate and deploy commercially-feasible, reliable, and cost-effective sustainable new technologies to reduce energy demand and increase the quantity and/or reliability of renewable energy supplies in future buildings and in sustainable infrastructure development sub-areas.

4.3 ZERO WASTE

4.3.1 REDUCING WASTE, REUSING WHERE POSSIBLE, AND ULTIMATELY SENDING ZERO WASTE TO LANDFILLS.

DEVELOPMENT STANDARDS: CONSTRUCTION WASTE

1. Total construction waste generated from new construction activities shall not exceed 7.5 pounds of waste/square feet of new development.
2. For both residential and non-residential covered projects, recycle and/or salvage for re-use shall include a minimum of sixty-five percent (65%) of the nonhazardous construction and/or demolition waste.
3. Source 100% of recycled soils onsite.

DEVELOPMENT STANDARDS: OPERATIONAL WASTE

1. Information regarding recycling, reuse, minimization, management, container storage, and pickup operations shall be provided to new owners, lessees and renters by the Master Property Owners' Association (MPOA) or a designated residential or commercial property owners' association designated by the MPOA (collectively, HOA). HOAs shall also include with this information regarding waste segregation requirements including at minimum segregation of recyclable and composting (green waste).

2. The HOAs shall also provide on such websites and in designated public areas information regarding the management of wastes requiring special handling, such as household hazardous waste, universal wastes, paints, compact fluorescent bulbs, and electronics.

3. The MPOA shall encourage food retailers to use low-waste food packaging by requiring website training and review of online educational materials for new food vendors, including but not limited to retail grocery stores and restaurants, farmers' markets and food trucks, and in conjunction with events and gatherings.

4. The MPOA or its designees shall meet no less than annually with the refuse and recycling collection companies to identify items that cannot be recycled under current conditions, and update educational information on websites to encourage alternatives to landfilling such as encouraging customers to recycle and reuse their own plastic bags.

5. The MPOA shall require the installation and use of pet waste collection systems, including bags and waste containers, in designated outdoor pet areas and on trail segments allowing pets. Pet wastes shall be segregated for pickup, and to the extent feasible diverted from landfills if feasible alternatives exist, such as disposal at a methane recovery or other treatment facility.

4.4 SUSTAINABLE TRANSPORTATION

4.4.1 USING LOW CARBON MODES OF TRANSPORT TO REDUCE EMISSIONS AND REDUCE THE NEED TO TRAVEL WITH GOOD PLANNING

DEVELOPMENT STANDARDS

1. The Baylands residents and tenants shall be able to access at least 7 of 10 amenities within a 3-mile biking distance through a bicycle network. Amenities include:

- *Grocery Stores*
- *US Postal Offices*
- *Banks*
- *Libraries*
- *Pharmacies*
- *Hardcourts (tennis, basketball, or volley ball)*
- *Ballfields*
- *Public transit (Caltrain and SF Muni Stations)*
- *Bike/Skate Park*
- *New retail within The Baylands*

2. Baylands total off-street parking spaces shall not exceed 11,000 (inclusive of parking spaces dedicated to car share), and parking ratios for the following building types shall not exceed the following maximums :

Building Type	Maximum Parking Ratio
Multi-Family High	1.0 stall/DU
Multi-Family Mid	0.75 stall/DU
Multi-Family Low	1.25 stalls/DU
Townhome	1.25 stalls/DU
Single-Family/Duplex	1.25 stalls/DU
TOD Commercial	1.5 stall/1000 ft^2
Campus Mid	2.0 stall/1000 ft^2
Campus Low	2.0 stall/1000 ft^2
Hotel	0.5 stall/1000 ft^2
Amenity	0.25 stalls/1000ft^2

3. In addition to providing disabled parking as required by state law, parking lots and structures at The Baylands will be required to provide preferential parking for EVs and carpools, secure bicycle parking, carshare parking, and EV charging stations as required by CalGreen Tier 1 (2022), and described in the development standards in Chapter 03 Development Standards and Controls and in Chapter 06 Circulation.

4. The Baylands Specific Plan Area-wide TDM target shall be a minimum 25% trip reduction below baseline Average Daily Traffic (ADT).

5. The MPOA shall educate on its website new owners and occupants regarding the abundance of frequent transit services and multiple transit service providers located on or adjacent to The Baylands.

6. The majority of the residential population will live within a quarter-mile walk or bike ride to convenient public transit, and the majority of the total full time employment population will work within a one- half-mile walk or bicycle ride.

7. A Transportation Demand Management Plan is required and shall be submitted for City review as part of the application for a building permit for commercial and residential development and shall document compliance with these measures.

Further information about circulation and transportation for The Baylands is in Chapter 6: Circulation.

4.5 LOCAL AND SUSTAINABLE MATERIAL

4.5.1 USING SUSTAINABLE HEALTHY PRODUCTS, WITH LOW EMBODIED ENERGY, SOURCED LOCALLY, MADE FROM RENEWABLE OR WASTE RESOURCES.

DEVELOPMENT STANDARDS

1. Reduce the embodied carbon in buildings by 10% below California standard construction practices as of 2022, as demonstrated through a Whole Building Life Cycle Assessment submitted with building permits.

2. 90% of all composite wood installed, by cost or volume, for The Baylands contain no added formaldehyde, as determined by the applicable standard to its product type:

- *Composite wood shall be certified as ultra-low-emitting formaldehyde (ULEF) product under EPA Toxic Substances Control Act, Formaldehyde*

- *Emission Standards for Composite Wood Products (TSCA, Title VI) (EPA TSCA Title VI) or California Air Resources Board (CARB) Airborne Toxic Control Measure (ATCM), or certified as no added formaldehyde resins (NAF) product under EPA TSCA Title VI or CARB ATCM*

- *Wood structural panel manufactured according to PS 1-09 or PS 2-10 (or one of the standards considered by CARB to be equivalent to PS 1 or PS 2) and labeled bond classification Exposure 1 or Exterior Structural wood product manufactured according to ASTM D 5456 (for structural composite lumber), ANSI A190.1 (for glued laminated timber), ASTM D 5055 (for I-joists), ANSI PRG 320 (for cross-laminated timber), or PS 20-15 (for finger-jointed lumber).*

3. Consistent with CalGreen Tier 1, the RCV shall not be less than 10 percent of the total material cost of the project.

The evaluation of product life cycle impacts, especially on global warming potential, can be assessed on a building-by-building basis in the building design phases to reduce the overall impact of the building construction on global warming through informed building product sourcing. Building design strategies to reduce embodied carbon may include, but not be limited to:

- *Using building materials that minimize the amount of energy needed to extract, process and/or transport materials (e.g., lumber rather than steel/cement to the extent allowed by applicable codes).*
- *Using building materials manufactured or transported, at least in part, from renewable energy.*
- *Incorporating where compliant with applicable codes, and comparable in cost and energy efficient, structural and other materials such as concrete and steel with lower carbon materials, reducing quantities of required materials, and using materials that include recycled content.*
- *Deconstructed construction debris materials and fill may be reused within the Specific Plan Area or for nearby off-site use for pavement and road fill, thereby reducing the need for quarried materials and truck hauling, thereby reducing transportation-related emissions*

The goal of the healthy materials principle is to use building materials that minimize or eliminate the exposure of humans and wildlife to hazardous chemicals often found in building products. Health concerns include known carcinogens and respirator disrupters. Compliance with the formaldehyde and low VOC standards address this healthy materials principle.

4.6 LOCAL AND SUSTAINABLE FOOD

4.6.1 CHOOSING LOW IMPACT, LOCAL, SEASONAL AND ORGANIC DIETS AND REDUCING FOOD WASTE.

DEVELOPMENT STANDARDS

1. Partner with a local agricultural group to include a small urban farm and community garden in the park area adjacent to Icehouse Hill to grow organic produce for use in The Baylands and other Brisbane neighborhoods.
2. Provide educational materials on the MPOA website for new commercial and residential owners and tenants to include planter boxes and rooftop gardens (in roof areas not used for solar panels).
3. The Baylands will offer farmers' markets and food trucks. The MPOA or its designee(s) shall manage the local farmers' market on alternate days as the current farmers' market, and shall encourage tenancies and permits of food retailers, restaurants, and food trucks with preferential participation by local food producers, including vendors of local, seasonal and organic producers committed to reducing food waste. The farmers' market shall include a food donation option for surplus food to local food banks or other charities.



A new farmers market is a vibrant community gathering spot enabling access to fresh, local, healthy food



West Coast Farmers Market Association, Brisbane, CA

4.7 SUSTAINABLE WATER

4.7.1 USING WATER MORE EFFICIENTLY IN BUILDINGS, LANDSCAPING, IN THE PRODUCTS WE BUY, AND ADDRESSING LOCAL FLOODING, AS WELL AS WETLAND AND STORMWATER POLLUTION

DEVELOPMENT STANDARDS

1. Reduce indoor water consumption to meet Cal Green Tier 1 standards for residential and commercial once Water Recycling Facility (WRF) comes online, and comply with all applicable water conservation and use standards in applicable local ordinances, and state laws and regulations.
2. Prohibit the use of potable water for non-potable uses (defined as irrigation to maintain established landscaping, and indoor domestic flush fixtures for commercial buildings), and provide treated wastewater for these non-potable uses. ~~The WRF is required to be operational when the combination of completed development, and development under construction, at The Baylands has been estimated to produce average dry weather sewer flow volumes of 0.22 million gallons a day.~~
3. ~~Provide blackwater treatment for sanitary sewage generating up to 0.52 million gallons per day (mgd) of non-potable, recycled water from The Baylands in a new on-site WRF, as further described in Chapter 7, Infrastructure.~~ Ensure adequate wastewater supply and treatment capacity to support the long-term recycled water needs of the development.
4. Install a "dual plumbed system" in commercial buildings, and in public landscaped areas, that includes separate piping systems for recycled water and potable water.
5. Select ornamental plants for landscaping that are suitable for irrigation with recycled water, use locally adaptive native species to reduce irrigation water demand, and install drip irrigation watering systems instead of sprinklers.
6. Require outdoor landscaping irrigation to occur on a nighttime schedule, and automatically turn off during periods of rainfall, to further reduce irrigation requirements and avoid peak energy demand periods.



Purple pipe is used to designate reclaimed water and separate it from potable water. (Image Source: Brown and Caldwell)



The image above shows a water recycling facility similar to the one included in the Baylands design. (Image Source: Brown and Caldwell)

These measures increase The Baylands resiliency against drought. See also, Chapter 05 Conservation and Open Space and Chapter 07 Infrastructure for more information.

7. Install a system for stormwater management consisting of a network of green infrastructure measures to reduce the rate of runoff, aid in the process of biofiltration, and improve water quality within the development area, as described in Chapter 7, Infrastructure. A cohesive network of landscape-based stormwater treatment solutions manage, filter, treat and improve stormwater quality before it flows into waterways. The new stormwater collection system is designed to protect the Baylands Specific Plan Area from flooding. Green stormwater infrastructure features are integrated across the site to provide treatment of stormwater runoff. Stormwater treatment strategies within private development areas, street rights-of-way, and riparian corridors include additional

flood capacity to attenuate and detain peak flows during large storm events and tidal conditions

8. Prior to the issuance of any grading permit(s) for The Baylands, a Stormwater Pollution Prevention Plan (SWPPP) is prepared for construction activities and processed with the Regional Water Quality Control Board

4.8 OPEN SPACE AND HABITAT

4.8.1 PROTECTING AND RESTORING BIODIVERSITY AND NATURAL HABITATS THROUGH APPROPRIATE LAND USE AND INTEGRATION INTO THE BUILT ENVIRONMENT.

DEVELOPMENT STANDARDS

1. Dedicate a minimum of 25% of land area (area upland of 2100 SLR projected high tide) and an additional 26 acres, specifically for sea level rise and increased precipitation, into the design criteria for open space. This is in addition to the preservation of a 121- acre lagoon.

2. Implement a landscape plan designed for climate adaptation, considering increasing heat and precipitation projects due to climate change, such as tree canopy and strategically located drought-resistant and salt-resistant plantings

3. Implement an education program for residents that includes posted interpretive signs and informational materials regarding the sensitivity of preserved, restored and enhanced natural habitats, which also prohibit unleashed domestic animals in these areas.

4.9 CULTURE AND HERITAGE

4.9.1 REVIVING LOCAL IDENTITY AND WISDOM; SUPPORTING AND PARTICIPATING IN THE ARTS.

DEVELOPMENT STANDARDS

1. An art fee of 1/2% of building construction costs shall be assessed on buildings at The Baylands, with proceeds used to fund art programs at The Baylands consistent with the City's public art program. Public art shall be located in community-oriented spaces including parks, plazas, sidewalks, and trails. The specific location of art installations in the new plan is determined in the landscape design at a futures stage of the development. The Art Fee will be spent on site. Public art to include, but not limited to: landscape/ environmental design elements, water features, signage, wayfinding, artist in residence program, and historic rehabilitation of the Roundhouse. Expenditures of the art fee will be consistent with the



Sea level rise educational exhibit example



The Brisbane Lagoon rip rap is softened and a low-impact boardwalk is built to make the space more usable.

City's implementation guidelines, SEC. 15.85.060.

2. The MPOA website, and interpretative signage on public trails and the restored Roundhouse, shall include information about the history of Brisbane and The Baylands, including:

- *Early Indigenous cultures in the Brisbane area.*
- *The biological history of the lagoon and its relationship the San Francisco Bay,*
- *The history of the Southern Pacific railyard and the Brisbane landfill, and the evolution of The Baylands as an example of reclaiming former industrial land into a valuable resource and vibrant new neighborhood.*
- *Design features of The Baylands, such as the restored Roundhouse, and the lagoon and Visitation Creek open space areas, that honor the history of The Baylands.*
- *Along the waterfront, The Baylands includes an outdoor on-site exhibit of historic sea level and anticipated sea level rise that serve as a public education art piece*

3. The Round House is required to be rehabilitated in compliance with the National Park Service Guidelines on Flood Adaptation for Rehabilitating Historic Buildings and the Secretary of the Interior's Standards for Rehabilitation, meeting Standard #6 as well as 7 of the remaining 9 standards for retention of significant, character-defining features of the building while finding a new use for the structure that is compatible with its historic character.



The current condition of the historic Roundhouse building.

4. A comprehensive emergency preparedness plan, developed in partnership with local first responder agencies, shall be developed as a key component of the wider resilience strategy, to protect people and property during an emergency and to minimize the recovery time after an event. The plan is developed prior to construction beginning on the first phase and is updated annually to account for changes as the development progresses. In addition to physical assets, operations and communications are critical to the overall longevity and resilience of the community. Preparedness planning includes maintaining critical services, including power, heat and water, along with on-site provisions for food and medical supplies. Combining physical resilience and preparedness planning, normal functionality is resumed promptly after an event, and could therefore serve as a community resource, aiding the recovery and enhancing the resilience of adjacent neighborhoods. Community education around emergency preparedness builds a culture of proactive resilience and benefits the wider Brisbane community.

5. The Baylands shall support the development of programming that promotes a connection to nature through outdoor environmental education. The Baylands invites local and national wildlife groups to collaborate and create programming, including tours of sustainable features on site, community and on-site food growing, waterline and wetlands protection and native species, and more.

4.10 ECONOMIC VITALITY WITH EQUITY AND ECOLOGY

4.10.1 CREATING ECOLOGICALLY-BASED ECONOMIES THAT SUPPORT EQUITY AND INCLUSIVE COMMUNITIES.

DEVELOPMENT STANDARDS

1. The Baylands Specific Plan Area shall be net revenue positive to the City on an ongoing basis.

2. The Baylands Specific Plan Area shall include a mix of housing types to serve diverse income levels and family types, including multifamily high, multifamily mid, multifamily low, townhomes, and duplex/single family homes.

3. Support the expansion of local technologies and biotech industries, and encourage commercial owners and tenants to provide incubator space for budding start-up companies to grow.

4. Targeted outreach via email and websites to local, small, and public benefit companies and non-profits is required as part of the marketing of available retail and commercial space.

5. In the spirit of "live work play", the MPOA website or other digital mediums will provide digital channels for individuals to be able to voice their questions and comments to local leaders, politicians, and neighbors.

6. The MPOA website along with onsite experiential exhibits shall include information suitable for school children and visiting children about the natural and scientific attributes of Brisbane and The Baylands, and about the trail and park amenities in this new Brisbane neighborhood.



Incubator and multi-functional flexible space enables a creative and diverse community to grow.

4.11 RECREATION, HEALTH AND HAPPINESS

4.11.1 ENCOURAGING ACTIVE, SAFE AND MEANINGFUL LIVES TO PROMOTE GOOD HEALTH AND WELL-BEING.

DEVELOPMENT STANDARDS

1. The Baylands shall include a minimum of 50 acres of active and passive recreational facilities.

2. The Baylands shall include a comprehensive and cohesive bicycle network to encourage human powered transportation and physical activity while connecting to recreational facilities and open space. This includes a new connected bicycle and pedestrian network that runs through the site and connects the neighboring Bay Trail and San Bruno Mountain Trails. See Chapter 6: Circulation for more details on the vast new bike and pedestrian network planned for the community. Also see Chapter 5: Conservation and Open Space for the planned large areas of open space and parks.

3. Connect the existing Brisbane neighborhoods through The Baylands to the Caltrain station via a protected bicycle/pedestrian lane to improve access to transit and regional travel, and to the network of parks and trails in The Baylands.

4. All development parcels shall have access to bike paths, no further than ½ miles away, connecting active or passive recreational amenities.

5. The design of low and mid-rise commercial and low and mid-rise multi-family residential buildings shall achieve at least 6 of the following 10 Active Design features:

- *Classify all regularly occupied floors for re-entry, allowing all building users to have access to and from these floors. Service floors do not need access for all users.*

- *Make accessible staircases visible from the corridor*

by either:

(i) Providing transparent glazing of at least 10 square feet (1 square meter) at all stair doors or at a side light,

(ii) Providing magnetic door holds on all doors leading to the stairs, or

(iii) Providing unenclosed stairs.

- *Provide accessibility to at least one open or interconnecting staircase to at least 50% of the tenant/ occupant floors for convenient pedestrian vertical circulation.*
- *Locate a main staircase to be visible from main building lobby and within 25 foot (7.5 meters) walking distance from any one edge of the lobby. Ensure that no turns or obstacles prevent visibility of or accessibility to the qualifying staircase from the lobby.*
- *Locate a main staircase to be visible before an occupant visually encounters any motorized vertical circulation (elevator/escalator). The staircase must be visible from the principal point of entry at each building floor.*
- *Install architectural light fixtures that provide a level of lighting in the staircase(s) consistent with or better than what is provided in the building corridor.*
- *Provide daylighting at each floor/roof level of the stair(s) using either windows and/or skylights of at least 8 square feet (1 square meter) in size.*
- *Place signage encouraging stair use for health and other benefits at all elevator call areas, next to escalators and outside stairwells on each floor.*



Network of active design features through outdoor recreation facilities throughout the development and playgrounds in the open space.



The site has access to an extensive bay trail.

- *Use inviting sensory stimulation such as artwork and/ or music in stairwells.*
- *Provide exercise equipment or exercise opportunities for at least 5% of FTE occupants that can be used at employee workstations to allow workers opportunities for physical activity while working at their desks. Examples of appropriate exercise equipment include but are not limited to tread-desks, desk stationary bicycles, exercise ball chairs, desk stepper and others. A checkout system can be put in place to allow employees to check out equipment.*
- *Provide a dedicated or multi-use space to act as an on-site exercise room, which includes a variety of exercise equipment, for use by at least 5% of FTE occupants.*

6. All residents shall have access to bike share memberships or comparable access to bike use, including shared cargo bikes for shopping.
7. Secure bike storage is required on commercial and residential development sites. Secure storage for active recreational sports equipment is required for low- and high- rise residential buildings.
8. Multi-modal transportation signage is a required wayfaring design component to enable pedestrians and bicyclists to easily navigate the site including bike





05
CONSERVATION & OPEN SPACE

05 | CONSERVATION AND OPEN SPACE

5.1 PURPOSE

This chapter serves as the Project-wide Open Space Plan for The Baylands Specific Plan Area, also referred as "The Baylands".

An accessible and interwoven open space system is central to The Baylands Specific Plan. The network consists of diverse open space typologies that serve a trifold of recreation needs in the Brisbane community, habitat creation for flora and fauna, and improvements to the quality of hydrologic systems. As described in Chapter 3: Land Use Program and Definitions, the open space network provides ample green space in close proximity to The Baylands' residential areas and businesses and is also connected and accessible to communities surrounding the development. Together, these spaces provide recreational open space, educational opportunities, and stewardship of resources. Additionally, unimproved and privately-owned open spaces also exist, specifically at the southern end of the lagoon (see Figure 5.1). Refer to the Tenant Roster in Appendix E for further information on ownership boundaries and total acres of aquatic open space.

This chapter defines an open space concept with key features and landscape typologies for The Baylands. The approximately ~~494~~ 532.3 ~~-~~acre upland area does not include the 26 acres of area affected by sea level rise (SLR). A minimum of 25 percent of land use is preserved as open space, and land area that will become inundated on a daily basis due to sea level rise is not counted towards the this 25% open space requirement. The Baylands' open space network is categorized into four typologies: urban plazas, active recreation areas, community greens, and ecological greenspaces (see Figure 5.1). Open space is accessible to the public, strategically balancing hydrologic and habitat enhancements to the site and region.

The open space network responds to the hydrologic functions of the site and includes areas for stormwater treatment in the form of stormwater detention areas, supported by bioswales, and habitat-rich upland zones. The west side of the site drains to central linear parks - Baylands, Sunnydale, Roundhouse, and Ecological Parks – all of which provide additional stormwater management. The east side of the site includes freshwater and tidal wetland areas that are limited access open space for the protection of sensitive habitat, but feature native habitat and spaces for community education. Upland native plant communities of the San Bruno Mountains and other diverse habitat areas are featured at Icehouse Hill and throughout the development to unify the character of the City, the Mountains, and the Bay.

5.1.1 Relationship to the General Plan and Open Space Plans

This Open Space Plan builds on prior plans including the City's General Plan, the Open Space Plan (2001), Brisbane Baylands Final EIR (2015), and Sustainability Framework (2015).

GENERAL PLAN

The Open Space chapter of the General Plan outlines the City's plan for stewardship of its open space lands. This chapter establishes a means for the "comprehensive, long range preservation and conservation of open space lands..." (General Plan, pg. 118). The Open Space Chapter outlines policies for open spaces and aquatic areas to achieve the following goal:

The City of Brisbane will be a place...where open space lands have been set aside to protect the natural



FIG 5.1 SITE OPEN SPACE

environment; where outdoor areas provide recreational open space and educational opportunities; where open space and natural areas provide respite to both residents and businesses; and where residents reciprocate by respecting and maintaining the land and the waters for future generations. (General Plan, pg. 109)

The policies and programs emphasize a wide variety of acquisition methods consistent with the priorities established by a community survey conducted as part of the General Plan. This survey suggests that residents favor allowing private development of undeveloped lands within the City if developers provide public benefits such as open space. The survey also asked residents to indicate which open spaces within the city should be preserved by the City. The largest number of respondents indicated that the Lagoon was either their highest or second highest priority (General Plan, pg. 118-121).

GP-1-18 (2018) defines an amendment to Brisbane General Plan concerning The Baylands. The requirements for open space outlined in this plan include:

- Providing supporting ground level uses in residential areas, including parks, playgrounds (V.3.C)
- Key habitat areas, including Icehouse Hill and Brisbane Lagoon and adjacent habitat identified in the 2001 Open Space Plan are preserved, enhanced, and protected, as appropriate (V.3.H)
- Preserving the historic Roundhouse (V.3.I)
- Uses in Open Space are protected from 100-year floods and sea level rise projected at 2100 (V.3.J)

OPEN SPACE PLAN (2001)

In order to implement the open space policies of the General Plan, an advisory implementation document—the 2001 "Open Space Plan" study—identified, evaluated, and analyzed open space resources by General Plan subarea. Prepared by the City of Brisbane Open Space and Ecology Committee, the study's recommendations for The Baylands emphasize:

- Permanently protecting open space uses surrounding the Lagoon and existing drainage channel, which is proposed to be a "wetland river park";
- Providing trails, such as the undeveloped segment of the Bay Trail; and
- Any development of the remaining portion of The Baylands requiring quality urban design and the inclusion of sufficient open spaces, particularly south of the drainage channel.

BAYLANDS PROGRAM EIR & SUSTAINABILITY FRAMEWORK (2015)

The Brisbane Baylands program Final EIR (2015) provides Mitigation Measures for biological resources. This chapter addresses the Open Space Plan and related requirements (Final EIR, 4.C-4a and 4C-4b). Implementation of the majority of the 2015 Mitigation Measures related to open space and biological resources occurs during site-specific development activities such as grading and other ground disturbance activities (see Chapter 9 for discussion of implementation and permitting). Mitigation Measures for landscape areas include creating a mosaic of native habitat types as described throughout this chapter (see also Section 5.3.4); promoting wildlife linkages for habitat connectivity (see Figure 5.3.1 and Section 5.3.3); bat and bird nest boxes (Section 5.4.5), and; tree removal (Section 5.4.6.).

The Baylands' open space network also incorporates elements from the City of Brisbane's Sustainability Framework (2015) as described in the open space section of the Sustainability Chapter 4. Additionally, recommendations from the Sustainability Framework were used to develop open space goals and strategies presented in Section 5.2.

5.2 OPEN SPACE GOALS & STRATEGIES

The unified network of open space of The Baylands consists of signature parks and naturalized areas, which showcase the unique character of the region. Similar to the land use plan, the open space network responds to The Baylands' urban design goals and is informed by natural systems, ecological processes, and the intrinsic historic and cultural fabric of the site. The Baylands features a composition of open spaces that vary in size, landscape



FIG 5.2 REGIONAL OPEN SPACE

typologies, and program, all of which work together to create a diverse collection of experiences for the residents of Brisbane to enjoy and appreciate. Open spaces range from large habitat-focused areas, including Lagoon Park and Icehouse Hill, to more intimate community plazas and privately-owned gardens. Together, these spaces define the character of The Baylands, which celebrates the relationship of the community to the natural and social context – a goal central to the General Plan, Open Space Plan, and this Specific Plan.

The following open space goals and strategies provide a framework for the site that counterbalances the impact of developed areas, protects views of San Bruno Mountain and the Bay, and creates a distinctive identity that celebrates the history and beauty of The Baylands.

Goal 5.2.1 Highlight the relationship of the Baylands to the Mountains, the Bay, and the City throughout publicly accessible open space with scenic view corridors and outlooks.

The project includes major open spaces that provide public access and enjoyment of the area's resources and ecosystem typologies. Hosted in varied settings, from highly urbanized parks to native-inspired preserves, the gradient of the surrounding natural and urbanized regional character is represented in 11 parks, ranging from 0.8 acres to ~~39.3~~ 30.8 acres in size. On the west side of the development, a chain of parks creates a "green spine" that anchors the north-south orientation of the development and physically connects the neighborhood districts. As outlined in the General Plan, GP-1-18, these spaces provide aesthetic consideration to views of San Bruno Mountain, Icehouse Hill, and the Bay – connecting The Baylands development outward to Brisbane and San Francisco. The open spaces and their outward connections also prevent the appearance of a solid mass of buildings as viewed from within and outside of The Baylands Site.

Goal 5.2.2 Preserve, restore, and enhance native plant communities and wildlife habitat in open spaces to promote ecological diversity and regional connectivity.

Within The Baylands, ecological greenspaces provide habitat and linkages for native flora and fauna. Expanding these native habitat areas supports the existing local and regional biotic communities and preservation of open space. (General Plan Policy 81.1). Designed habitats vary in typologies to support a potentially rich assemblage of wildlife species and are informed by site biological surveys and supplemental technical reports. Icehouse Hill open space includes restoration of impacted vegetation with invasive species management and planting of native butterfly host species to increase butterfly habitat extent and quality. Strategies for the Brisbane Lagoon and Visitacion Creek and its associated tidal wetland system include protection and enhancement/creation to improve ecological functionality and aquatic habitat benefits. Upslope from Visitacion Creek and the Brisbane Lagoon north shore, Stormwater Detention Areas contribute to the network of naturalized areas and improve natural filtration for local and regional water quality, and other essential ecosystem services.

Goal 5.2.3 Nurture a culture of stewardship in the open space through care and improvement to the site's ecological functions and provide educational opportunities for the community to celebrate their local natural environment.

The Baylands Project creates major open spaces that provide public access, enjoyment, and curated interaction with natural resources. The Baylands open space network offers a range of both passive and active recreation opportunities that immerse the public in diverse native plant communities found on site. The educational and public programming amenities (per Sustainability performance metrics, see Chapter 4) include nature and interpretive elements, habitat observation areas, and outdoor education areas with associated trails, boardwalks, and overlooks. These elements support the General Plans goal (Chapter 3.1) of enriching the public's understanding of the San Bruno Mountain, the Bay, and the local ecology's importance as a resource. A culture of stewardship is developed through interactive community management and training that provides the preservation of adjacent habitat areas.

Goal 5.2.4 Create opportunities for outdoor fitness and regional mobility with internal and external connections via pedestrian/bike trails throughout the open space plan.

The open space program for The Baylands includes recreational features such as pedestrian paths and bicycle trails that enhance interaction & facilitate movement between Central Brisbane, The Baylands, and the greater Bay Area (General Plan, GP-1-18). This includes links to San Bruno Mountain via Central Brisbane and the continuation of the Bay Trail along the eastern edge of the Specific Plan Area. A new internal trail connects the Bay Trail to Icehouse Hill, while creating a continuous path through Lagoon Park.

Goal 5.2.5 Promote community health and well-being through diverse activities and experiences.

The open space network in The Baylands is composed of an array of typologies, including urban plazas, active recreation areas, community greens, and ecological greenspaces. They represent a variety of park sizes throughout the development, and support opportunities for community, social, fitness, nature immersion, art, and educational interactions. Within this network, community programming focuses on wellbeing and health, including numerous potential activities such as community sports, festivals, outdoor classrooms, fitness trails and equipment, picnicking, and other recreational amenities. This diverse array of open spaces acknowledges the needs of various ages, ethnicities, and economic groups within the community, (General Plan, Policy 7.1) and responds with programming that accommodates those diverse needs.

Goal 5.2.6 Enhance and support ecological functions including water resource management, while adapting to climate change and sea level rise.

Open space resources are a stronghold for climate change adaptation. Coastal areas such as The Baylands are among the most vulnerable to projected sea level rise and climate-related changes. This dual role of supporting ecological function and adapting to climate change is both an opportunity as well as a commission to develop regional and local adaptation measures within The Baylands open space network. The open space design includes biotic resilience principles that consider a wide array of ecological attributes to address risks identified in the General Plan (GP-1-18). This includes flooding and sea level rise as well as heat island effect, energy sustainability, and other associated impacts of climate change.

The Baylands Adaptive Management Plan (2021) sets forth the ongoing approach for tracking and maintaining nature-based strategies, addressing climate change in Visitacion Creek, Brisbane Lagoon, Icehouse Hill and Stormwater Detention Areas. By designing for flexibility in space and function, open space habitats and their resident biodiversity are met with adequate onsite support for anticipated large-scale changes.

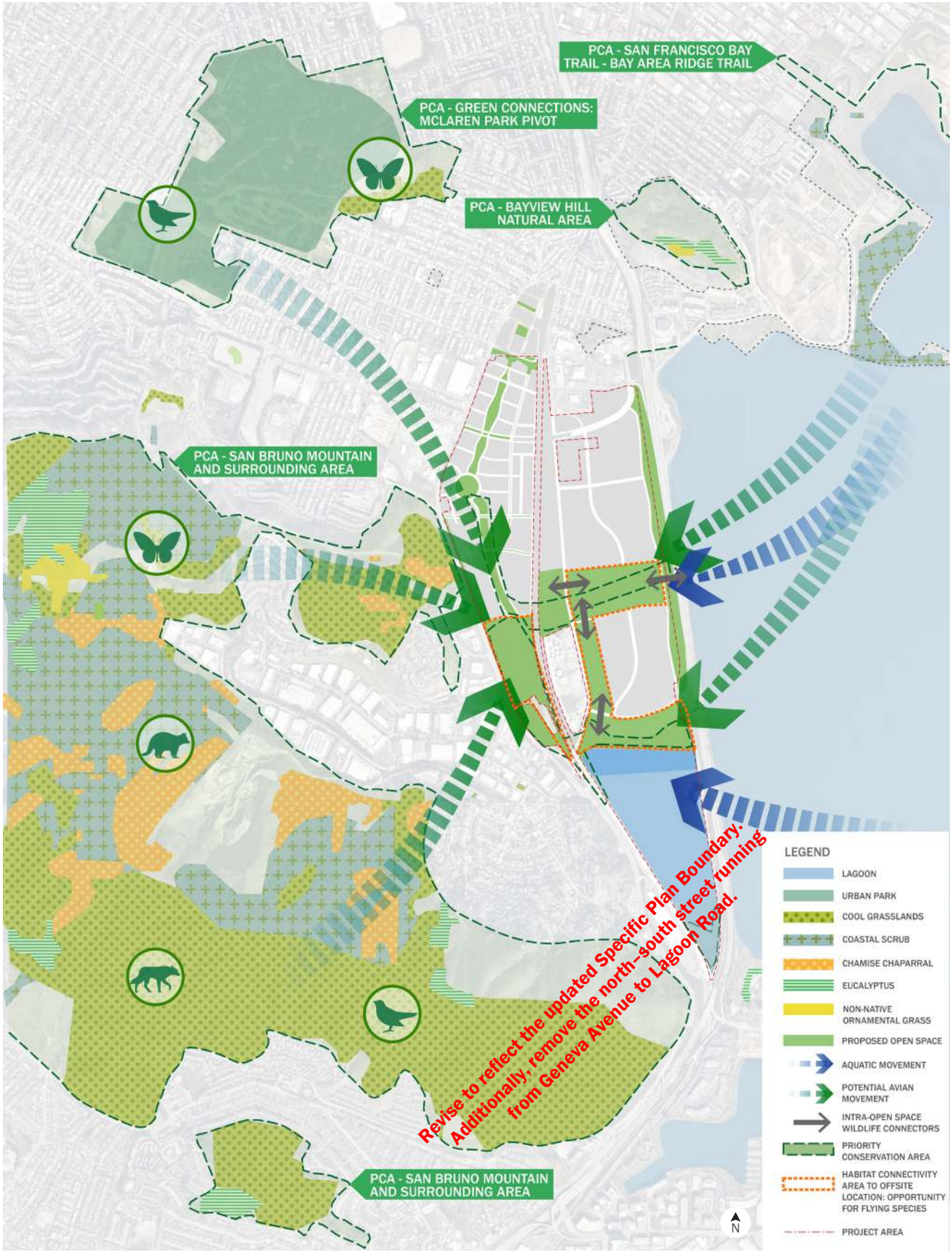


FIG 5.3.1 ECO-REGIONAL CONTEXT

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The Baylands Adaptive Management Plan (2021) sets forth the ongoing approach for tracking and maintaining nature-based strategies addressing climate change in Visitacion Creek, Brisbane Lagoon, Icehouse Hill and green infrastructure areas. By designing for flexibility in space and function, open space habitats and their resident biodiversity are met with adequate onsite support for anticipated large-scale changes.

5.3 OPEN SPACE ELEMENTS

This subsection describes key elements of the open space plan including ecological context, water resources and sea level rise adaptation strategies, overall landscape character and habitat linkages, and open space typologies. Landscape designations are shown in Figure 5.1 and summarized in Open Space typologies section. Per the City of Brisbane's requirements, Open Space excludes all land subject to permanent inundation due to sea level rise by the year 2100, specifically 83 inches above present-day MHHW level (see also discussion in Chapter 7). The completion of the open space elements will occur concurrently with the residential development within The Baylands, as described further in Chapter 9 Implementation.

5.3.1 Ecological Context

Biological resource information used to inform this Open Space Plan was collected through review of published literature and local ecological references, on-site mapping of existing vegetation, wetland delineation, habitat assessment, and biological assessments including butterfly and bird surveys, as described in multiple supplemental technical reports and planning documents.

The Baylands is within the San Francisco Peninsula Ecoregion (EPA Level IV), on what was once an estuarine system with open water, subtidal habitats, tidal mudflats and marshes, and native upland vegetation. The climate is characterized by warm, dry summers and generally tends to be cooler and foggier than nearby ecoregions. Average



FIG 5.3.2 HYDROLOGY PLAN

annual precipitation is approximately 20 inches.

San Francisco Bay is the largest estuary on the Pacific Coast, one of the nation's most important biodiversity hotspots, and home to over 1,000 species of animals. It is a critical stopover for hundreds of thousands of migratory birds along the Pacific Flyway and hosts more wintering shorebirds than any other estuary on the west coast, outside of Alaska. The Bay also supports over 130 species of fish, a few marine mammals, and sea turtles. In addition to the Bay itself, San Bruno Mountain, the nearest conservation area, preserves a rich biodiversity with a formal Habitat Conservation Plan.

The Baylands is within the Yosemite-Visitacion Operational Landscape Unit (OLU, SFEI, 2019), which is characterized as a Narrow Bayland within the Headland and Small Valley typology, currently including pocket marshes next to shallow water. The geology of the property consists of bay mud deposits over metamorphic bedrock. In the early 1900s the railroad began filling the intertidal marshes and mudflats at the edge of Visitacion valley with debris. The filling continued with debris from the earthquake and fires of 1906, followed by decades of household garbage disposal from San Francisco. As a result, native soils are nonexistent; surface materials are highly compacted and commonly contain old construction waste.

Land cover of the property and adjacent lands is mostly urban, with surrounding and interwoven natural areas that have been identified as Priority Conservation Areas (PCAs shown on Figure 5.3.1). PCAs are "regionally significant open spaces which have broad agreement for long-term protection" identified by the Association of Bay Area Governments (ABAG, Conservation Land Network, online explorer tool). As such, Icehouse Hill and Visitacion Creek are open space areas to be protected, and a diverse mix of regionally appropriate habitats will be enhanced in open spaces as described in the following subsections.

5.3.2 Open Space Water Resources and Sea Level Rise Adaptation Strategies

The Baylands is within the Visitacion-Guadalupe Valley Watershed, and includes water features influenced by tidal water, ground water, surface water and stormwater drainage. The topography is relatively flat except for Icehouse Hill and Brisbane Lagoon edges. Several channels drain the site, most notably Visitacion Creek, which runs east/west mid-way through the site.

The open space network is the central element for improving the ecological and hydrologic functionality of The Baylands. A network of public green spaces capture stormwater, directing and treating seasonal runoff via multiple green infrastructure strategies and ecohydrological landscape typologies appropriate to the region. Moreover, palustrine, shrub and scrub, and estuarine wetlands provide multiple services such as flooding and erosion reduction, wave attenuation, sediment capture, water quality enhancement, carbon sequestration, aquatic habitat that is fundamental to food webs, and provision of recreational and educational opportunities.

Runoff from both the hydraulically isolated portion of Bayshore Boulevard and the majority of the proposed eastern portion of the Baylands development is proposed to outfall to the culvert crossing through the Caltrain right-of-way. To support the attenuation of peak flows, a stormwater detention area is proposed between the railroad tracks and Tunnel Avenue. The design will include natural or mechanical backflow prevention solutions to prevent tidal influence from reaching the detention area. Adjacent to the Stormwater Detention Area is an independent sustainable infrastructure parcel that contains potable water storage tanks and the water recycling facility. Due to the onsite Title 27 landfill closure designs (refer to Chapter 1 and the CPCMP), soils east of the railroad are underlain by a low hydraulic conductivity layer, which acts as a cover on top of the landfill waste material. Surface water infiltration occurs in soils above the low hydraulic conductivity layer that are captured in a sub-drainage system. The water storage tanks are not connected to this system.

Wetlands adjacent and within Visitacion Creek are hydrologically connected to managed stormwater flows and tides, while creating valuable habitat. Tidal wetlands are also located along the lagoon edge. Upland of Lagoon Park are green infrastructure stormwater detention and bioretention areas, receiving runoff from the parcels to the north.

Surface stormwater on the western area of the site primarily drains to four interlinked linear parks, referred to



FIG 5.3.3 BIOTIC/HABITAT ZONES

as a “green spine”. Roundhouse Park is set as a local high point within the collection area. Once collected, stormwater conveys north towards Sunnydale Park and south toward Ecological Park. These parks integrate and display stormwater treatment strategies. In response to seasonal rain patterns, the collection and conveyance areas are often dry and thus employ strategies such as bioswales, dry creek beds, rain gardens, and/or bioretention areas, as appropriate. Additionally, where appropriate, this water collection area receives stormwater from adjacent buildings and irrigation runoff. Further details related to site grading and drainage strategies are found in Chapter 7: Site Engineering which outlines the purpose and sizing of the Stormwater Detention Area.

In addition to undeveloped land, and parks and open space, the entire street network augments the improved hydrologic system. Green infrastructure features (see also Chapter 7: Site Engineering and Appendix D: The Baylands Infrastructure Plan) and low-impact design aid in stormwater management, which slow runoff and treat contaminants in an integrated manner similar to undeveloped land. These features and systems, essential for the ecological rehabilitation and overall sustainability goals of The Baylands, are addressed in greater detail in Chapter 4: Sustainability Framework and Chapter 7: Site Engineering. Green infrastructure features also contribute to the creation of view corridors that unite the natural aesthetic of The Baylands. In areas that have a protective cap, stormwater shall not be encouraged to infiltrate into the existing soil substrate as described in Chapter 7.

CLIMATE ADAPTATION STRATEGIES

Open space resources are a stronghold for climate change adaptation, and coastal areas are among the most vulnerable. At The Baylands, the future climate will result in sea level rise (SLR) and saltwater intrusion, submergence of low terrestrial habitat, and drier upland areas with rising temperatures. Locally important climate adaptation strategies are described in the Sustainability Chapter 4 and include nature-based strategies. Nature-based strategies mimic natural processes and structures, and are designed to reduce vulnerability, reduce exposure, and increase resilience (Chapter 7). Design and implementation of these strategies protect the built environment while enhancing natural systems.

The Baylands Specific Plan accommodates the hydrologic effects of 100 years of projected sea level rise (year 2100); and includes long-term through adaption strategies, such as incorporating tidal marshes, ecotone levees, and plant community migration spaces into the landscape to support biodiversity and plant community shifts (e.g., connectivity and varied topography to ensure structural complexity.) These adaptation measures are also supported by the Open Space Goals (Section 5.2). Tidal marshes provide flood control and biodiversity support. Ecotone levees gently incline slopes to serve as a transition zone between aquatic habitat and uplands. These vegetated slopes diminish wave force, provide refuge for marsh wildlife, and provide plant community migration space. Tidal wetlands that respond to fluctuations of the Bay, such as those along Visitacion Creek, are designed to naturally adapt to SLR. By providing the necessary space and by monitoring changes over time, these areas are able to effectively migrate and remain functional. Such designed resilience is necessary for the entire open space system.

5.3.3 Biotic/Habitat Zones

Open spaces are distributed throughout The Baylands (Figure 5.1) to provide convenient and equitable access, urban and naturalized landscape typologies, and diverse native habitat typologies (Section 5.3.5.4). Each component is designed to support the sustainability goals of The Baylands (see Chapter 4) and program EIR requirements (4.C-4a) for a mosaic of native habitat with wildlife linkages (Figure 5.2). In the Open Space Plan, Policy 82 (VII.2) defines the requirement “Encourage the preservation, conservation and restoration of open space to retain existing biotic communities, including rare and endangered species habitat, wetlands, watercourses and woodlands.”

Consisting of mostly infill from the bay and cut off by Highway 101, the ecology largely does not represent pre-settlement conditions to achieve true restoration. The exception to this is Icehouse Hill. Through time, native biotic communities have established on the disturbed lands and thrived. The open space network prioritizes protecting those existing communities and enhancing the landscape to promote settlement of flora/fauna that are ecologically appropriate biotic communities, including

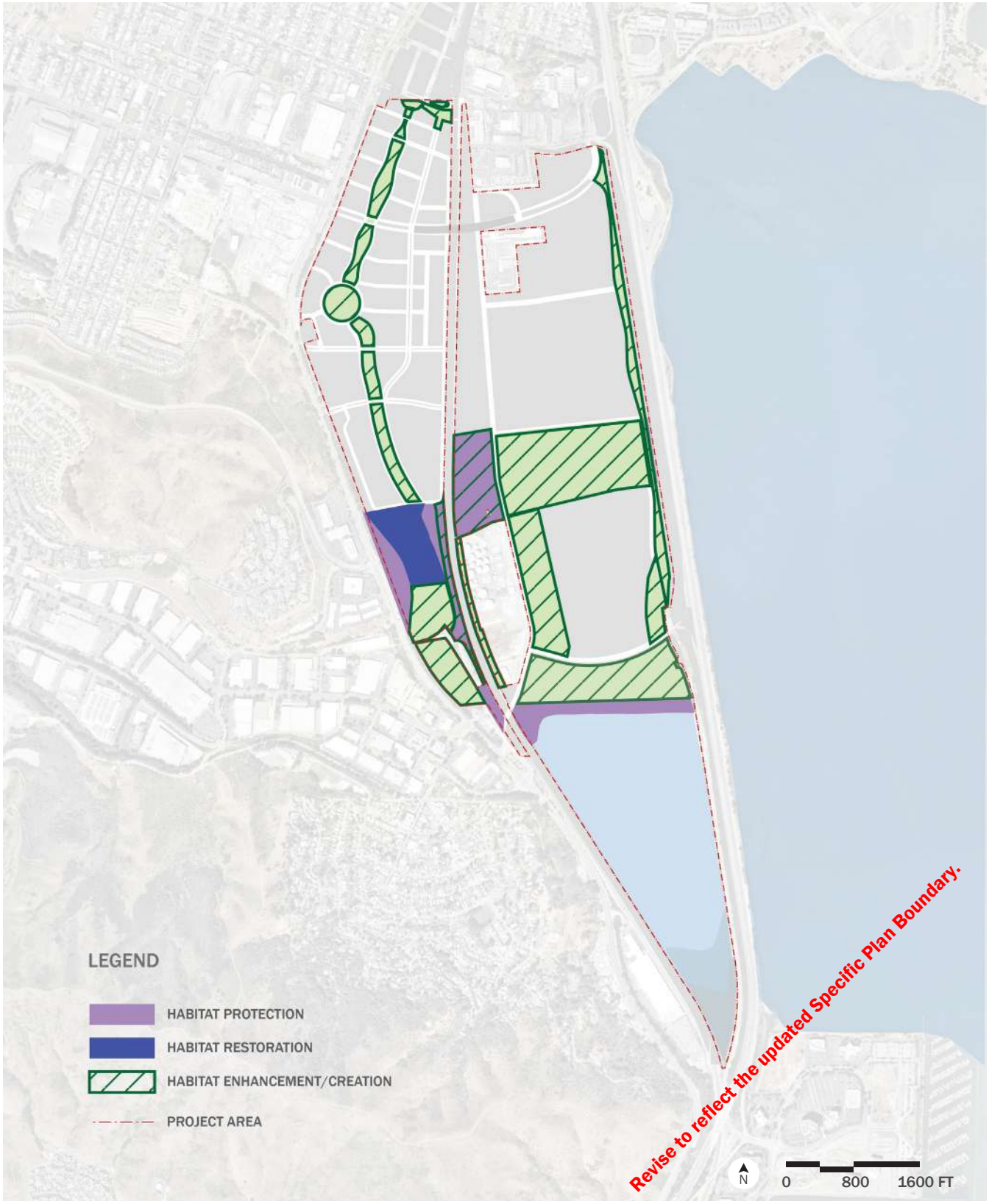


FIG. 5.3.4 OPEN SPACE PROTECTION, RESTORATION, AND ENHANCEMENT ZONES

rare and/or endangered species native to the region. Figure 5.3.3 illustrates target habitat/biotic communities for the open space network at the Baylands. The network represents a mosaic comprised of:

- Tidal habitat of Brisbane Lagoon and Visitacion Creek including tidal flats, tidal marsh, subtidal beds, and open water;
- Freshwater wetlands and riparian areas, as appropriate to hydrology and elevation, including freshwater emergent/palustrine habitat and stormwater treatment areas;
- Uplands including woodland, coastal scrub, and grassland of Icehouse Hill, Ecological Park, and other areas; and
- Interspersed display gardens in recreation and urbanized areas.

The proximity to nearby San Bruno Mountain and adjacency to the San Francisco Bay affords The Baylands a potentially rich assemblage of wildlife species, which are supported by careful open space planning for habitat protection, restoration and enhancement. In addition to the native frogs, egrets and other familiar waterbirds, small mammals and their predators, lizards, and garter snakes, the Brisbane open space and areas are an important resource for a number of species of interest that use the Bay and San Bruno Mountain. North-South and East-West linkages throughout The Baylands landscape provides connectivity among patches within the Specific Plan Area from the San Francisco Bay and shoreline habitats to upland habitats. Linkages support avian species moving from regional open space areas. While large patches naturally support more wildlife, smaller patches intermingled among residential and commercial units (e.g., pollinator gardens) also provide "stepping stones" for connectivity between biological resources of The Baylands.

5.3.4 Open Space Protection, Restoration, and Enhancement

A key objective of the Open Space Plan is "to identify and seek methods to protect, restore, and enhance natural habitats and connecting corridors, watercourses, scenic areas, and other significant open space resources" (Open Space Plan, Section E). For purposes of this document, these categories are further described as:

- Habitat Protection: Limited uses of landscapes to prevent the degradation of thriving native biotic/habitat communities.
- Habitat Restoration: Modification of a landscape to assist in the recovery of impacted native biotic/habitat communities.
- Habitat Enhancement/Creation: Improvements to the landscape to increase its ability to support ecological functions, such as stormwater quality, connectivity, and other biotic/habitat values.

At the Baylands, Figure 5.3.4 depicts the open space areas designated for protection, restoration and enhancement as described further below and in the Ecological Greenspaces subsection.

Habitat Protection areas are the tidal marsh and tidal flat habitat along the Brisbane lagoon edge, which provide important habitat for marsh wildlife. Other protection areas with limited uses are buffer areas on the west and east sides of Ice House Hill and the Stormwater Detention Area.

Restoration is focused on Ice House Hill to achieve invasive species removal, shrub encroachment control, and native revegetation to expand existing butterfly host plan patches and increase nectar sources for existing butterfly species, Restored areas also have limited uses to protect them from degradation.

Habitat Enhancement areas are Visitacion Creek and adjacent created freshwater wetlands, upland habitat adjacent to the lagoon marsh which serve as a buffer, the open space on the south of Ice House Hill, coastal scrub in the Baylands preserve connector, and urban recreation areas –Urban Plaza, Active Recreation Areas, and Community Greens.



FIG. 5.3.5 OVERALL PLAN DIAGRAM

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5.3.5 Open Space Typologies

The Baylands' open spaces are categorized into four major landscape typologies: urban plazas, active recreation areas, community greens, and ecological greenspaces. Supporting open spaces include green edges as well as climate adaption buffers within the tidally impacted ecological spaces. Within these broader categories are multiple open spaces that display a gradient of sub-typologies and uses to provide a wide range of experiences for the community including a gradient of permitted uses by pets, while protecting for wildlife habitat. Landscaping and open space areas have been designed to provide usable outdoor spaces; to provide a pedestrian orientation within residential (DSP and DSP-V scenarios) and non-residential development areas; and to avoid the appearance of a solid mass of buildings as viewed from within The Baylands, from US Highway 101, Bayshore Boulevard, and other required viewpoints.

5.3.5.1 Urban Plazas

Urban plaza spaces are located near transit hubs and concentrated development density, and hence, are high use areas. These areas prioritize pedestrians and public amenities, such as seating and gathering areas. Urban Plazas respond to adjacent architecture, consider pedestrian circulation, and add programmatic value appropriate for their context. The layouts flexibly adapt to a host of public activities. Urban Plazas balance materials that withstand high use with human comfort and natural systems.

Bayshore Caltrain Station Plaza

Located at the terminus of Sunnydale Avenue, Bayshore Caltrain Station Plaza welcomes commuters to and from The Baylands. Connected to a shuttle service, the station is directly accessible from Arleta Station in Visitacion Valley, Baylands North, Crocker Park, and downtown

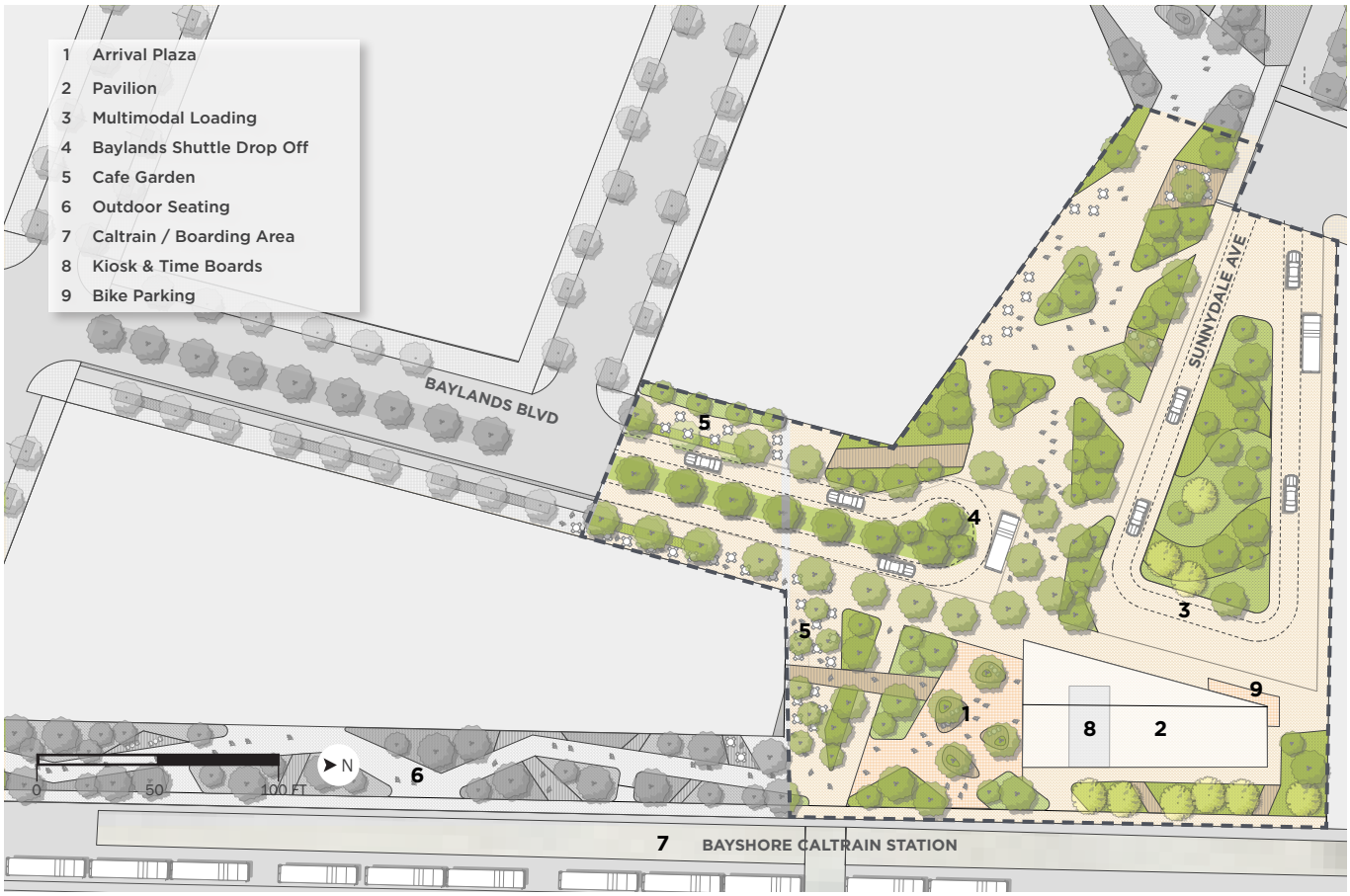


FIG 5.3.6 ILLUSTRATIVE CONCEPT DIAGRAM - CALTRAIN STATION PLAZA

Brisbane. Clear sightlines provide high visibility of transit access and building frontages. Hardscape accommodates multi-directional circulation and flexible gathering areas. Programmatic activities, including areas for transit boarding and queuing, an arrival plaza, pavilion, cafe garden, outdoor seating areas, kiosk with time boards, and bike parking, are proposed. High-limbed canopy trees (lowest rung 8-9'min above finish grade), lush herbaceous planting and planters, eco-regionally appropriate plantings, and small lawn space are appropriate. The plaza limits vehicular access with crash-rated barriers in the form of passive seat walls and planters. Bollards are acceptable, but shall be used sparingly to create a welcoming space for this major arrival point. A dedicated Baylands Shuttle Drop-off is separated from the Multimodal Drop off, the latter of which services private vehicle passengers, mass transit, and other related shuttle needs as determined by Caltrain, Samtrans, SFMTA and other transit agencies.



SMALL LAWN



PLAZA WITH SEATING UNDER HIGH-LIMBED TREES



CAFE SEATING



ARRIVAL PLAZA WITH ACTIVATION



FIG 5.3.7 ILLUSTRATIVE VIEW - CALTRAIN STATION PLAZA (LOOKING SOUTHEAST)



OUTDOOR SEATING



PUBLIC ART



SHADE PAVILION

5.3.5.2 Active Recreation Areas

Supporting physical health and wellness, active recreation open space provides opportunities for outdoor exercise and community sports. These open spaces are easily accessible from adjoining neighborhoods with multi-modal options: bike, walk, public transit, or vehicle. Active recreation spaces provide clear connectivity to adjacent wellness trails, including Crocker and Bay Trails. They provide an array of physical activities and play for all ages and abilities. Complementary programs, such as picnic areas, watering stations, seating, restrooms, and shelters enhance community usability throughout the day.

Community Ball Fields

Included in The Baylands is a community recreation space, located in the southwestern portion of the site, closest to downtown Brisbane. Proposed uses include: flexible recreational lawn, ballfield, picnic and games area, amenity pavilion with restrooms, playground, fitness station(s), buffer plantings, and shade structure(s). Parking is proposed with vehicular access anticipated via Valley Road or via the access road from Tunnel Avenue. The Community Fields support connections to pedestrian and bicycle trails, including the existing Crocker Trail, Icehouse Hill Trail Network, the Tunnel Avenue overpass, and Ecological Park.



FIG 5.3.8 ILLUSTRATIVE CONCEPT DIAGRAM - COMMUNITY FIELDS



FLEXIBLE LAWN



PICNIC AREA



FIG 5.3.9 ILLUSTRATIVE VIEW - COMMUNITY FIELDS (LOOKING SOUTHEAST)

Bay Trail

The Bay Trail is located on the east side of The Baylands, with accessible trailhead connections at Geneva Avenue, Lagoon Road, Campus Drive North, Campus Drive South, and Sierra Point Parkway. Connections for adjacent future developments to the Bay Trail are permitted. The Class I facility along Sierra Point Parkway connects to sidewalks and Class IV bicycle facilities on Geneva Avenue at the north end. The south end connects to Class I shared use path through Lagoon Park and Class II bike facilities (no provisions for pedestrians) along the existing Sierra Point Parkway. The trail character meets design standards documented in the San Francisco Bay Trail Design Guidelines and Toolkit. The following uses of the Bay Trail are proposed: multi-use pathway(s), overlook(s), tidal wetland(s), trailhead(s), stormwater treatment area(s), and designated crossing(s). Highly programmed areas, such as children's playgrounds or large public event areas are prohibited. The Bay Trail shall incorporate storm water treatment areas that cleanse water with green stormwater infrastructure prior to draining towards Visitacion Creek, Lagoon Park, and towards Geneva Avenue.

An under-road wildlife connector is proposed under Sierra Point Parkway (see Figure 5.3.11) via a clear span bridge for small terrestrial fauna to increase connections between local and regional habitat patches.

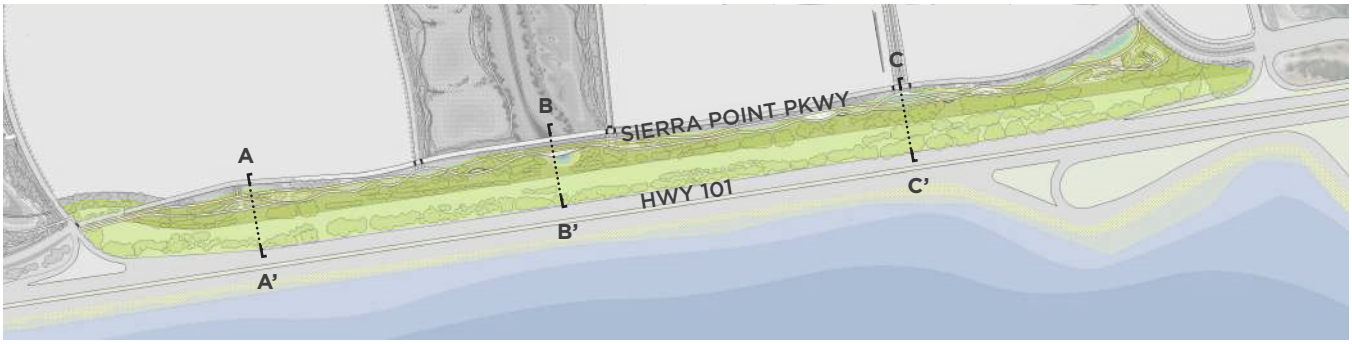


FIG 5.3.10 ILLUSTRATIVE VIEW - BAY TRAIL (LOOKING NORTH)

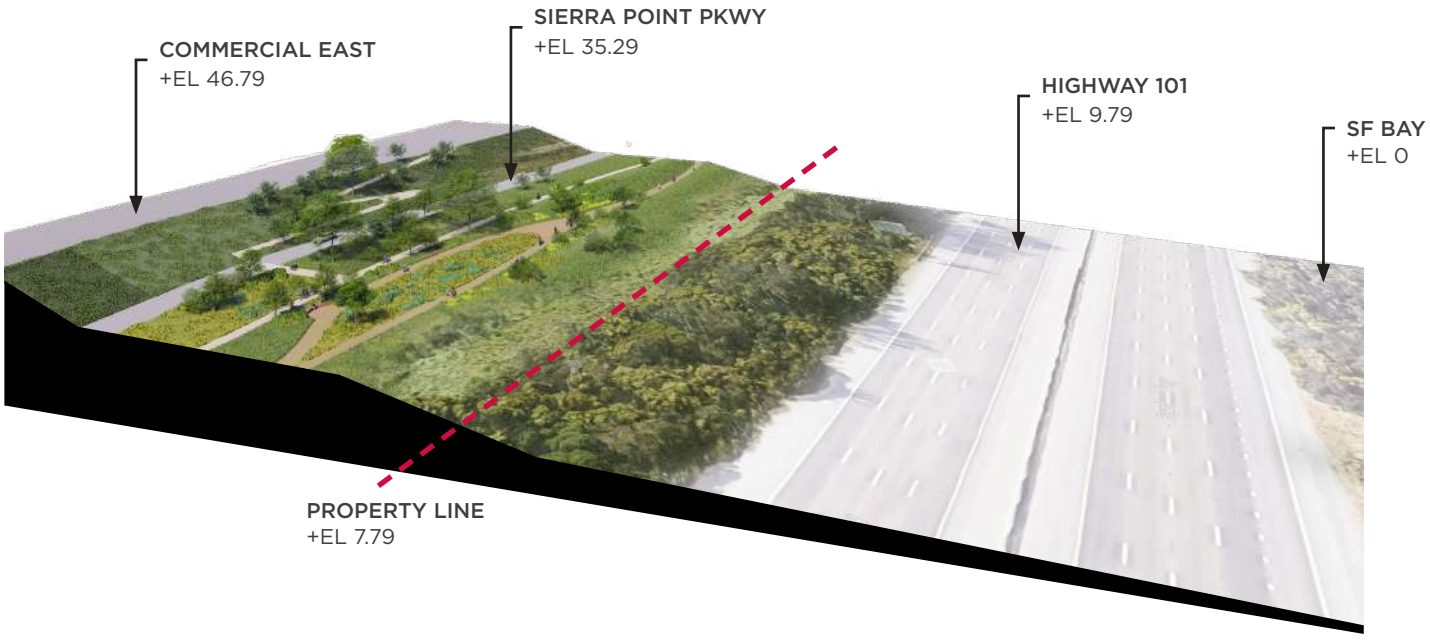




FIG 5.3.11 ILLUSTRATIVE CONCEPT DIAGRAM - BAY TRAIL



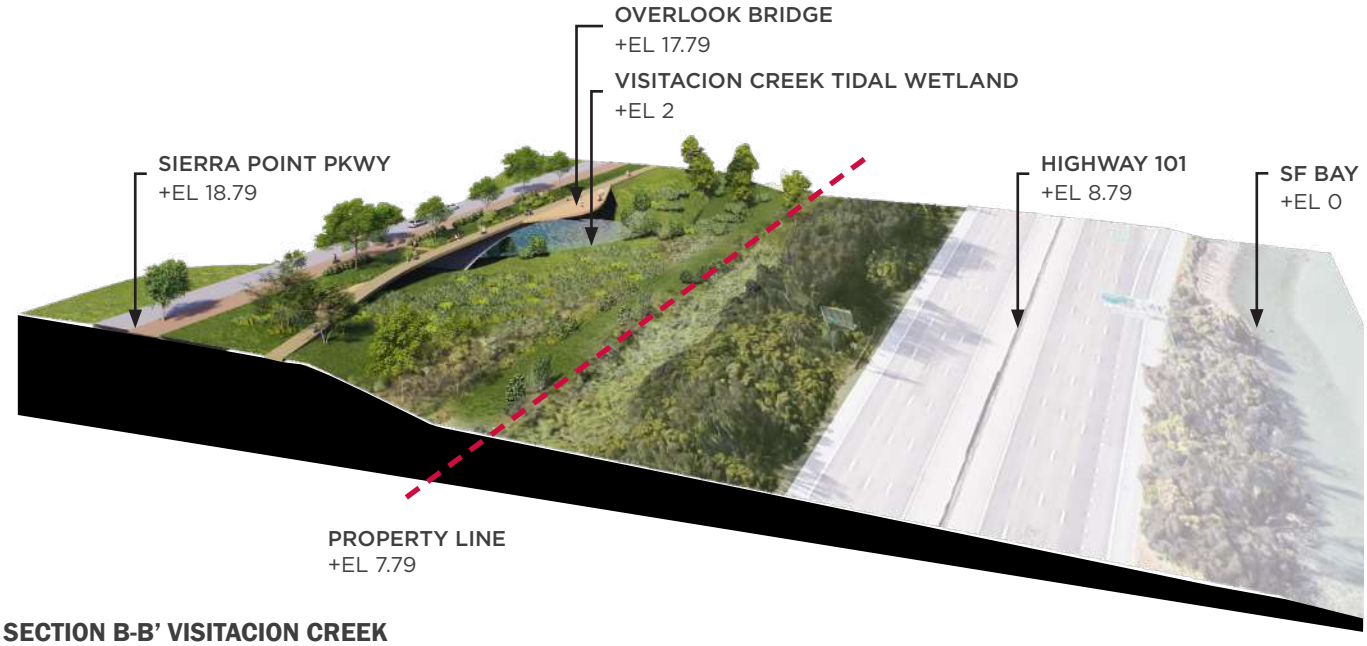
KEY MAP



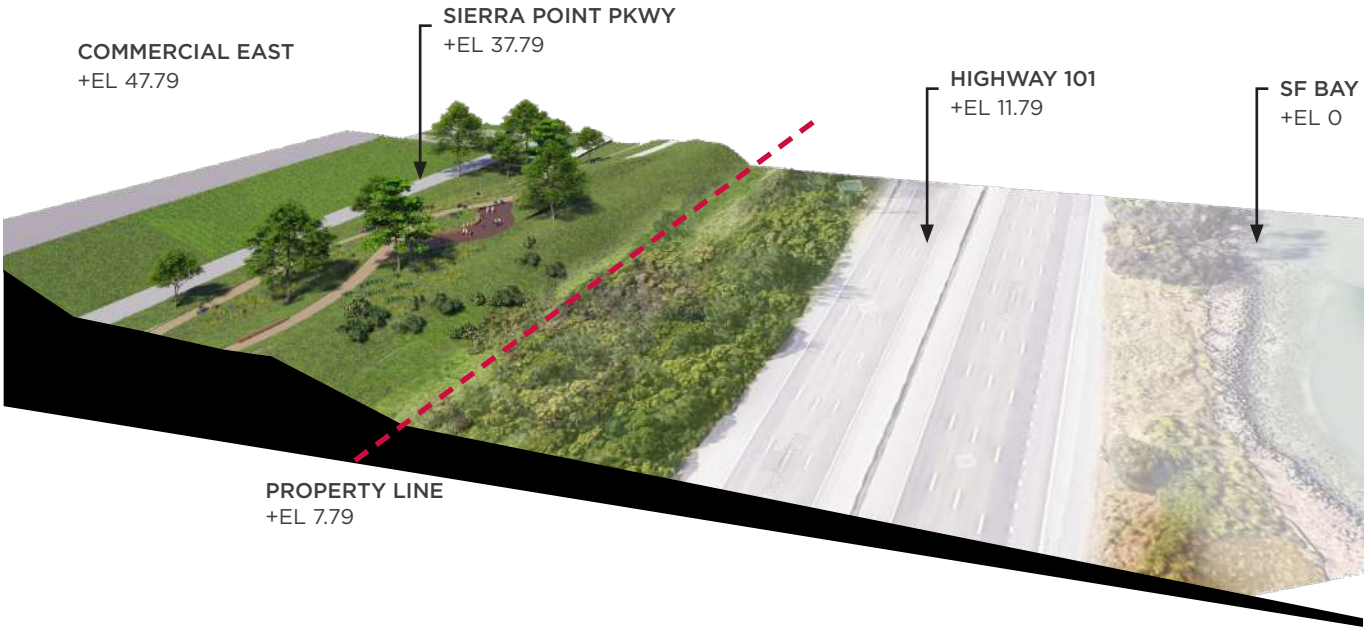
SECTION A-A' MID-BLOCK CROSSING

FIG 5.3.12 SECTION PERSPECTIVES- BAY TRAIL (ILLUSTRATIVE ONLY)

NOTES: Elevations shown are based on the NAVD 88 vertical datum.



SECTION B-B' VISITACION CREEK



SECTION C-C' BAYTRAIL OVERLOOK

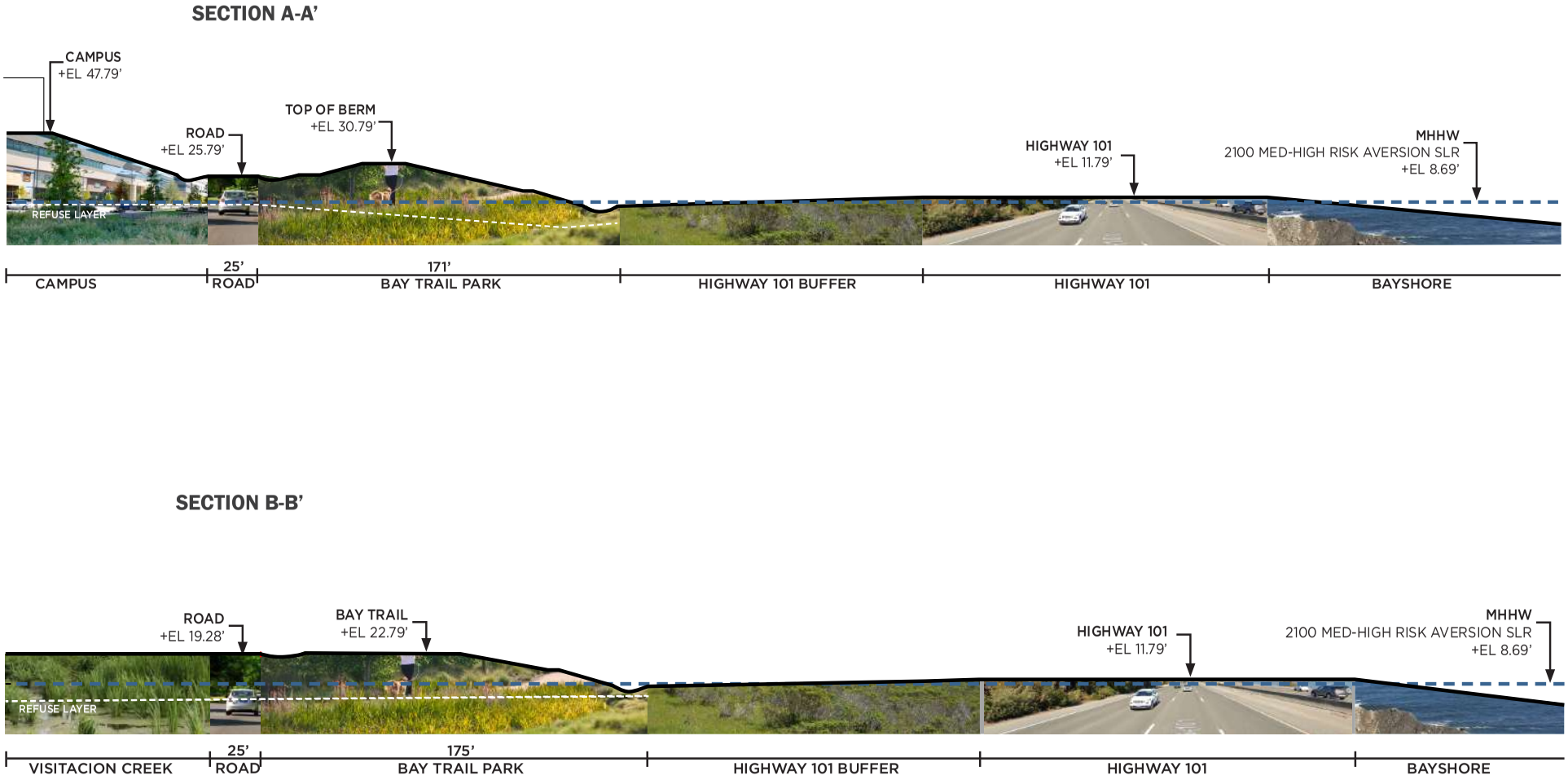
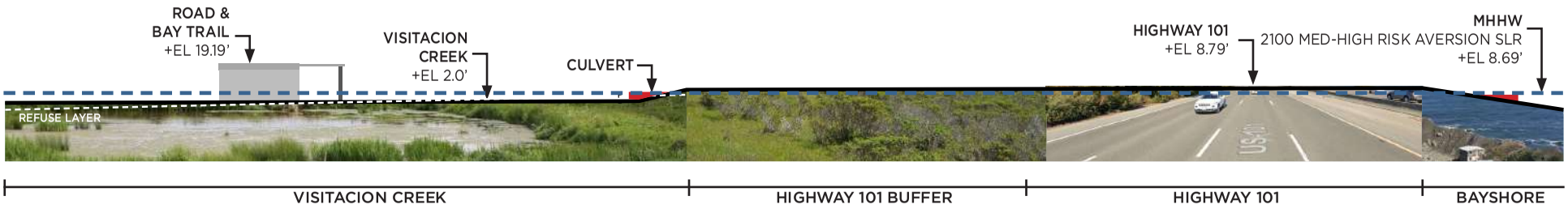


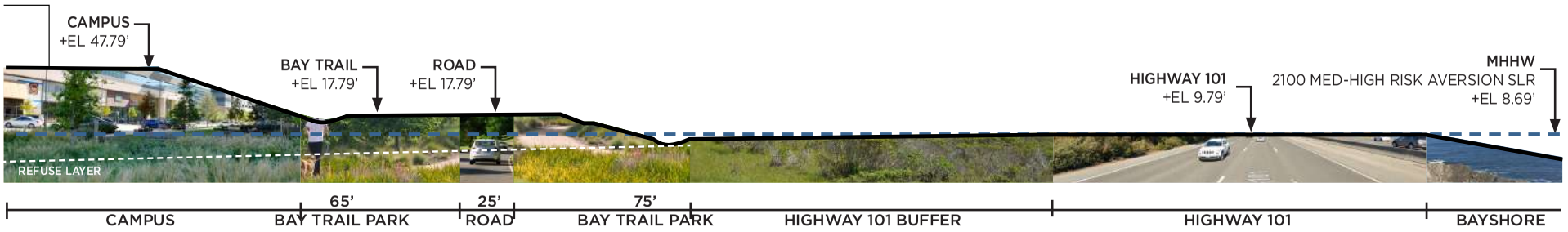
FIG 5.3.13 SECTIONS- BAY TRAIL (ILLUSTRATIVE ONLY)

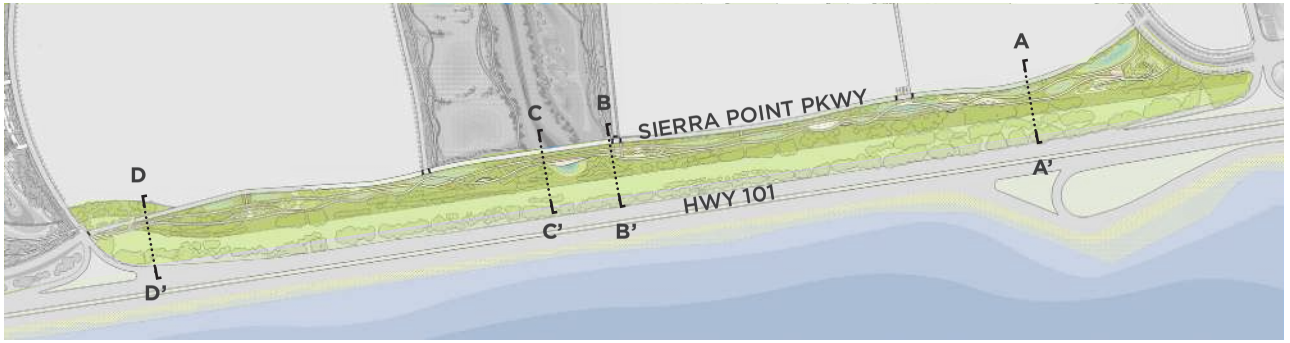
NOTES: Elevations shown are based on the NAVD 88 vertical datum.

SECTION C-C'



SECTION D-D'





KEY MAP



MULTI-USE PATHWAYS



OVERLOOKS



STORMWATER TREATMENT



FIG 5.3.14 ILLUSTRATIVE VIEW - BAY TRAIL (LOOKING EAST)



FIG 5.3.15 ILLUSTRATIVE VIEW - BAY TRAIL (LOOKING NORTH)

5.3.5.3 Community Greens

Community greens are centrally located park spaces that support social connectivity within their immediate neighborhood and the City of Brisbane. They provide opportunities for passive recreation, such as display gardens, fountains, dining and seating areas, and active recreation, such as event/play lawns, children's areas, and dog parks. The community greens are situated to provide maximum visibility and accessibility to the open spaces. Each park area outlined in the plan embodies a unique identity supported by basic principles of human comfort – seating, protection, shade.

Baylands Park + Sunnydale Park

Baylands Park is a central green space for two major neighborhoods in The Baylands: Bayshore and Roundhouse; and complies with providing at grade amenities to residences, per the General Plan. A key section of the green spine, the park is a key connector from adjacent Baylands North to Roundhouse. A combined total 6.6–acres of open space park areas create a linear green, onto which medium- to high-density residential uses face the park. East-west oriented paseos and green shared streets connect the park to retail along Bayshore Boulevard. This park serves as a central social green for the development and City of Brisbane and provides diverse amenities. Proposed uses include native and botanic gardens, vegetated swales, community recreational lawn, play area, event lawn, plaza, dog park/run, rain garden, shade structure, restroom pavilion, art walk, and flexible seating areas. The north end of the central green, Sunnydale Park, resides at a nexus of regional commuter circulation to the transit center and pedestrian access from Baylands North and Visitacion Valley neighborhood. This park denotes the northern gateway of the development. Sunnydale Park is considered as a site for public artwork to anchor the gateway entry at the northern terminus of Baylands Park. Due to site grading, Sunnydale Park requires green infrastructure features, such as rain gardens and bioretention. Small passive uses proposed for this space include native and rain gardens, art walk, and flexible seating areas. This space must provide clear and safe pedestrian movement with planted buffers to enhance the feeling of protection and manage stormwater flow from the south and north.



FIG 5.3.16 ILLUSTRATIVE VIEW - BAYLANDS AVE & GENEVA AVE (LOOKING SOUTHEAST)



COMMUNITY RECREATIONAL LAWN



NATIVE GARDEN



BOTANIC GARDEN



RAIN GARDENS

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FIG 5.3.17 ILLUSTRATIVE CONCEPT DIAGRAM - BAYLANDS PARK + SUNNYDALE PARK + GATEWAY PARK WEST



DOG PARK



FLEXIBLE SEATING AREA



FIG 5.3.18 ILLUSTRATIVE VIEW - BAYLANDS PARK (LOOKING SOUTHWEST)



EVENT LAWN



PLAY AREA

Roundhouse Park

Roundhouse Park is a multi-purpose component of the open space network. The ~~3.5~~ 3.9 ~~-~~acre open space is located at the southern terminus of Baylands Park, at the westernmost point of The Baylands adjacent to Bayshore Boulevard, and includes the historic Roundhouse. The Roundhouse is a historic feature at The Baylands. The rehabilitation of the Roundhouse is essential to the character and success of the Roundhouse Park. The footprint of the Roundhouse shall be included in the required 25% Open Space area.

The park is located at a hinge point between Baylands Park and Ecological Park and sits at the apex of their tributaries, making Roundhouse Park a key nexus of the open space network, uniting the northern and southern portions together.

Due to low-lying elevations and predicted sea level rise, the historic roundhouse structure will be raised to secure its protection (per the General Plan) from flooding and provide universal accessibility. The park design aims to celebrate the historic legacy of the site and city; provide community event spaces for celebrations and the arts; and provide spaces for outdoor dining, food, and beverage. Proposed uses include: Event lawn, outdoor dining, informal play area, garden walks, flexible lawn that can be utilized for event staging, industrial art and history garden, native gardens, event pavilion, bermed seating, outdoor cafe, and open air theater utilizing the cast iron columns and beams at the inner curved wall of the Roundhouse.



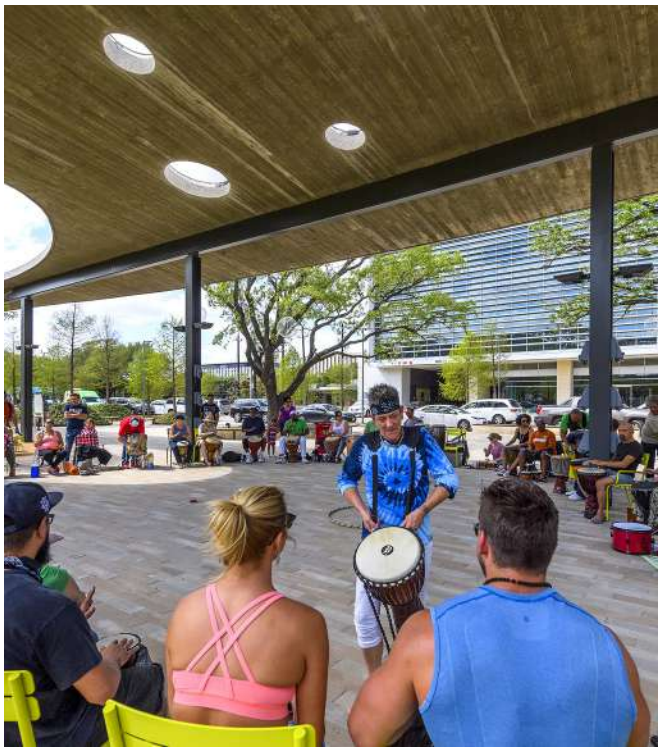
FIG 5.3.19 ILLUSTRATIVE VIEW - ROUNDHOUSE PARK (LOOKING SOUTHWEST)



INDUSTRIAL ART HISTORY GARDEN



EVENT LAWN



PAVILION



OUTDOOR CAFE



FIG 5.3.20 ILLUSTRATIVE CONCEPT DIAGRAM - ROUNDHOUSE PARK

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STORMWATER TREATMENT IN NATIVE GARDENS



COMMUNITY DISPLAY GARDEN



FIG 5.3.21 ILLUSTRATIVE VIEW - ROUNDHOUSE PARK (LOOKING SOUTHWEST)



FIG 5.3.22 ILLUSTRATIVE VIEW - ROUNDHOUSE PARK (LOOKING NORTHEAST)

5.3.5.4 Ecological Greenspaces

An exceptional attribute of The Baylands is its relationship to the Mountain, the Bay, and the Lagoon. To strengthen this relationship, The Baylands landscape encompasses broad hydrologic, topographic, and plant community gradients, as described below for each greenspace. A variety of open space uses balance recreational needs of the community with the protection of habitat resources. The Baylands includes a 121.8-acre lagoon that supports recreation and provides habitat value to the terrestrial open spaces listed below. To meet the General Plan goal (GP-1-18, Policy BL.1.H), ecological greenspaces provide significant opportunity to preserve, enhance, and protect ecological areas and utilize them for educational interpretation and stewardship of sensitive or diminishing landscapes. Due to the proximity to tidal waters, the relevant ecological greenspaces shall adapt to sea level rise and impacts from 100-year storm events, placing community uses outside of impacted landscapes (General Plan, GP-1-18, Policy BL.1.J).

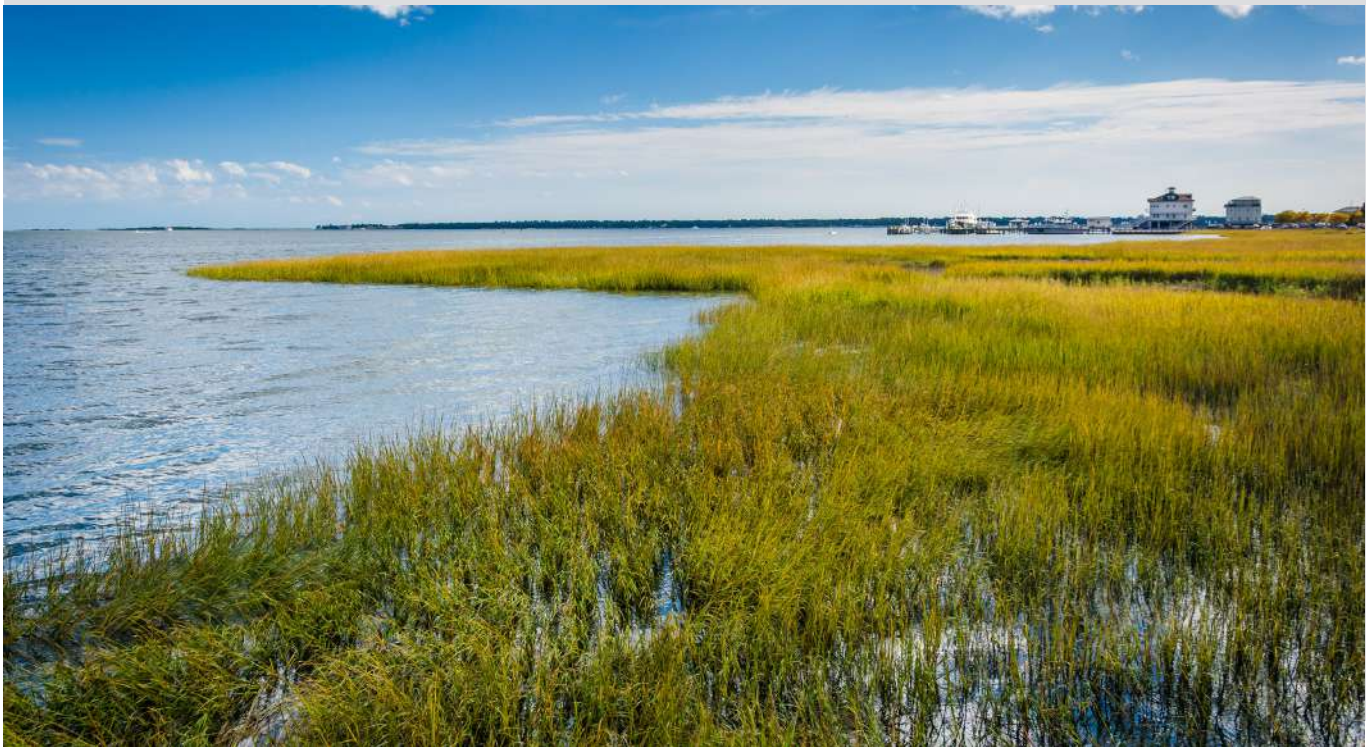
Lagoon Park and Lagoon

Closest to central Brisbane neighborhoods and Brisbane's downtown, the ~~29.3~~ 15.4 ~~-~~acre Lagoon Park is located along the northern edge of Brisbane Lagoon. Brisbane Lagoon is a critical resource to open space and measures set forth to protect aquatic habitats may be found in Chapter 7. A variety of open spaces balance recreational needs of the community and protection of habitat resources.

Habitat Protection, Restoration, and Enhancement:

The native habitat types at Lagoon Park includes:

- **Tidal flats** –provide habitat for fish such as the Bay gobi and longjaw mudsucker that are found here when the flats are submerged. Birds include heron, plover, egret, and the black-crowned night heron. Numerous crabs, snails, and worms occupy the muddy substrate.
- **Tidal marsh** –upslope of tidal flats, this area has greater native plant diversity with California cordgrass, pickleweed, saltgrass, and woody saltwort. Habitat is



TIDAL MARSH ZONE

provided for the Northwestern pond turtle, the belted kingfisher, yellow warbler, and salt marsh yellowthroat.

- **Grassland** – the native assemblage of this prairie is possibly the most diverse plant community onsite. Species are exclusively herbaceous and include an assortment of grasses along with showy wildflowers. Example plant species are Junegrass, purple needlegrass, California melic, lupines, Indian paintbrush, and Douglas iris. Fauna diversity is also high and can include sparrows, jackrabbit, California vole, and the Pacific gopher snake.
- **Coastal scrub** – this community is defined by low-growing woody species such as coyote bush, snowberry, and wax myrtle, and associated herbaceous species such as lupine, lizard's tail, and western sword fern. These patches offer habitat to the California quail, scrub jay, cottontail, and the Coast range fence lizard. Butterflies including the variable checkerspot, hoary elfin, and red admiral also find food and shelter in this habitat.

The existing lagoon edge is composed of mudflats, with a shoreline delineated with riprap. Inland, two utility pipes of unknown depth have 10' easements. The existing lagoon edge largely remains unaltered. The riprap area is enhanced by infilling voids with soil, without raising the elevation, and interplanting with tidal wetland vegetation. The following sections represent a typical north-south section of the lagoon shoreline with an option to infill riprap with plantings as allowed by regulatory agencies.

The north edge of the lagoon park area is to be planned for upper marsh transition or green infrastructure for management of surface stormwater runoff. Due to the potential for erosion along the lagoon shore, erosion control and water pollution control measures are planned, along with an on-going maintenance plan to preserve water and environmental quality as described in the Infrastructure Chapter 7.



UPLAND STORMWATER TREATMENT

Ground Disturbance within the boundaries of existing Lagoon Road, existing Sierra Point Parkway, and the Caltrain right-of-way will occur in areas designated as "Habitat Enhancement/Creation", reference Figure 5.3.4. Areas designated as "Habitat Protection" consist of valuable mudflats that shall remain protected. Limited point ground disturbance is allowed in the "Habitat Protection" zone to provide structural columns for an elevated boardwalk. Ground disturbance north of the "Open Space Protection" zone to the relocated Lagoon Road is required in order to establish new and improved existing habitat and stormwater features.

Soil improvements and construction techniques to support the buried Kinder Morgan pipes shall be evaluated prior to issuance of grading permits for The Baylands. The soil improvements shall be designed to alleviate potential impacts to the pipelines during landfill closure and construction of the shoreline improvements. A constructability analysis shall determine the feasibility prior to implementation of the soil improvements. Proposed land features include berms, grassland plantings, protected mudflats, stormwater treatment areas, wildlife crossings/ culverts, and an enhanced vegetated rip-rap waters edge.

Recreational Amenities:

Recreational uses of the lagoon that produce disruption to existing or proposed tidal plant and animal communities are prohibited. To protect shoreline and near-shore habitat, all proposed passive and active recreational use of the lagoon water body and its shoreline shall undergo a habitat impact assessment prior to approval and/or implementation.

Overall physical improvements in this area will remain largely naturalized but may also include amenities that provide educational/ recreational community spaces and means for accessibility. Community priorities for this space are captured by walking/biking paths, curated access to the waterfront, wildlife habitat (including tidal plantings at the lagoon edge), and spaces for outdoor education, wildlife observation, and water views.

Proposed uses include discovery garden, play area, multi-use paths, parking, community space, overlooks, picnic areas, migratory bird watching platform(s), and educational signage. Uses that promote large gathering and/or excessive noise, such as concert venues, are prohibited within 50' of designated habitat areas.



FIG 5.3.23 ILLUSTRATIVE CONCEPT DIAGRAM - LAGOON PARK



MULTI-USE PATHS



EXISTING LAGOON EDGE

GRASSLAND WALK



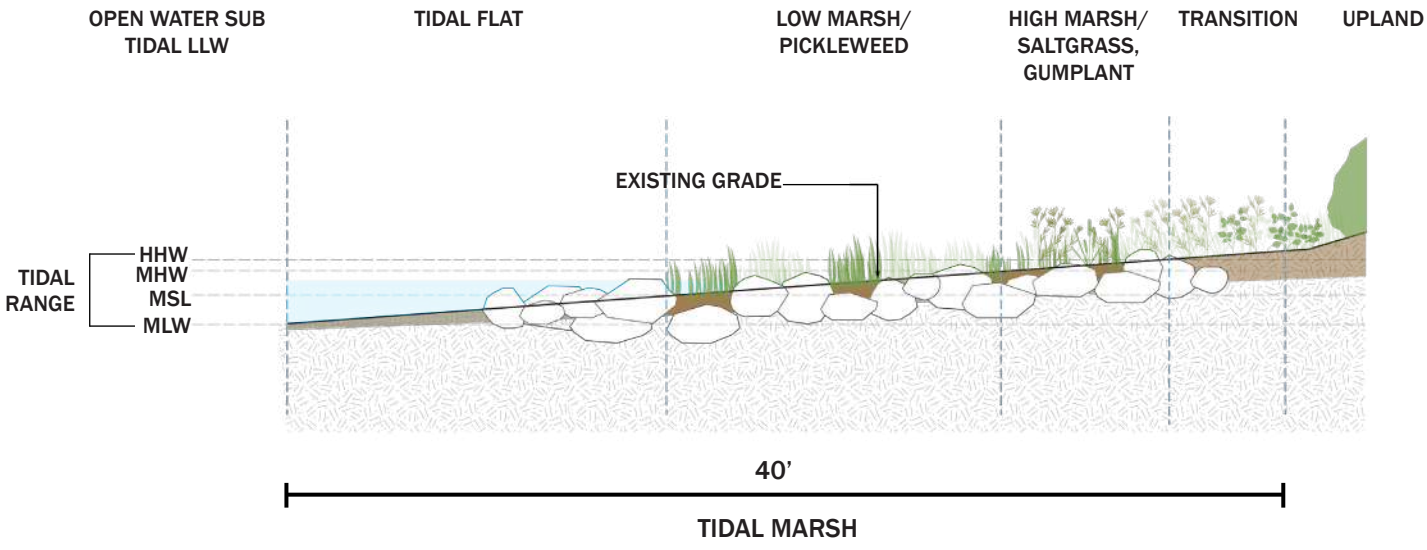
FIG 5.3.24 ILLUSTRATIVE VIEW - LAGOON PARK



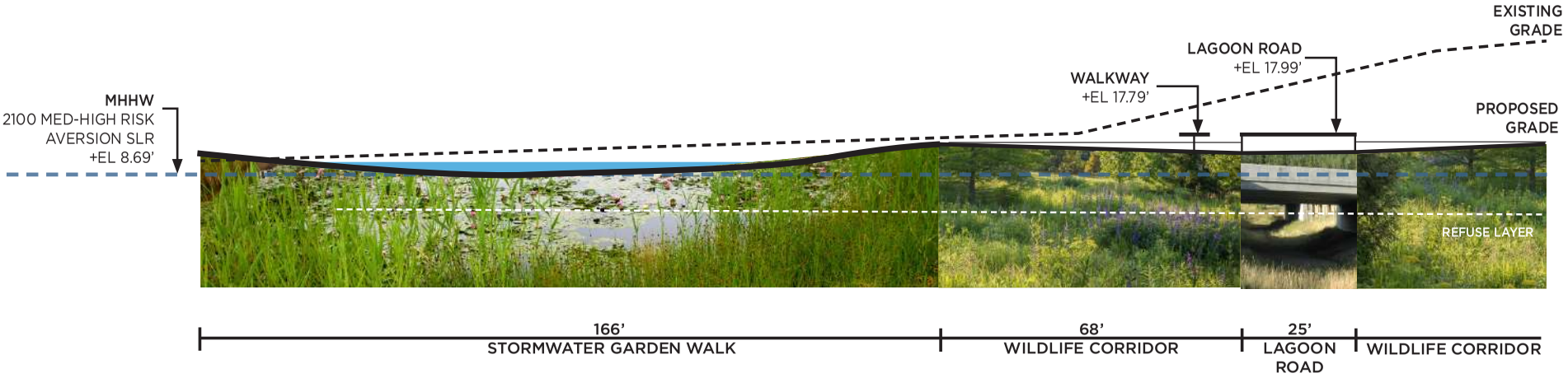
MUD FLAT ZONE



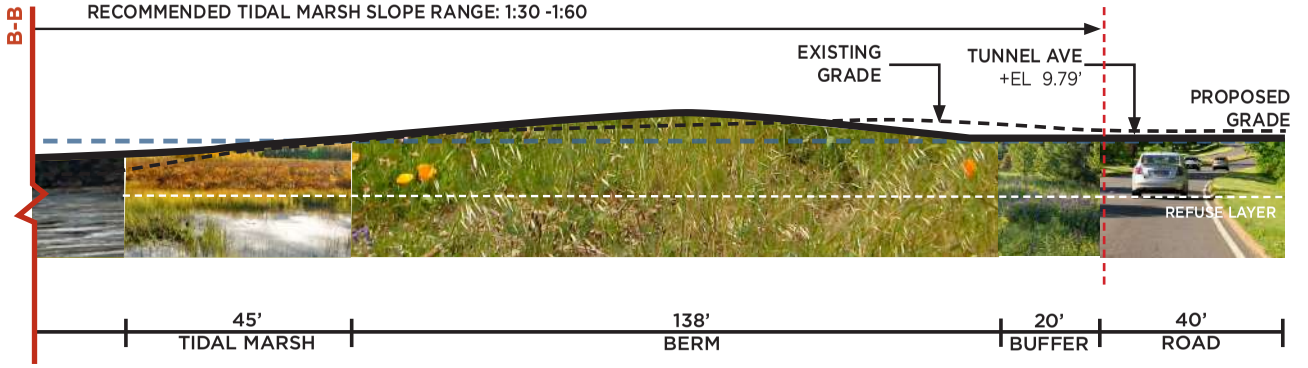
DISCOVERY GARDEN

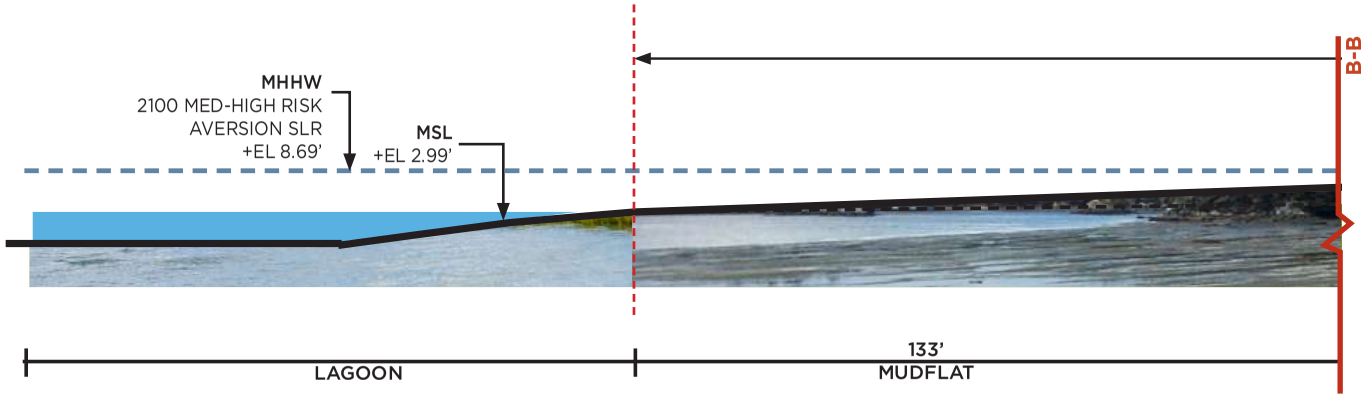


ENHANCED RIPRAP EDGE



SECTION A-A'

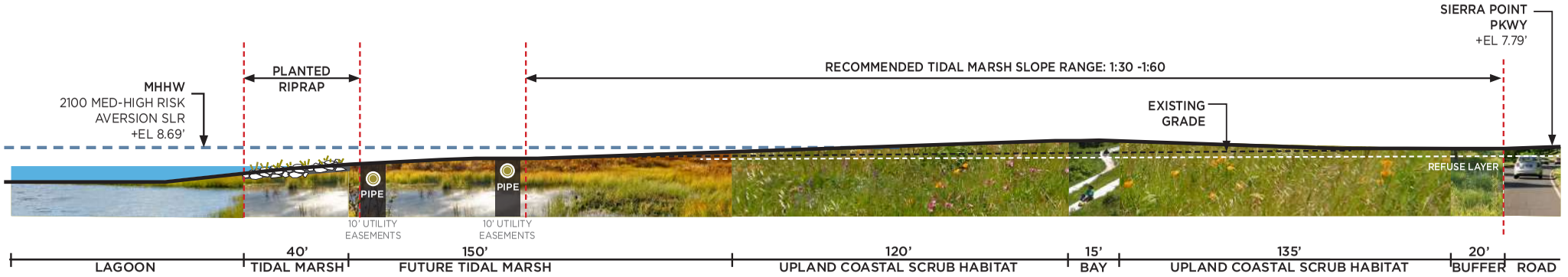




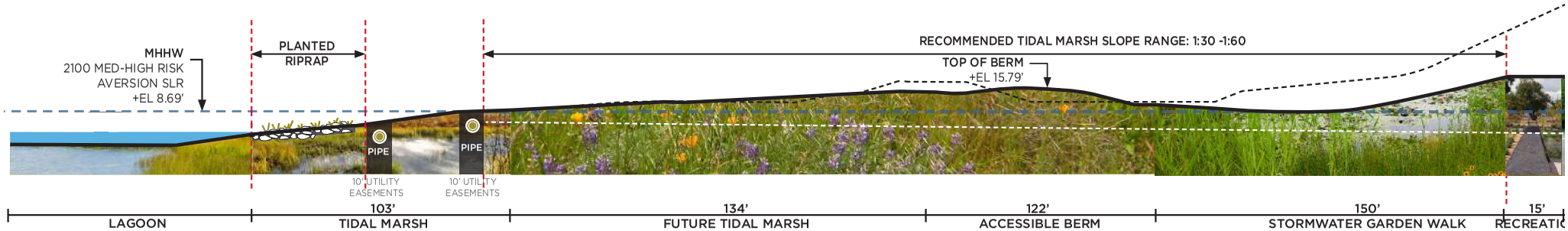
SECTION B-B'

FIG 5.3.25 LAGOON EDGE SECTIONS

NOTES: Elevations shown are based on the NAVD 88 vertical datum.



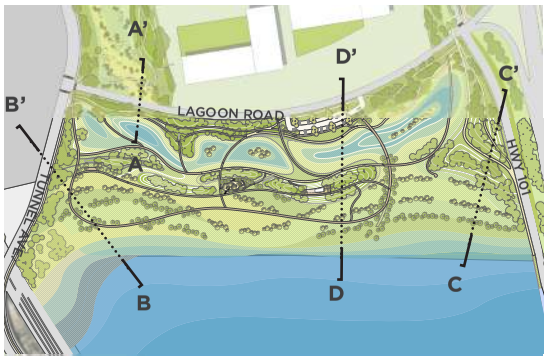
SECTION C-C'



SECTION D-D'

FIG 5.3.26 LAGOON EDGE SECTIONS

NOTES: Elevations shown are based on the NAVD 88 vertical datum.



KEY MAP

Baylands Preserve

Baylands Preserve provides a north-south habitat linkage between the ecological open spaces of Lagoon Park and Visitacion Creek. This open space corridor serves multiple functions, including enhancing habitat connectivity, wildlife connectors/crossings, pedestrian circulation, and a green pedestrian and bike connection away from Tunnel Avenue and the Energy Tank Farm.

<u>Habitat Protection, Restoration, and Enhancement:</u>

Habitat types in this open space provides continuity and extends a gradient of plant communities of Lagoon Park and Visitacion Creek and shall contain coastal scrub and grassland habitats. Wetland habitats and woodland habitats are allowed as deemed viable and beneficial to overall habitat value and other sustainability goals. Under-road wildlife connectors are proposed at Lagoon Road and Visitacion Creek Road South (see figure 5.3.27) in the form of a small culvert, sized appropriately for small terrestrial fauna, to increase connections between local and regional habitat patches. Large evergreen shrubs and trees along Tunnel Avenue to screen views of the tank farm are allowed. Direct views to the Lagoon and Visitacion Creek shall be provided as vantage allows. Proposed land features include buffer plantings and berms to reduce acoustic impact on wildlife, wildlife crossings/culverts, and central wildlife corridor.

<u>Recreational Amenities:</u>

Low-impact trails with trailhead(s) located on the east side of the preserve are proposed to connect pedestrians to Lagoon Park, Visitacion Creek, and the adjacent development. Trails shall be offset or elevated from habitat areas.

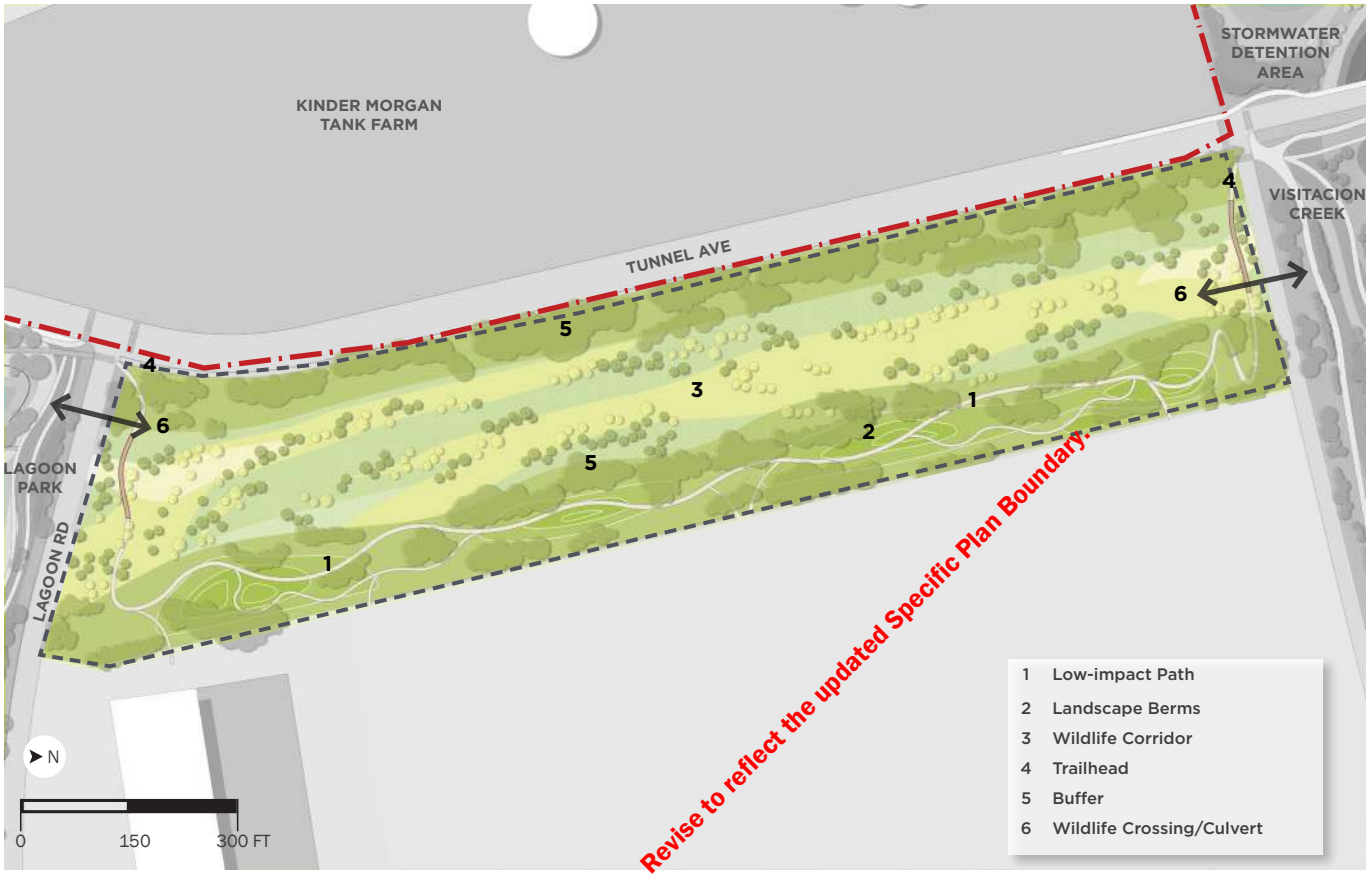


FIG 5.3.27 ILLUSTRATIVE CONCEPT DIAGRAM - BAYLANDS PRESERVE



SHARED USE PATH



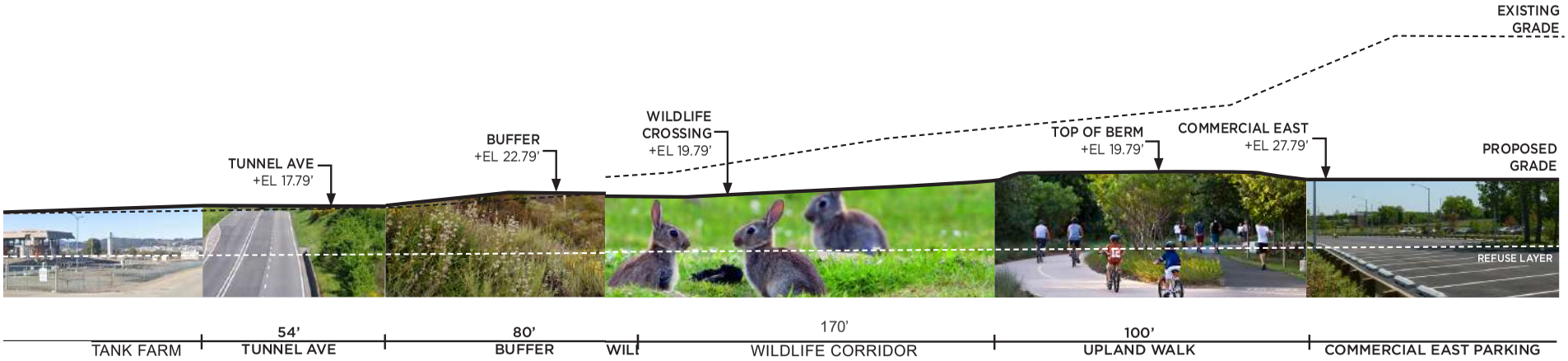
UPLAND WALK



STORMWATER DETENTION



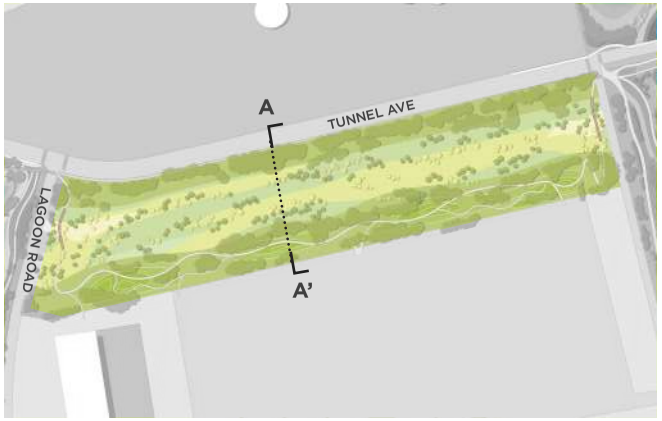
BUFFER



SECTION A-A'

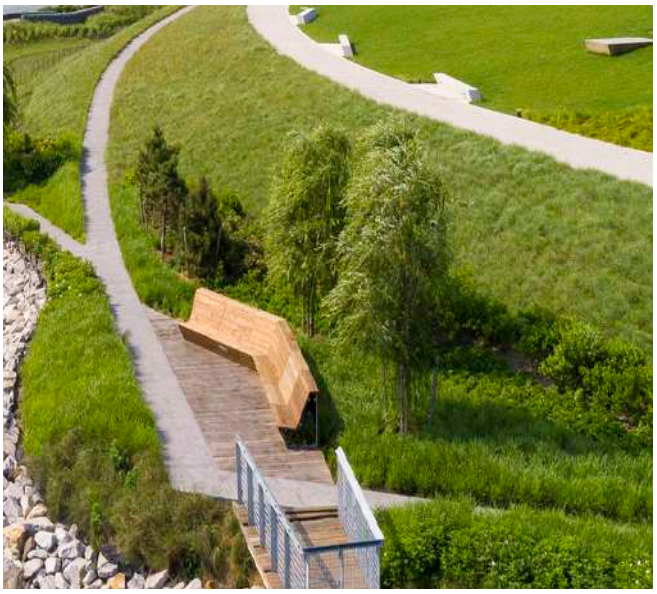
FIG 5.3.28 SECTION - BAYLANDS PRESERVE (ILLUSTRATIVE ONLY)

NOTES: Elevations shown are based on the NAVD 88 vertical datum.

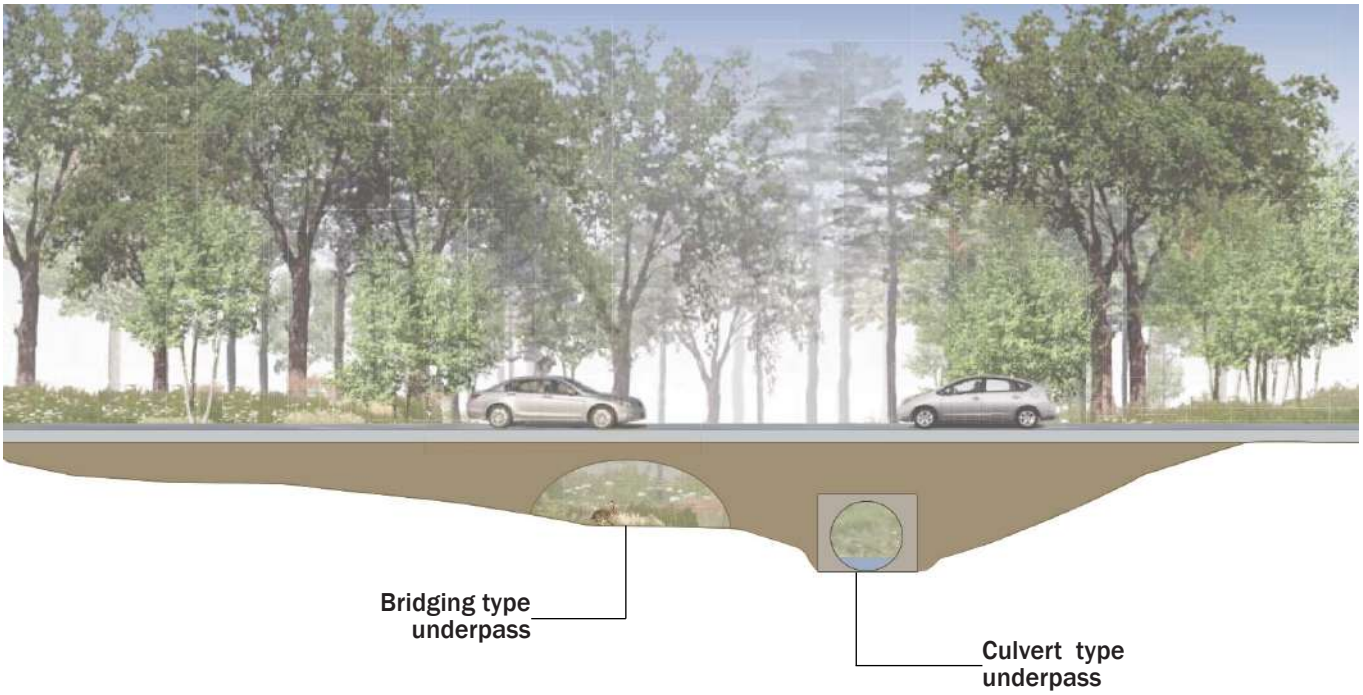




WILDLIFE CONNECTOR/CROSSING



OVERLOOK BERM



WILDLIFE CONNECTOR TYPES

NOTES: Wildlife connectors sized appropriately for small terrestrial fauna.

Ecological Park

Ecological Park is the primary naturalized open space in The Baylands' Icehouse Hill neighborhood. The 7.3-acre park receives seasonal rainwater and surface stormwater runoff that fills dry creek beds and bioswales. This will be directed to stormwater treatment areas within the park to improve water quality. These features are influenced by stormwater and minimal irrigation runoff from responsible irrigation of the adjacent commercial development. General surface stormwater runoff flows south from Roundhouse Park and combines with flows from the subgrade culvert, connecting to the Stormwater Detention Area located north of the energy tank farm.

<u>Habitat Protection, Restoration, and Enhancement:</u>

Ecological Park is planted with grasslands (see description in Lagoon Park), coastal scrub (see description in Lagoon Park), and woodland. In passive recreational areas, including Ecological Park, nest boxes to support bats and/or cavity-nesting bird species are permitted.

- **Woodland** -- this community has the most tree canopy among the native habitat types. Live oak, bay, buckeye, and hazelnut trees are common, and the understory shares many species with the coastal scrub (above.) Red-tailed hawk is a common raptor, while the acorn woodpecker and western scrub jay can be found within the canopy, and California quail within the understory. Mammals include the California ground squirrel and Audubon's cottontail.

Proposed Landscape Features include stormwater treatment areas, botanic displays, vegetated swales, and berms.

<u>Recreational Amenities:</u>

A primary feature of Ecological Park is a central swale that is a part of a large site-wide stormwater strategy. The park area supports educational programming on stormwater conservation including plant displays for public use. Proposed uses for Ecological Park include: multi-use

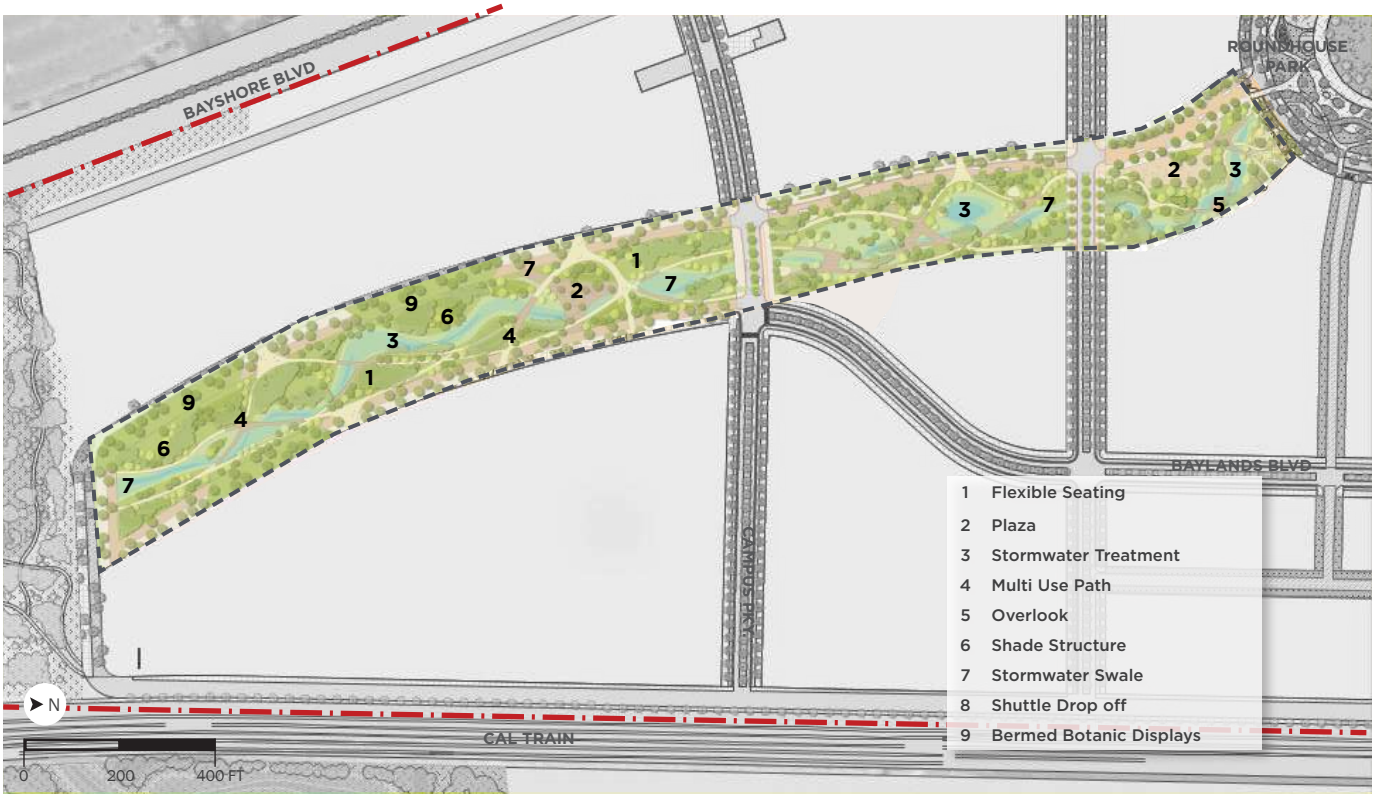


FIG 5.3.29 ILLUSTRATIVE CONCEPT DIAGRAM - ECOLOGICAL PARK

paths, overlook(s), shade structure(s), small lawn areas, plaza(s), and flexible seating areas. The implementation of lawn shall comply with water ordinance requirements. The park offers convenient access to and from campus and views of Icehouse Hill and San Bruno Mountain. The open space supports educational interpretation of these landscape features.



INTERPRETIVE FEATURES



FIG 5.3.30 ILLUSTRATIVE VIEW - ECOLOGICAL PARK (LOOKING NORTH)

Visitacion Creek

At ~~39.3~~ 30.8 acres, Visitacion Creek is part of the connected riparian corridor extending from the railroad right-of-way to the Bay. After landfill remediation, impacts to Visitacion Creek are addressed through onsite wetland creation featuring an enhanced tidal channel and restored salt marsh, native scrub and grasslands, and freshwater seasonal wetlands. Above Visitacion Creek, freshwater seasonal wetland areas are also established to address remediation impacts. The space allocated for these systems allows the migration of the adjacent tidal wetlands as sea level rise occurs. The rehabilitated creek corridor created as part of remediation activities is a significant improvement to the hydrological system and habitat opportunities of The Baylands.

Habitat Protection, Restoration, and Enhancement:

Habitat types at Visitacion Creek are open water, tidal flats and marsh, freshwater emergent wetland, and coastal scrub and grasslands (described above under Lagoon Park.) The habitat types at Visitacion Creek are similar to those outlined in Lagoon Park, and additionally, Visitacion Creek includes freshwater emergent wetlands described below:

- **Freshwater wetland** – this wetland type contains willow shrubs in addition to herbaceous species such as spike rush, club-rushes, bulrush, and tall flat sedge. In addition to the birds found amongst the tidal habitats and the uplands, amphibians such as the Pacific or Sierran treefrog or the California toad utilize this habitat.

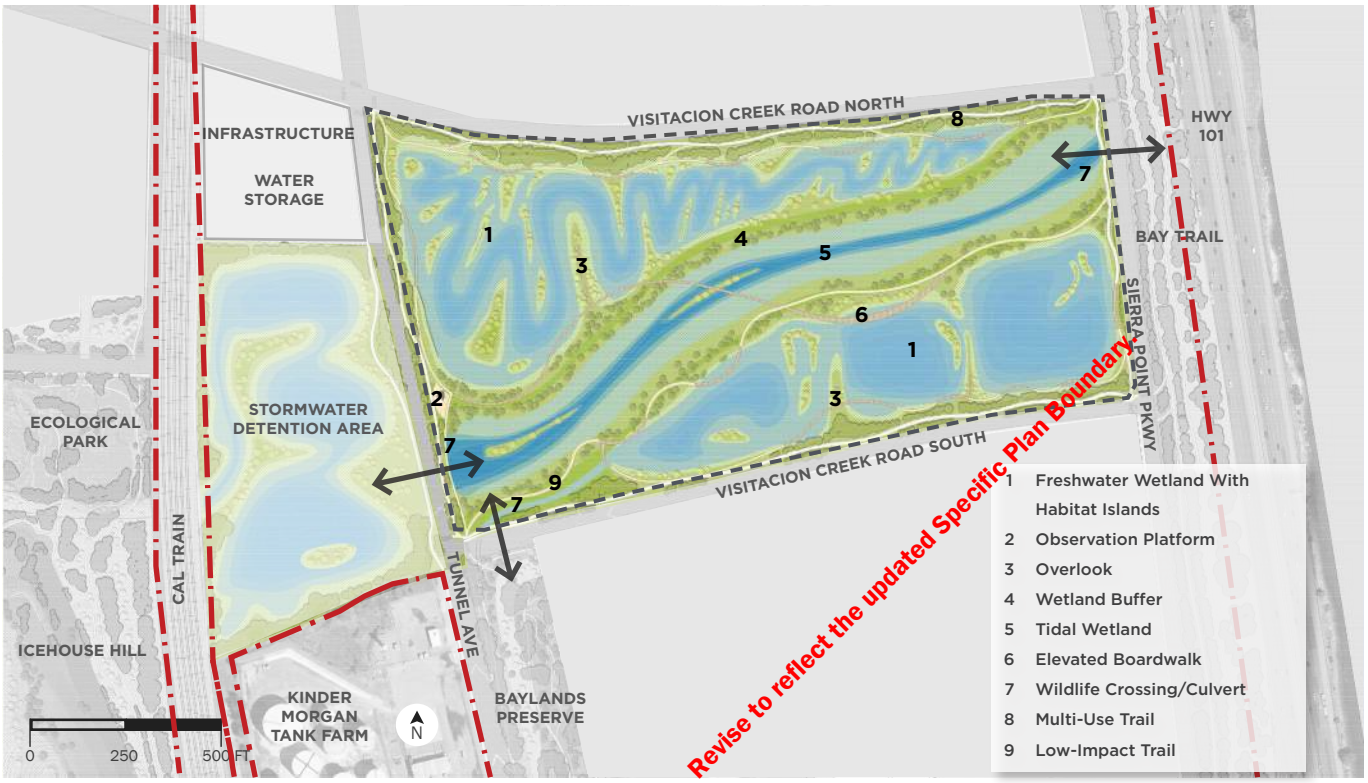


FIG. 5.3.31 ILLUSTRATIVE CONCEPT DIAGRAM - VISITACION CREEK

Under-road wildlife connectors are proposed at Tunnel Avenue, Visitacion Creek Road South (see Figure 5.3.31), in the form of a small culvert or bridge, sized appropriately for small terrestrial fauna to increase connections between local and regional habitat patches.

Under-road wildlife connection is provided at Sierra Point Parkway and the Bay Trail via a clear span bridge.

Proposed land features include: freshwater wetlands with habitat islands, wetland buffers, tidal wetlands, and wildlife crossing/culvert(s).

Recreational Amenities:

This area allows overlooks and interpretive elements focusing on wetland habitats and sea level rise. Recreational activities and programmatic elements must be kept to a minimum to reduce impact on the water resources and habitat. Proposed uses include: multi-use trails, low-impact trails, observation platform(s) overlooks, elevated boardwalks, and educational signage.



FIG. 5.3.32 ILLUSTRATIVE VIEW - VISITACION CREEK (LOOKING WEST)

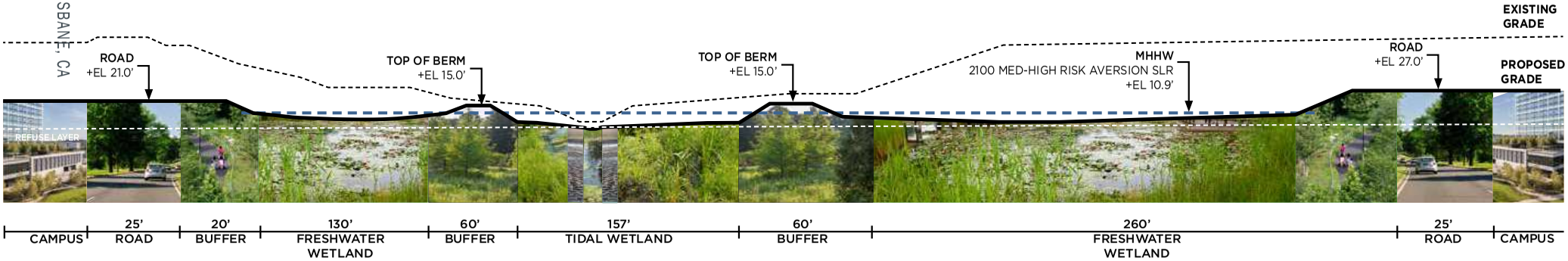
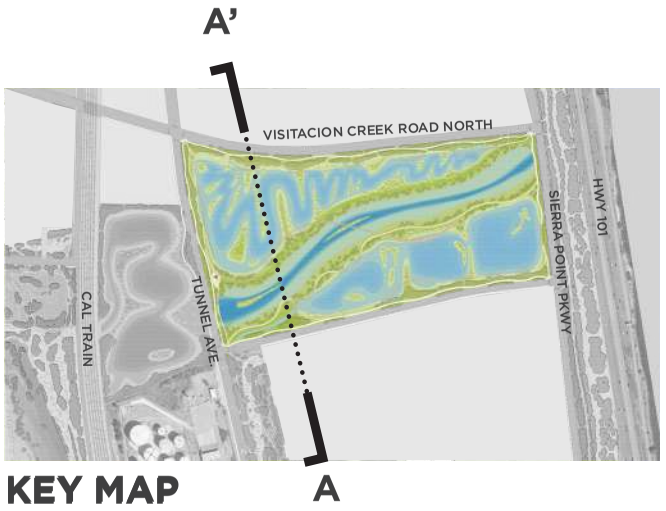


FIG. 5.3.33 VISITACION CREEK SECTION A-A'

NOTES: Elevations shown are based on the NAVD 88 vertical datum.



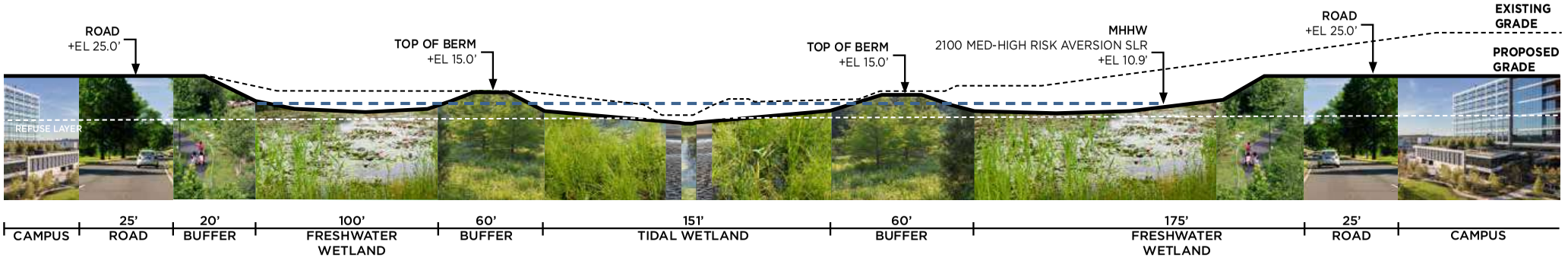
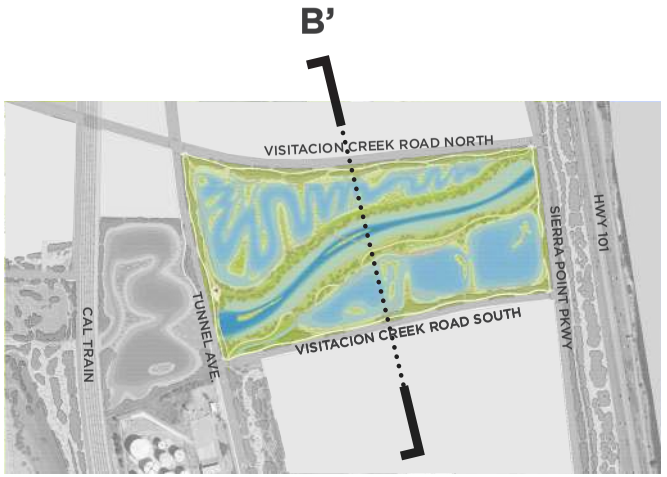


FIG. 5.3.34 VISITACION CREEK SECTION B-B'



KEY MAP

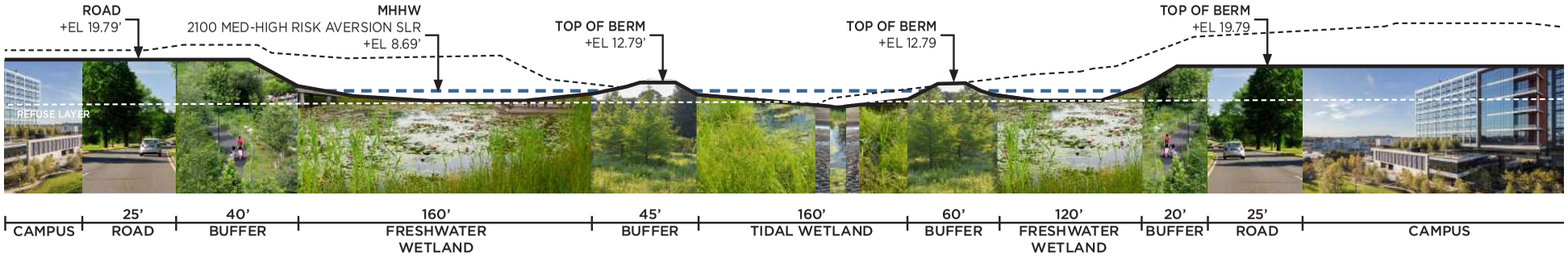
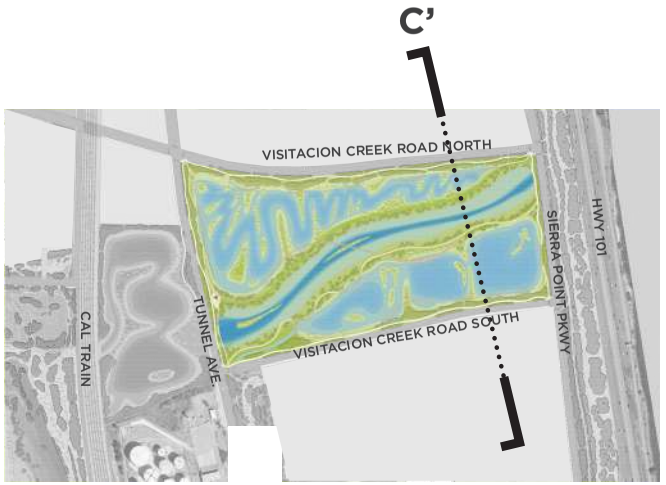


FIG. 5.3.35 VISITACION CREEK SECTION C-C'

NOTES: Elevations shown are based on the NAVD 88 vertical datum.



KEY MAP

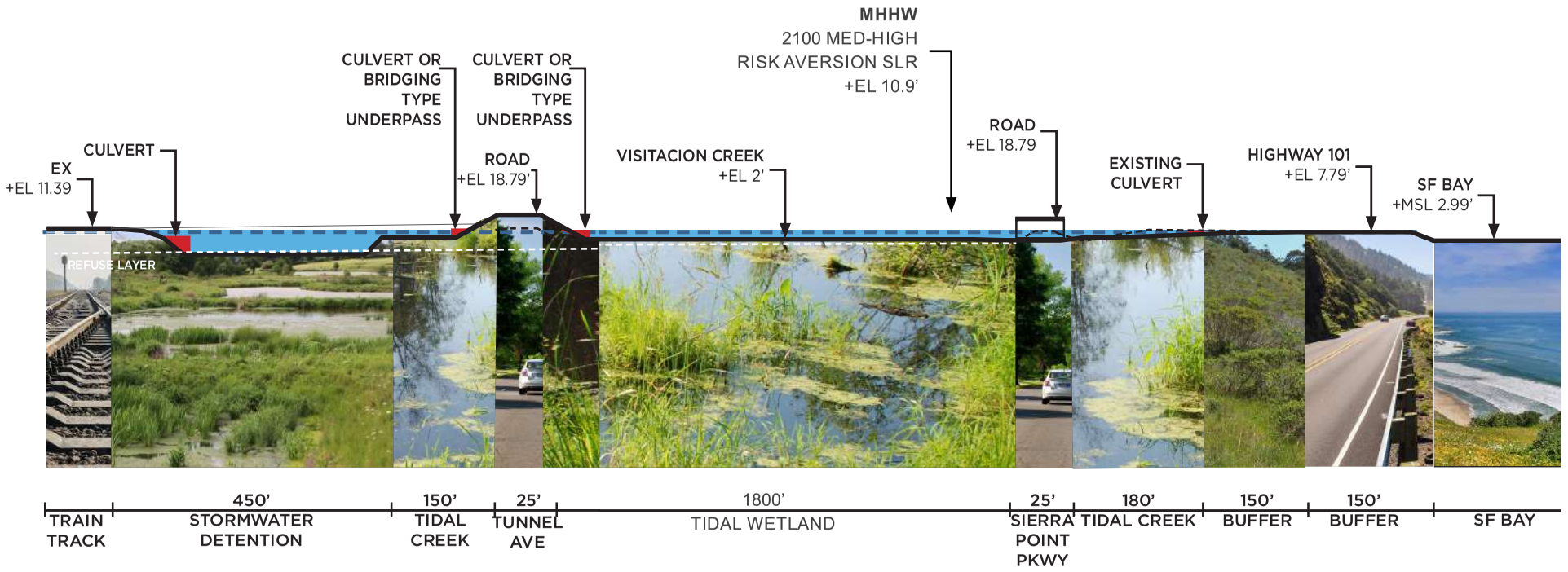


FIG. 5.3.36 VISITACION CREEK SECTION D-D'



KEY MAP

Icehouse Hill

Design for this 24.3-acre park enhances its ecological functions with protection and improvement of existing native grasslands, coastal scrub, and small pockets of seasonal wetlands. Icehouse Hill is outside The Baylands' project remediation areas and is the only portion of the property with natural soils, which help support its more natural character and habitat value.

Habitat Protection, Restoration, and Enhancement:

Planting of native butterfly host species increases butterfly habitat extent and quality, and invasive species management addresses the presence of Eucalyptus, fennel and other non-native species.

All areas on Icehouse Hill require a suitability study to verify trail locations, habitat buffers, and assess viability of any non-pedestrian path uses as it relates to the stability of the hill and potential impacts to the proposed butterfly habitat. Preconstruction survey for butterfly larval host plants and special status plants is required prior to trail construction or other ground disturbance activities (per the program EIR measures 4C-1a and 4C-1c). View corridors shall also be analyzed with recommendations of strategic vegetative screening of the adjacent Kinder Morgan tank farm. Proposed land features include coastal scrub and grassland habitat areas.

Recreational Amenities:

Icehouse Hill maintains its wild-character and habitat value, while allowing access with low-impact gravel trails and educational amenities. Proposed uses include: nature play area, native gardens, butterfly garden, overlook(s), hillside slides, educational area(s) with group seating, multi-use trails, and educational signage. They will be targeted at all ages, which is especially important for this potentially sensitive butterfly habitat. Mission Blue Nursery, a non-profit nursery that works with local communities to restore the mountain's native habitats and cultivate its flora, is a current tenant of the Baylands. The relocation of the nursery to the current Police Firing Range is proposed. Prior to its relocation, appropriate characterization and remediation of the firing range site will be completed. Activities that produce loud and/or prolonged noises are prohibited to prevent negative impacts to habitat areas on Icehouse Hill



COASTAL SCRUB + GRASSLAND HABITAT



SLIDES



EDUCATION AREA



NATURE PLAY AREA

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FIG 5.3.37 ILLUSTRATIVE CONCEPT PLAN- ICEHOUSE HILL



ACTIVE RECREATION



OVERLOOK



FIG 5.3.38 ILLUSTRATIVE VIEW - ICEHOUSE HILL (LOOKING EAST)



LOW-IMPACT TRAILS



ENDANGERED SPECIES: MISSION BLUE BUTTERFLY

5.3.5.5 Stormwater Detention Area

Onsite water detention is designated in the Stormwater Detention Area and is necessary at The Baylands for regional and site water management. It also provides landscape diversity. One primary stormwater detention includes a 13.8 acre area north of the energy tank farm. Stormwater Detention Areas receive stormwater runoff from internal and external sources (Chapter 7.) This area north of the tank farm receives development runoff and external runoff from San Bruno Mountain and western neighborhoods via the stormwater channel and a renovated culvert.

The Stormwater Detention Area incorporates ecological strategies to improve water quality while providing storage of stormwater runoff. Strategies include, as allowed, permeable soils and forebays, means of removing sediment, ways to slow flow rate and/or release, and phytoremediation measures with native plants to remove nutrients and pollutants. The Stormwater Detention Area is naturalized, with “soft” planted edges that are harmonious in visual quality to the other ecological areas within The Baylands. Plant communities use native species. The downstream transition at Visitacion Creek provides connectivity for aquatic habitat shall be maintained at the upstream and downstream ends of Visitacion Creek.

5.3.5.6 Green Edges

Green Edges provide critical green screening to improve visual experience within The Baylands. Green Edges support ecological goals, including supporting biodiversity by hosting dominate native plant communities and habitat for insects, small mammals, and reptiles. Two primary Green Edges are included in the Specific Plan: (1) west rail trail; and (2) east rail green edge.

The West Rail Trail is a green edge located adjacent to the Community Fields and Icehouse Hill. This landscape serves as a biological connector, representing a sage-scrub ecology with stormwater treatment areas integrated to alleviate runoff. Tall and dense native vegetation screens the railway. The West Rail Trail connects open space amenities of The Baylands to Crocker Trail.

The East Rail Green Edge utilizes dense native plantings that assist in experiential screening of views to the railway and the tank farm. The plant communities in the West Rail Trail and East Rail Green Edge are representative of the sage-scrub ecology.



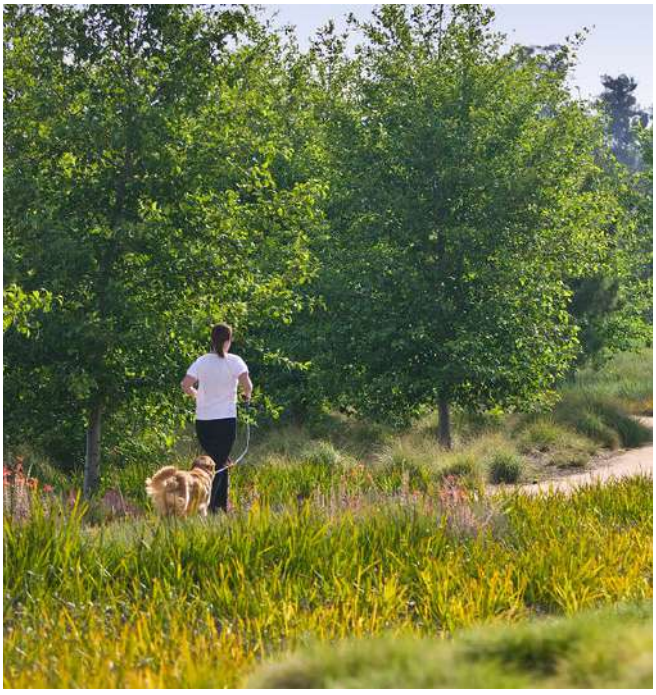
STORMWATER TREATMENT



COASTAL SCRUB



STORMWATER DETENTION AREA



MULTI-USE TRAILS

5.4 LANDSCAPE GUIDELINES

While parks and open spaces will be largely undeveloped, a limited number of buildings and structural improvements, including small-scale park and recreational, educational, and support facilities, such as kiosks, restrooms, storage, parking lots and the like are permitted. Additionally, the network of pedestrian and bicycle paths that will traverse the open space are developed in a manner that reinforces the circulation hierarchy, links elements aesthetically, and creates harmony with the natural surroundings. In areas where visitor facilities are to be included within the open space areas, applicable visitor services shall be provided. In these cases, individual project plans will address building design, interpretation, and necessary servicing and infrastructure. The following guidelines address character and performance defining elements within the landscape necessary to achieve the open space goals. A comprehensive Landscape Guidelines document shall be prepared as a part of the site specific development and roadway site reviews.

5.4.1 Pedestrian Paths

Pedestrian paths are a key component to providing healthful experiences in The Baylands. Through linear experiences of the landscape, these path systems shall engage the community in practicing physical, emotional, and social health. Each pathway will craft experiences that immerse the human body in a variety of environmental conditions and in a variety of physical and spatial movements. The paths will create opportunities for connection with nature to promote mental health. Paths also facilitate narratives and educational opportunities to expand the role of defining space and place.

Pedestrian paths shall provide opportunities to easily access open space assets of The Baylands and connect open space to entrances of architectural elements. Pedestrian path design will provide accessibility, consider the needs of user groups, and sensitively integrate with the open space program in character, thoughtful materials, and appropriate scale.

Path materials will prioritize impacts to the ecological factors. In hydrologically sensitive and habitat areas, intimately-scaled paths with low impact materials, such as gravel or decomposed granite will be used. They closely match the natural materials of the region and site. Paths shall also be elevated to prioritize habitat protection. Within more urbanized areas and pedestrian edges and corridors, durable paving materials will be utilized with permeable paving, where appropriate. Signage shall educate pet owners to expected behavior, such as leashing and picking up after dogs, which helps keep open



PEDESTRIAN PATHS



LUSH PEDESTRIAN BUFFERS



BIKE TRAIL



PASSIVE SEATING SPACES

space functional for wildlife. Along signature community greens, the paving on roadways adopts the character of the pedestrian paving to visually connect greenspaces and prioritize the pedestrian. Unique streetscapes – such as non-linear paths with lush plantings, art, and curbless blocks – will be used to provide a distinctive pedestrian-focused experience.

5.4.2. Shared-use and Bike Paths

Shared-use paths shall provide wellness opportunities and climate-conscious accessibility to The Baylands. As further highlighted in Chapter 6, an extensive pedestrian and bicycle network will connect the development open space network within The Baylands and external regional trails. Shared-use and bike paths should be included in select open space areas and located with sensitivity to minimize habitat disturbance and habitat segmentation. A suitability study, determining habitat impacts and ground disturbance, will verify locations of bike trails within habitat areas. Bike-ways are primarily paved with separate pedestrian-ways. Bike racks will be provided near the trail access points and major destinations. A wayfinding signage system is also to be included.

5.4.3 Wildlife Movement Management

HABITAT BUFFER FENCING

To control disturbance to the lagoon marsh complex by visitors and/or pets, the adjacent upland area serves as a habitat buffer. Where necessary to further control access points, physical barriers, such as cyclone fencing or equivalent screening, will be maintained along with educational signage. Secondary management area boundaries will be maintained, for the most part, with physical barriers to wildlife movement. This is with exception to where necessary to control specific potential threats to the marsh from beyond the wildlife barrier. Where uplands are not an adequate buffer, install cyclone fencing with vinyl slats (or equivalent) fencing or an equivalent manufactured screening barrier as a buffer between the development and habitat areas. Barriers will be at least three feet high with native vegetation planted on either side to keep dogs, cats, and other household pets out of water-related habitats.

OPEN SPACE RODENT CONTROL

If control of rodent populations in open space areas becomes necessary trapping and use of nonpoisonous methods will be utilized. Any rodent control actions would be coordinated and documented with the County Health department

FEEDING STATIONS

Residential and commercial occupants are prohibited in recorded Covenants, Conditions and Restrictions ("CC&Rs") from creating outdoor feeding stations for feral cats to prevent feral cat colonies from establishing, and to prevent the attraction of other predatory wildlife such as red fox, raccoon, or opossums. Compliance with this CC&R shall be monitored by the master property owners association ("MPOA"), which shall be have the authority to impose fines for violators of this requirement.

DOMESTIC ANIMAL RESTRICTIONS

Deeds for development parcels in the Specific Plan must include CC&Rs, and commercial and residential leases, must include pet policies to prevent impacts on wildlife from domestic animals. The pet policy shall limit the number of animals per residence, and require adult cats, dogs, and rabbits to be spayed or neutered. Cats and dogs shall be required to be kept inside the residences and allowed outside only if on a leash or confined in fenced or otherwise contained areas designated as dog parks. The MPOA, and residential HOA(s) shall have the authority to impose fines for violators of this requirement. Construction workers are prohibited from bringing pets to project work sites.

5.4.4 Site Amenities

SITE FURNISHINGS

Site furnishings should be contextually appropriate and create a functioning, artistic, unified open space. Furnishings will also make open space more accessible for persons with physical needs, fostering an environment of inclusiveness. Seating should be incorporated into all open spaces. Additionally, designed benches, tables, receptacles, and equipment are to be included in open spaces as appropriate to the program. Movable site furnishings are to be included in gathering spaces, such as loose tables and chairs. Distinct aesthetics are to be employed within different park typologies, development districts, and/or signature spaces. While there is variability in design, site furnishings will support a unified expressed vision for The Baylands. Site furnishings will also employ the use of passive seating spaces, such as seat walls, boulders, logs, or other natural features.

GENERAL AND EDUCATIONAL SIGNAGE

Sign locations shall be carefully chosen to optimize impact and visibility based on site circulation and spatial relationships. The signage design will respect the surrounding aesthetic and is oriented to the pedestrian and biker. Type height, color and type should reinforce the hierarchy of park elements and amenities. The quantity of information will be based on the speed of travel. Higher speed activities, such as biking, shall have larger type with more simplified messaging. Navigational maps and more detailed information will be located in major gathering areas, such as central plazas. Signage that contains open space rules, such as no littering, shall be sited at open space entry points. Priority shall be given to plazas adjacent to event spaces and other important amenities, such as distinctive habitat trails. Interpretive signage at trailheads will explain the presence of endangered butterflies and/or their habitat, and the importance of preserving their habitat (at Icehouse Hill). Educational signage shall be included throughout the development to display the rich history, diverse habitat, and genus loci (spirit of the place) of The Baylands, Brisbane, and the region. Signage shall also educate pet owners to expected behavior, such as leashing and picking up after dogs, which will contribute to wildlife protection in open spaces.

Interpretative signage/placards will be located along the Bay Trail, Visitacion Creek, Icehouse Hill, and the Roundhouse. Content of the signage will include:

- Early Indigenous cultures in the Brisbane area
- Biological history of the lagoon and its relationship the San Francisco Bay,
- History of the Southern Pacific railyard and the Brisbane landfill and the evolution of The Baylands as an example of reclaiming former industrial land into a valuable resource.

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MOVEABLE SITE FURNISHING



WAYFINDING SIGNAGE

HABITAT FEATURES

In addition to native plantings, nest boxes for birds and bats will be installed in passive recreation areas (per program final EIR measure 4.C-4a).

- **Bat houses.** Passive recreation locations for bat houses in The Baylands are Icehouse Hill, the Ecological Park, the freshwater wetlands near Visitacion Creek and portions of Lagoon Park. Per recommendations of Bat Conservation International (BCI), suitable bat houses are single-chamber, four-chamber nursery house, or a two-chamber rocket box, where the first two installed against a wall, and the third option is pole mounted to a height of 12 to 20 feet. Bat houses are painted in dark colors and be located with southern sun exposure. The species preferences, colors, amount of ventilation, and exposure are also considerations for adaptive management and ongoing stewardship to ensure successful occupancy of local bats.

- **Bird nesting boxes.** The grasslands in Icehouse Hill, the wetlands around Visitacion Creek, the shrubs and trees of Ecological and Lagoon Parks are suitable locations to provide nesting boxes. Cavity-nesting bird boxes are approximately 5'x5" with small drainage holes for humidity to escape but prevent rain infiltration. Other species-specific box designs are to be incorporated in consultation with local Audobon representative(s) to attract waterfowl and other species, which increase biodiversity and can assist with site pest control.

PUBLIC ART

Public art enlivens open space, allowing visitors to enjoy the landscape with new viewpoints. Art adds narratives about nature, environment, history, legacy, beauty, people, and more. The incorporation of art into the landscape is encouraged to further enhance the authenticity of The Baylands. Locations for art for The Baylands include an industrial sculpture garden at Roundhouse Park and a gateway art piece at Sunnydale Park, but are not limited to these locations. The character of the public art sited and selected shall be appropriate to the context and reflect the desire of communities.

5.4.5 Planting

Ecologically functional and maintainable planting is vital to this Open Space Plan and shall comply with agency ordinances such as the Water Conservation in Landscaping Ordinance (WCLO) (City of Brisbane, Municipal Code Chapter 15.70) and State ordinances such as the Model Water Efficient Landscape Ordinance (AB 1881). Deviation or exemptions from the WCLO guidelines that are necessary to satisfy the Specific Plan requirements are permitted shall be reviewed and approved by the City of Brisbane. Exemptions may include, but are not limited to; application of mulch in tidal zone plantings, and the infiltration of stormwater in the landfill areas. Plant species considered locally native, regionally native, or regionally adaptive (and not invasive) shall be prioritized, with minimum percent native species requirements the "Prescriptive" or "Water Budget" option within the WCLO Technical Guidance Document (4/7/2016). Compliance with the Prescriptive Compliance Option (City of Brisbane, Municipal Code Chapter 15.70.I.2) "requires at least 80% of the landscape areas be native, low to very low water using plants and 100% for commercial non-residential landscapes, with exceptions allows for edible plans or climate adapted plants…".

Planting designs shall utilize native species to the greatest extent possible. Plant species selection shall be appropriate to the represented native biotic/habitat community. See Table 5.2 for representative plant species examples for each biotic/native habitat type. In the absence of a model native biotic/habitat community, reliance on compatible regionally adaptive plants along with native plants is appropriate and shall comply with planting requirements defined in the Prescriptive Compliance Option (City of Brisbane, Municipal Code Chapter 15.70.050). Such areas include, but are not limited to: planting over a landfill cap (in compliance with Title 27 Landfill Closure Requirements); planting over structure; park amenity spaces; stormwater treatment zones; planting in highly urbanized landscapes such as plazas, roadways, and densely programmed community parks; and community and event lawns. Requirements related to the use of turf for community and event lawns shall be found in the Model Water Efficient Landscape Ordinance (AB 1881).

As described throughout this Project-wide Open Space Plan, the landscape design enhanced biodiversity and wildlife linkages, creates four-season interest, and establishes a healthy and sustainable ecosystem in The Baylands. Soils and vegetation historically impacted by remediation and composed primarily of invasive and exotic species are rehabilitated. In riparian areas and sensitive natural communities, select native species specimens are protected or transplanted. Removed trees shall be replaced at a minimum ratio of 1:1 (native trees shall be substituted in place of non-native trees whenever possible). The minimum ratio of 1:1 shall be met five years after planting; initial plantings may require greater than 1:1 ratio to achieve this standard as defined in the 2015 EIR, section"Restriction on the movement of wildlife species" 4.C-4a.

Plants shall be sourced onsite (e.g., cuttings from available Salix species) and/or as appropriate in order of priority, locally native (i.e., sourced from a San Mateo County population), regionally native (i.e., sourced from the San Francisco Peninsula Level IV ecoregion), or regionally adaptive (not invasive). Considerations will be made to climate change projections and populations that may be most adaptive and/or resilient to novel climate conditions. The source population shall be documented according to geolocation and date of propagule harvest. Propagule harvest shall be performed by a professional with restoration and/or plant propagation experience familiar with best practices such as not removing more than 10% of the source population biomass in any growing season.

Planting aesthetics reflect the surrounding native context in vegetative selection and form, including informal mosaics of native planting in habitat-focused areas. Each open space has a habitat type or inspiration associated with it (Figure 5.3.3.) Some open spaces at The Baylands are more stylized and maintained, while some are natural and self-sustaining. Table 5.1 indicates the different native habitat types, resident growth forms, and estimated percentage of vegetative cover of each. Vegetation throughout the open space network shall be appropriately chosen for the site and its conditions to enhance and support ecological function. Growth habitat, mature size, maintenance requirements, susceptibility to pests, soil conditions, and potential invasiveness shall be considered in choosing plant species. Plantings in ecological open

spaces use only native species appropriate for reference coastal grassland, scrub, woodlands, and tidal wetlands in San Francisco Bay. Plant installations in ecological greenspaces require naturalized clumping of trees and/or shrubs within an herbaceous matrix. The application of mulch shall be appropriate to habitat area and is not required in areas where it may wash away, such as in tidal areas, or inhibit the establishment of plants. In open space designated for recreation, community greens, plazas, and streetscapes, native plants are complemented by regionally- and climate- adaptive plants that do not pose negative impacts to sensitive adjacent habitat areas.

Ideal species require minimal maintenance while providing multiple ecological benefits including erosion control and stormwater management. Planting within stormwater treatment areas shall comply with the approved planting palette from the City, County and RWQCB. Maintenance of plant material meets the desired level of care for each open space area typology. For instance, a native species designed for the natural woodland habitat type, by definition, requires little maintenance. The same tree planted in the manicured Urban Plaza requires the same maintenance associated with groomed street trees.

Plant selection shall play a critical role in sustainability practices, including stormwater treatment, heat reduction, carbon sequestration, and air quality improvements. Sustainable Sites Initiative's (SITES) recommendations are a model to prioritize sustainability and environmental performance. Sustainable practices shall include the transplanting of viable high-quality plant material found on site; and collection and propagation of seeds from endemic species located on-site. For plant propagation, The Baylands will partner with a local nursery familiar with the requirements of locally native species. The Baylands will also investigate opportunities to establish a greenhouse dedicated to the ongoing growth and supply of native species for the plant communities within The Baylands, understanding that replanting efforts may be likely.

TABLE 5.1 GROWTH FORMS IN NATURAL HABITAT TYPES AND ESTIMATED VEGETATIVE COVER OF EACH, BRISBANE BAYLANDS OPEN SPACE.

Because cover is specific to each growth form sums may be < or >100%. Sums <100% assume the remaining percentage will be bare ground and/or open water.

Habitat Type	Trees	Shrubs	Herbaceous
Tidal flats			< 5
Tidal marsh wetlands			> 85
Fresh water wetlands		5 - 15	> 85
Coastal scrub		30 - 75	25 - 80
Grassland		< 10	> 90
Woodland	40 -75	10 - 50	30 - 75











HABITAT TYPES

Common Name	Botanical Name	Uplands			Freshwater wetlands		Tidal		Plant Type	Sun
		Woodland	Grassland	Coastal Scrub	Riparian	Emergent/Palustrine	Tidal Marsh	Subtidal		
Big Leaf Maple	*Acer macrophyllum*	*							Tree	Full Sun
Box Elder	*Acer negundo*				*				Tree	Part Shade,Full Sun
Common Yarrow	*Achillea millefolium*		*	*					Perennial herb	Full Sun, Part Shade, Full Shade
American Bird's-foot Trefoil	*Acmispon americanus*		*	*	*				Annual herb	Full Shade,Part Shade
Deerweed	*Acmispon glaber*			*					Perennial herb	Full Sun
California Buckeye	*Aesculus californica*	*			*				Tree	Part Shade,Full Sun
California Bent Grass	*Agrostis densiflora*	*							Grasses	
Spike Bentgrass	*Agrostis exarata*	*	*						Grasses	Full Sun, Part Shade
Hall's Bentgrass	*Agrostis hallii*	*							Grasses	Full Sun, Part Shade
Small-leaf Bent Grass	*Agrostis microphylla*	*							Grasses	
Thingrass	*Agrostis pallens*	*	*						Grass	Full Sun, Part Shade, Full Shade
Red alder	*Alnus rubra*	*			*				Tree	Full Sun, Part Shade
White alder	*Alnus rhombifolia*	*			*				Tree	Full Sun, Part Shade
Pearly Everlasting	*Anaphalis margaritacea*	*		*					Perennial herb	Part Shade,Full Sun
Coast Angelica	*Angelica hendersonii*			*					Perennial herb	Full Sun
Western Columbine	*Aquilegia formosa*				*				Perennial herb	Full Sun, Part Shade, Full Shade
Brittle Leaf Manzanita	*Arctostaphylos crustacea ssp. crustacea*	*							Shrub	Full Sun, Part Shade
Rose's Manzanita	*Arctostaphylos crustacea ssp. rosei*			*					Shrub	Full Sun, Part Shade
Common Manzanita	*Arctostaphylos manzanita*	*	*	*					Shrub	Full Sun, Part Shade
Hooker's Manzanita	*Arctostaphylos hookeri*	*	*	*					Shrub	Full Sun, Part Shade
Pointleaf Manzanita	*Arctostaphylos pungens*	*	*						Shrub	Full Sun, Part Shade
Madrone	*Arbutus menziesii*	*							Tree	Part Shade
Dutchmans Pipe	*Aristolochia californica*	*		*	*				Vine	Part Shade
Thrift Seapink	*Armeria maritima*			*					Perennial herb	Part Shade, Full Sun
California Sagebrush	*Artemisia californica*			*					Shrub	Full Sun
Douglas' Sagewort	*Artemisia douglasiana*			*					Perennial herb	Full Sun, Part Shade, Full Shade
Gambel's Dwarf Milk Vetch	*Astragalus gambelianus*		*						Annual herb	Full Sun
Angel Island Milkwort	*Astragalus nuttallii var. virgatus*			*					Perennial herb	
Alkali Milkvetch	*Astragalus tener*		*						Annual herb	
California Saltbush	*Atriplex californica*				*				Perennial herb	Full Sun
Coyote Bush	*Baccharis pilularis*			*					Shrub	Full Sun, Part Shade
Coast Barberry	*Berberis pinnata*	*							Shrub	Full Shade,Full Sun,Part Shade
Alkali Bulrush	*Bolboschoenus maritimus*					*			Grasses	Full Sun
California Brome Grass	*Bromus carinatus*	*	*	*					Grass	Full Sun, Part Shade
Brome	*Bromus laevipes*		*						Grass	Full Sun, Part Shade
Purple Western Morning Glory	*Calystegia purpurata ssp. (or var.?) purpurata*			*					Perennial herb,Vine	Full Sun
Dudley's Sedge	*Carex densa*					*			Grasses	Full Sun
Harford's Sedge	*Carex harfordii*					*			Grasses	part Shade
Slough Sedge	*Carex obnupta*					*			Grasses	Shade
Blueblossom Ceanothus	*Ceanothus thyrsiflorus*	*		*					Shrub	Part Shade
Hairy Ceanothus	*Ceanothus oliganthus*			*					Shrub	Full Sun, Part Shade
Indian Thistle	*Cirsium brevistylum*		*	*					Perennial herb	Part Shade
Brownie Thistle	*Cirsium quercetorum*	*	*	*					Annual Herb,Perennial Herb	
Clarkia	*Clarkia davyi*			*					Annual herb	Full Sun
Purple Clarkia	*Clarkia purpurea*		*	*					Annual herb	Full Sun
Ruby Chalice Clarkia	*Clarkia rubicunda*	*	*	*					Annual herb	Full Sun
Miner's Lettuce	*Claytonia perfoliata*	*		*					Annual herb	Part Shade

TABLE 5.2 APPROPRIATE PLANT SPECIES BY BIOTIC/HABITAT TYPE

Common Name	Botanical Name	Uplands			Freshwater wetlands		Tidal		Plant Type	Sun
		Woodland	Grassland	Coastal Scrub	Riparian	Emergent/Palustrine	Tidal Marsh	Subtidal		
Yerba Buena	*Clinopodium douglasii*	*		*					Perennial herb	Full Shade,Part Shade
California Aster	*Corethrogyne filaginifolia*			*					Perennial herb	Full Sun,Part Shade
Creek Dogwood	*Cornus sericea*				*				Shrub	Part Shade
Tall Flatsedge	*Cyperus eragrostis*					*			Grasses	Full Sun
California Oatgrass	*Danthonia californica*		*	*					Grasses	Full Sun, Part Shade
California Larkspur	*Delphinium californicum*	*							Perennial herb	Full Sun, Part Shade
Tufted Hairgrass	*Deschampsia cespitosa*		*		*				Grasses	Full Sun, Part Shade
Bush Monkey Flower	*Diplacus aurantiacus*	*		*					Shrub	Part Shade,Full Sun
Saltgrass	*Distichlis spicata*						*		Grass	Full Sun
Coastal Wood Fern	*Dryopteris arguta*	*							Fern	Full Sun, Part Shade, Full Shade
Bluff Lettuce	*Dudleya farinosa*			*					Perennial herb,Succulent	Shade,Part Shade
Common Spikerush	*Eleocharis macrostachya*				*				Grasses	Full Sun
Blue Rye Grass	*Elymus glaucus*			*					Grasses	Full Sun, Part Shade
American Dunegrass	*Elymus mollis*						*		Grasses	Full Sun
Horsetail	*Equisetum arvense*				*				Horsetail	
Giant Horsetail	*Equisetum telmateia*					*			Fern	Shade,Part Shade
California Buckwheat	*Erigonum fasciculatum*		*	*					Shrub	Full Sun
Coast Buckwheat	*Eriogonum latifolium*			*					Perennial herb	Full Sun
Nude Buckwheat	*Erigonum nudum*	*	*	*					Shrub	Full Sun
California Poppy	*Eschscholzia californica*	*		*					Annual herb,Perennial herb	Full Sun
California Fescue	*Festuca californica*	*		*					Grasses	Full Sun, Part Shade
Idaho Fescue	*Festuca idahoensis*		*						Grass	Full Sun
Red Fescue	*Festuca rubra*		*	*	*				Grasses	Part Shade,Full Sun
Beach Strawberry	*Fragaria chiloensis*			*					Perennial herb	Part Shade,Full Sun
Woodland Strawberry	*Fragaria vesca*	*		*					Perennial herb	Part Shade,Full Sun
Coffeeberry	*Frangula californica*	*		*					Shrub	Full Sun,Part Shade
Alkali Heath	*Frankenia salina*						*		Perennial herb	Full Sun
Wavyleaf Silktassel	*Garrya elliptica*	*		*					Shrub	Part Shade,Full Sun
Great Valley Gumweed	*Grindelia camporum*		*	*					Perennial herb	Full Sun
Gumweed	*Grindelia hirsutula*		*	*					Perennial herb	Full Sun
Oregon Gumweed	*Grindelia stricta*						*		Perennial herb	Full Sun,Part Shade
Sneezeweed	*Helenium puberulum*				*	*			Perennial herb	Full Sun
Diablo Helianthella	*Helianthella castanea*		*						Perennial herb	Full Sun
Cow Parsnip	*Heracleum maximum*			*	*				Perennial herb	Part Shade
Toyon	*Heteromeles arbutifolia*	*		*					Shrub	Full Sun,Part Shade
Cream Bush	*Holodiscus discolor*			*					Shrub	Shade,Part Shade
Meadow Barley	*Hordeum brachyantherum*				*				Grass	Full Sun
Douglas Iris	*Iris douglasiana*	*	*	*					Perennial herb	Full Sun, Part Shade, Full Shade
Annual Tule	*Isolepis cernua*					*			Grasses	Full Sun
Fleshy Jaumea	*Jaumea carnosa*						*		Perennial herb	Full Sun
Baltic Rush	*Juncus balticus*				*				Grasses	Part Shade
Toad Rush	*Juncus bufonius*				*		*		Grasses	Full Sun
Soft Rush	*Juncus effusus*					*			Grasses	Part Shade
Bog Rush	*Juncus hesperius*					*			Grasses	Full Sun
San Francisco Rush	*Juncus lescurii*				*				Grasses	
Slender Juncus Rush	*Juncus occidentalis*				*				Grasses	Full Sun
Common Rush	*Juncus patens*				*				Grasses	Full Sun
Brownhead Rush	*Juncus phaeocephalus*				*	*			Grasses	Full Sun
Junegrass	*Koeleria macrantha*		*						Grasses	Full Sun, Part Shade, Full Shade
California Goldfields	*Lasthenia californica*	*	*	*					Annual herb	Part Shade,Full Sun

Common Name	Botanical Name	Uplands			Freshwater wetlands		Tidal		Plant Type	Sun
		Woodland	Grassland	Coastal Scrub	Riparian	Emergent/Palustrine	Tidal Marsh	Subtidal		
Pacific Pea	*Lathyrus vestitus*	*							Perennial herb	Full Sun, Part Shade
Common Tidy Tips	*Layia platyglossa*		*						Annual herb	Full Sun
Western Marsh Rosemary	*Limonium californicum*						*		Perennial herb	Full Sun
Hairy Honeysuckle	*Lonicera hispidula*	*							Shrub,Vine	Part Shade
Twinberry	*Lonicera involucrata*			*	*				Shrub	Part Shade,Full Sun
Silver Lupine	*Lupinus albifrons*		*						Shrub	Full Sun
Coastal Bush Lupine	*Lupinus arboreus*			*					Shrub	Full Sun
Miniature Lupine	*Lupinus bicolor*		*	*					Perennial herb,Annual herb	Full Sun
Dune Bush Lupine	*Lupinus chamissonis*			*					Shrub	Full Sun
Chick Lupine	*Lupinus microcarpus*		*	*					Annual	Full Sun
Sky Lupine	*Lupinus nanus*		*	*					Annual Herb	Full Sun
Silver lupine-2	*Lupinus pachylobus*			*					Annual Herb	Full Sun
Manycolored Lupine	*Lupinus variicolor*		*	*					Shrub	
Coast Tarweed	*Madia sativa*		*						Annual herb	Full Sun
Wild Cucumber	*Marah fabacea*	*		*					Vine,Perennial herb	Full Sun
California Melicgrass	*Melica californica*	*	*						Grasses	Full Sun, Part Shade
Small Flowered Melica	*Melica imperfecta*			*					Grass	Full Sun, Part Shade
Scarlet Monkey Flower	*Mimulus cardinalis*				*				*Mimulus cardinalis*	*Mimulus cardinalis*
Creek Monkey Flower	*Mimulus guttatus*					*			*Mimulus cardinalis*	*Mimulus cardinalis*
Coyote Mint	*Monardella villosa ssp. franciscana*			*					Perennial herb	Full Sun,Part Shade
California Wax Myrtle	*Myrica californica*	*		*	*				Shrub	Full Sun,Part Shade
Watercress	*Nasturtium officinale*								Perennial herb	Full Sun
Goldenback Fern	*Pentagramma triangularis*		*						Fern	Full Sun
Water Smartweed	*Persicaria punctata*					*			Perennial herb	Full Sun
Rock Phacelia	*Phacelia californica*	*	*	*					Annual herb,Perennial herb	Full Sun, Part Shade
Dotseed Plantain	*Plantago erecta*	*	*						Annual herb	Full Sun
Coast Plantain	*Plantago elongata*	*							Annual herb	Full Sun
Goose Tongue	*Plantago maritima*			*					Perennial herb	Full Sun
One Sided Blue Grass	*Poa secunda*	*	*	*					Grass	Full Sun, Part Shade
California Polypody	*Polypodium californicum*				*				Fern	Full Shade,Part Shade
Licorice Fern	*Polypodium glycyrrhiza*				*				Fern	Full Shade,Part Shade
Leathery Polypody	*Polypodium scouleri*				*				Fern	Full Shade,Part Shade
Sword Fern	*Polystichum munitum*	*		*					Fern	Full Shade,Part Shade
Silverweed	*Potentilla anserina*								Perennial herb	Part Shade
Hollyleaf Cherry	*Prunus ilicifolia (ssp. Ilicifolia)*	*	*						Tree	Full Sun, Part Shade
Western Chokecherry	*Prunus virginiana var. demissa*	*		*					Tree,Shrub	Full Sun, Part Shade, Shade
Western Brackenfern	*Pteridium aquilinum*	*							Fern	Full Sun, Part Shade
Coast Live Oak	*Quercus agrifolia*	*							Tree	Full Sun,Part Shade
Canyon Live Oak	*Quercus chrysolepis*	*							Tree,Shrub	Full Sun, Part Shade, Shade
California Buttercup	*Ranunculus californicus*	*		*	*				Perennial Herb	Part Shade,Full Sun
Spiny Redberry	*Rhamnus crocea*	*		*					Shrub	Full Sun,Part Shade
Spreading Gooseberry	*Ribes divaricatum*				*				Shrub	Full Sun, Part Shade
Chaparral Currant	*Ribes malvaceum*	*		*					Shrub	Part Shade, Full Sun
Canyon Gooseberry	*Ribes menziesii*	*							Shrub	Shade
Red Flowering Currant	*Ribes sanguineum*	*							Shrub	Part Shade
Blood Currant	*Ribes sanguineum var. glutinosum*			*					Shrub	Full Sun,Part Shade
Fuchsiaflower Gooseberry	*Ribes speciosum*	*		*					Shrub	Full Shade, Part Shade
California Wildrose	*Rosa californica*	*	*		*				Shrub	Full Sun, Part Shade, Full Shade
Dwarf Rose	*Rosa gymnocarpa*				*				Shrub	Full Sun, Part Shade, Full Shade
Western Thimbleberry	*Rubus parviflorus*				*				Perennial herb,Shrub	Part Shade

Common Name	Botanical Name	Uplands			Freshwater wetlands		Tidal		Plant Type	Sun
		Woodland	Grassland	Coastal Scrub	Riparian	Emergent/Palustrine	Tidal Marsh	Subtidal		
Salmon Berry	*Rubus spectabilis*				*				Shrub	Shade
Pacific Blackberry	*Rubus ursinus*		*	*	*				Shrub,Vine	Full Sun, Part Shade, Full Shade
Willow Dock	*Rumex crassus*								Perennial Herb	
Western Dock	*Rumex occidentalis*								Perennial Herb	Full Sun
Willow Dock	*Rumex salicifolius*					*			Perennial Herb	Full Sun,Part Shade
Pickleweed	*Salicornia pacifica*						*		Perennial herb	Full Sun
Sandbar Willow	*Salix exigua*								Tree, Shrub	Full Sun
Red Willow	*Salix laevigata*				*	*			Tree	Full Sun,Part Shade
Shining Willow	*Salix lasiandra*				*	*			Tree,Shrub	Part Shade
Arroyo Willow	*Salix lasiolepis*				*				Tree,Shrub	Full Sun
Sitka Willow	*Salix sitchensis*								Perennial herb	Full Shade, Part Shade, Full Sun
Hummingbird Sage	*Salvia spathacea*	*		*					Perennial herb	Full Shade,Part Shade
Blue Elderberry	*Sambucus nigra ssp. caerulea*	*							Shrub,Tree	Full Shade, Part Shade, Full Sun
Mountain Red Elderberry	*Sambucus racemosa var. racemosa*				*				Shrub	Part Shade
Pacific Sanicle	*Sanicula crassicaulis*	*		*					Perennial herb	Shade,Part Shade
California Bulrush	*Schoenoplectus californicus*					*			Grasses	Full Sun
Common Threesquare	*Schoenoplectus pungens*								Grasses	
Panicled Bulrush	*Scirpus microcarpus*								Grasses	Part Shade
Bee Plant	*Scrophularia californica*			*	*				Perennial herb	Part Shade
Yellow Stonecrop	*Sedum spathulifolium*		*	*					Perennial herb	Part Shade
Checker Bloom	*Sidalcea malviflora*		*						Perennial herb	Part Shade,Full Sun
Blue Eyed Grass	*Sisyrinchium bellum*		*		*				Perennial herb	Full Sun,Part Shade
Yellow Eyed Grass	*Sisyrinchium californicum*				*	*			Perennial herb	Full Sun,Part Shade
Meadow Goldenrod	*Solidago elongata*	*	*	*					Perennial	Full Sun
Threenerve Goldenrod	*Solidago velutina*	*	*						Perennial	Full Sun,Part Shade
Large Flowered Sand Spurry	*Spergularia macrotheca*						*		Perennial herb	Full Sun
Ajuga Hedge Nettle	*Stachys ajugoides*			*	*				Perennial herb	Full Sun
California Hedgenettle	*Stachys bullata*				*				Perennial herb	Shade,Part Shade
Coastal Hedgenettle	*Stachys chamissonis*				*				Perennial herb	Shade,Part Shade
Rough Hedgenettle	*Stachys rigida*				*				Perennial herb	
Beach Starwort	*Stellaria littoralis*					*			Perennial herb	
Purple Needlegrass	*Stipa pulchra*		*						Grasses	Full Sun
California Seablite	*Suaeda californica*						*		Shrub	
Snowberry	*Symphoricarpos albus var. laevigatus*	*			*				Shrub	Shade,Part Shade
Creeping Snowberry	*Symphoricarpos mollis*	*			*				Shrub	Part Shade
California Aster	*Symphyotrichum chilense*	*		*	*				Perennial herb	Part Shade,Full Sun
Douglas Aster	*Symphyotrichum subspicatum*			*					Annual Herb	
Bearded Clover	*Trifolium barbigerum*		*		*				Annual herb	
Pinole Clover	*Trifolium bifidum*		*		*				Annual herb	Full Sun, Part Shade
Cowbag Clover	*Trifolium depauperatum*		*		*				Annual herb	
Sour Clover	*Trifolium fucatum*		*		*				Annual herb	Full Sun
Pinpoint Clover	*Trifolium gracilentum*		*		*				Annual herb	Full Sun
Macrae's Clover	*Trifolium macraei*		*		*				Annual herb	
Thimble Clover	*Trifolium microdon*		*		*				Annual herb	
Whitetip Clover	*Trifolium variegatum*		*		*				Annual herb	
Tomcat Clover	*Trifolium willdenovii*		*		*				Annual herb	Full Sun
Cows Clover	*Trifolium wormskioldii*				*	*			Perennial herb	Full Sun
Ithuriel's Spear	*Triteleia laxa*	*							Perennial herb	Full Shade,Part Shade,Full Sun
Southern Cattail	*Typha domingensis*					*			Perennial herb	Full Sun
Broadleaf Cattail	*Typha latifolia*					*			Perennial herb	Full Sun

Common Name	Botanical Name	Uplands			Freshwater wetlands		Tidal		Plant Type	Sun
		Woodland	Grassland	Coastal Scrub	Riparian	Emergent/Palustrine	Tidal Marsh	Subtidal		
California Laurel	*Umbellularia californica*	*							Tree	Full Sun, Part Shade
Huckleberry	*Vaccinium ovatum*			*	*				Shrub	Part Shade,Full Sun
Brooklime	*Veronica americana*					*			Perennial herb	Full Sun
American Vetch	*Vicia americana*	*	*	*					Vine,Perennial herb	Full Sun, Part Shade
Giant Vetch	*Vicia gigantea*		*	*					Perennial Herb	Full Sun, Part Shade
Western dog violet	*Viola adunca*				*				Perennial Herb	Full Sun, Part Shade
Johnny Jump Up	*Viola pedunculata*		*		*				Perennial herb	Full Sun, Part Shade
Narrow Leaf Mule Ears	*Wyethia angustifolia*		*						Perennial herb	Full Sun
Common Eelgrass	*Zostera marina*							*	Perennial herb	Aquatic

Note: Additional native species may be appropriate based on local availability and with City staff approval.

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06
CIRCULATION

06 | CIRCULATION

6.1 PURPOSE

The circulation network throughout The Baylands Specific Plan Area (The Baylands) is designed to put people first. It leverages the site's proximity to existing transit and nearby destinations, like downtown Brisbane, to expand the active transportation network, improve access to transit to increase ridership, and support people and goods movement.

This chapter describes the circulation network for The Baylands both in terms of its function as well as character. The chapter then establishes standards and guidelines for the overall character of roadway corridors, or streetscapes, within The Baylands.

6.1.1 PLANNING CONTEXT

The function and design of The Baylands circulation network is informed by various planning and policy documents. Street improvements are aimed to mend mobility gaps and realize the City's connectivity goals envisioned in The Brisbane General Plan and Brisbane Bicycle and Pedestrian Master Plan. Some of the main documents that have informed this Specific Plan include:

- The City of Brisbane General Plan
- Brisbane Bicycle & Pedestrian Master Plan
- Sustainability Framework for The Baylands
- Bi-County Transportation Study

The Baylands circulation network is consistent with The Brisbane General Plan Circulation Element goals and policies, the Brisbane Bicycle and Pedestrian Master Plan, and roadway design standards used by the City.

Additionally, the Baylands circulation network is consistent with policies established in The City of Brisbane Municipal Code, which include, but are not limited to, the following chapters and ordinances:

- Title 10 Vehicles and Traffic – including crosswalk requirements (10.12)
- Title 12 Streets, Sidewalks, and Public Spaces – including standards for curb cuts and driveways (12.24.015)
- 15.70.150 - Stormwater management and rainwater retention: Stormwater management practices should minimize runoff and increase infiltration, which recharges groundwater, except where site specific conditions such as steep slopes may contraindicate. Project applicants shall refer to the city or regional water quality control board for information on any applicable stormwater technical requirements and to the technical guidance document for guidance.
- 17.14.110 - Design review: To comply with provisions in Chapter 17.42 including, but not limited to, a design that respects the intimate scale and vernacular character of the street, articulates building and relationship to pedestrian environment, incorporates creative use of elements that are characteristic of the area, integrates color and texture in furnishings or other landscape treatment, and enlivens the streetscape.
- 15.70 Water Conservation in Landscaping compliance requirements whereas agency ordinances, such as the Water Conservation in Landscaping Ordinance (WCLO) and State ordinances such as the Model Water Efficient Landscape Ordinance (AB 1881), are described. Deviation or exemptions from the WCLO guidelines that are necessary to satisfy the Specific Plan requirements are permitted and shall be reviewed and approved by the City of Brisbane. Exemptions to this policy along with planting requirements shall follow the description outlined in the Specific Plan planting section (Chapter 5.4.6) within the Open Space chapter

6.2 CIRCULATION GOALS

Five circulation goals guide The Baylands circulation network. They are consistent with the circulation goals outlined in the City's General Plan.

6.2.1 ENABLE A PEOPLE-CENTRIC PLACE

Attractive, vibrant, and safe facilities for pedestrians and bicyclists foster social interaction and make these modes the easiest options for getting around.

The circulation network and supportive land uses accommodate people who wish to have a car-free or car-light lifestyle as well as those who rely on vehicles due to limited mobility.

6.2.2 CREATE BIKE FACILITIES FOR ALL AGES AND ABILITIES

A bike network with a range of facility types provides places for people of all ages or ability levels to safely travel throughout The Baylands and connect to existing city and regional networks. End of trip facilities and bicycle parking further encourage people to bike.

6.2.3 SUPPORT EFFICIENT, INTUITIVE, AND SAFE MOVEMENT OF ALL ROADWAY USERS

A redundant street grid that is right-sized to traffic volumes helps manage vehicle speeds, complements Brisbane's community character, and minimizes traffic impacts on central Brisbane and adjacent communities.

Complete Streets design principles ensure safety of all users and limit vehicle speeds through traffic calming and other measures, particularly where roadways are adjacent to parks within residential areas.

6.2.4 DEVELOP WALKABLE, PEDESTRIAN-FRIENDLY NEIGHBORHOODS

A network of sidewalks, pathways, and trails connects people to businesses, parks, and nature.

Pedestrian-scale lighting and street trees on key streets enhance the sense of place.

Pedestrian facilities improve access between The Baylands and existing Brisbane sidewalks and trails.

6.2.5 IMPROVE ACCESS TO TRANSIT

Seamless, accessible connections to reliable transit can increase ridership and provide viable alternatives to driving.

CITY OF BRISBANE GENERAL PLAN CIRCULATION GOALS

The City of Brisbane will be a place:

- Where there is an established rational relationship between land use and circulation in place to guide the City into the future;
- Where all users of the transportation network can travel safely and comfortably throughout Brisbane;
- Where Complete Streets are integrated into the transportation network to provide for a balanced, connected, safe and convenient multi-modal network;
- Where reliable public transit services are promoted and expanded, creating viable transportation alternatives to the automobile;
- Where parking needs have been reasonably balanced to encourage walkable neighborhoods, economic vitality, safety and convenience; and
- Where the transportation network serves the needs of residents as well as commercial and industrial businesses.





Walking and biking facilities prioritize safety and comfort to reduce the distance between transit modes and to transit stops, including Caltrain, SamTrans, Muni and the shuttle. Centralized mobility hubs further support first- and last-mile connections to transit.

Expanded shuttle systems provide connectivity within The Baylands as well as between The Baylands, other destinations in Brisbane, and regional transit.

6.3 CIRCULATION NETWORK

The Baylands circulation network is versatile and flexible to accommodate all types of travel purposes and modes. The street grid distributes vehicular access and circulation to ensure safe and efficient movement of people and goods into and through the area. The western portion of The Baylands includes a mix of residential and commercial uses and is designed to put people first with walkable neighborhoods, extensive pedestrian and bicycle networks, and improved access to transit.

Baylands offers high-quality mobility options by filling gaps in the bicycle, pedestrian, and trail networks, right-sizing roadways to create an urban environment, and strengthening connections to adjacent neighborhoods. The Bayshore and Roundhouse Districts have shorter blocks to promote walking and biking.

6.3.1 STREET CLASSIFICATION AND NETWORK

The Baylands streets range in character to support both their transportation function and adjacent land uses. This document organizes the streets in The Baylands using the functional classifications identified in the City of Brisbane's General Plan and includes two additional street classifications unique to The Baylands: green shared street and access road (see Table 6.1).

The Baylands mobility network is mapped by classification in Figure 6.1, and each street, its classification, and a brief description is listed in Table 6.2. See Section 6.5 for street design guidance and street sections.

6.3.2 ROADWAY PERFORMANCE

The Baylands shall be consistent with the roadway performance policies established in The Brisbane General Plan Circulation Element, which includes the following:

TABLE 6.1: STREET CLASSIFICATION TYPES

Classification	Description
Freeway	Limited access, high-speed travel-ways included in the State and federal highway systems.
Regional Arterial	Major streets that serve regional functions and carry large volumes of traffic generated from outside of Brisbane.
Minor Arterial	Streets that primarily serve through traffic and may provide access to adjacent properties.
Collector	Connect arterial and local streets with reduced traffic volumes. Typically include connections for pedestrians, bicyclists, and shuttle movements.
Local	Provide access to individual abutting properties as their primary function. Focus on pedestrian and bicyclist movements and slow speeds.
Green Shared Street	Curbless, green shared streets are located in residential areas, prioritize pedestrians, and are designed for slow speeds and shared spaces.
Access Road	Prioritize access for parking and services.

Policy C.1: Design the City's roadway system to emphasize mobility for Brisbane residents and businesses, accommodate bicycle and pedestrian in addition to vehicular movement, and provide for comfortable and safe travel within the community to shopping, employment, and recreation, as well as to transit and the Highway 101 freeway.

Policy C.2: The level of service (LOS) objective for principal and minor arterial streets within the City is LOS "D." In The Baylands, this includes Sierra Point Parkway, Tunnel Avenue, and Lagoon Road.

Policy C.3: Design turning movements and traffic signal timing at intersections so as to avoid the queueing of vehicles at intersection from backing up and adversely affecting operations at another intersection. Design turning movements and traffic signal timing at freeway interchanges cause queueing of vehicles from the intersection onto the freeway mainline.

The Baylands circulation goals, in combination with these policies, prioritize multimodal access and safety for the most vulnerable roadway users including people walking, using mobility devices, biking, and accessing transit.



FIGURE 6.1: THE BAYLANDS STREET NETWORK BY FUNCTIONAL CLASSIFICATION

TABLE 6.2: THE BAYLANDS STREET NETWORK DESCRIPTIONS

Street	Classification	Extent	Description
Geneva Avenue	Regional Arterial	Bayshore Boulevard to Beatty Avenue	Geneva Avenue serves as the major gateway to The Baylands and provides connections for people walking, biking, taking transit, or driving. The extension is identified as a need in The Brisbane General Plan and accommodates future bus rapid transit (BRT). The extension includes sidewalks and protected bike facilities. All roadways intersecting Geneva Avenue are at grade with existing and planned roadways with the exception of the Caltrain Frontage Road and Tunnel Avenue, which will be constructed or modified to pass under the Geneva Avenue Bridge.
Sierra Point Parkway	Minor Arterial	Lagoon Road to Geneva Avenue extension	Sierra Point Parkway runs along the eastern edge of The Baylands, extending the existing Sierra Point Parkway north to link with Geneva Avenue. It is a primary access for vehicles coming to and from US 101 in the Campus East District and includes an adjacent separated shared use path for people walking and biking. In coordination with the City and other partners, and subject a future feasibility study, Sierra Point Parkway south of Lagoon Road will be restriped to delineate a two-way shared use path on the west side of the existing right-of-way separated from traffic with a painted buffer and flexi-posts.
Tunnel Avenue	Minor Arterial	Beatty Avenue to Lagoon Road	Tunnel Avenue runs roughly along its current alignment and connects people to the Caltrain station and Campus East District. It will include sidewalks and protected bike facilities.
Lagoon Road	Minor Arterial	Sierra Point Parkway to Tunnel Avenue	Lagoon Road will be one of the two access points from US 101. It directly connects to Tunnel Avenue and provides direct access to Campus East District. It includes an adjacent separated shared use path for people walking and biking.
Baylands Boulevard	Collector	Sunnydale Avenue to Campus Parkway	Baylands Boulevard is the main shuttle spine of The Baylands. The street serves denser residential and commercial to the north to office uses in the south and includes protected bike facilities on both sides of the street. The segment between Main Street and Campus Parkway will provide additional pedestrian activation between retail uses on the east and residential amenities on the west.
Sunnydale Avenue	Collector	Bayshore Boulevard to Baylands Boulevard	Sunnydale Avenue extension is the gateway to The Baylands from Visitacion Valley and a critical connection for people accessing transit and people biking. It includes sidewalks and protected bike facilities.
Main Street	Collector	Bayshore Boulevard to Frontage Road	Main Street is an east-west connector that provides access to residential areas to the north and the Icehouse Hill District to the south. It includes sidewalks and protected bike facilities.
Campus Parkway	Collector	Bayshore Boulevard to Frontage Road	Campus Parkway directly connects people to the Icehouse Hill District. It includes sidewalks and protected bike facilities.
Frontage Road	Collector	Bayshore District to Access Road	Frontage Road runs along the west side of the railroad tracks. Its primary function is to provide access to residential and office parking and services.
East Campus Road	Collector	Tunnel Avenue to Sierra Point Parkway	East Campus Road provides internal circulation in the Campus East District and includes sidewalks and protected bike facilities.

TABLE 6.2 (CONTINUED): THE BAYLANDS STREET NETWORK DESCRIPTIONS

Street	Classification	Extent	Description
East Park Street and West Park Street	Local	One-way couplet from the north end of Baylands Park to Roundhouse Circle	Together, East Park Street and West Park Street create the primary north-south axis that connects the Bayshore and Roundhouse Districts. The streets form a one-way couplet terminating at the Roundhouse Circle with protected bicycle facilities on either side of Baylands Park. Both streets provide access to public open spaces and residential areas for residents and visitors.
Roundhouse Circle	Local	Connects to Baylands Park couplet and other streets in the Roundhouse District	Roundhouse Circle will be the southern access point to public open space and the Roundhouse District. It is also a key connection in the active transportation network with sidewalks and protected bike facilities.
Local Streets	Local	Residential streets in the Roundhouse and Bayshore Districts	Local Streets primarily serve residences and are intended for low-speed vehicular travel.
Visitacion Creek North	Local	Tunnel Avenue to Sierra Point Parkway	Visitacion Creek North provides internal circulation in the Campus East District and includes an adjacent separated shared use path for people walking and biking.
Visitacion Creek South	Local	Tunnel Avenue to Sierra Point Parkway	Visitacion Creek South provides internal circulation in the Campus East District and includes an adjacent separated shared use path for people walking and biking.
Green Shared Streets	Green Shared Street	Residential streets in the Roundhouse and Bayshore Districts	Green Shared Streets provide direct access to residential areas. They are shared streets that prioritize pedestrians and bicyclists, while accommodating vehicular movements. Design elements include a curbless cross-section, street furnishings, and traffic calming measures.
Access Road	Access Road	Frontage Road to Campus Parkway	Access Road provides access to parking and services in Icehouse Hill District.





The Baylands circulation network is designed to balance the needs of all users with places for people, playful street furniture, established landscaping, and bicycle, transit, and vehicular access.

6.3.3 ACTIVE TRANSPORTATION NETWORK

A main outcome of The Baylands is to shape public space in a way that enables people to be less dependent on cars. The Baylands is consistent with the City of Brisbane's vision for "a connected walking and bicycling network designed to improve safety and increase access throughout Brisbane." It establishes walking and bicycling networks that complement the City's existing active transportation system including shared-use paths, bike lanes, and sidewalks. The Baylands ensures pedestrian and bicycling facilities are designed at a human scale, prioritizing user comfort and safety.

In accordance with the Brisbane Bicycle and Pedestrian Master Plan, The Baylands pedestrian and bicycle facilities create an internal network and tie to existing local and regional routes. The active transportation network helps achieve the Vision and Goals outlined in the City's Bicycle and Pedestrian Master Plan and aligns with the improvement types outlined in the plan. The improvement types and locations for pedestrian circulation are listed in Table 6.3 and for bicycle circulation in Table 6.4.

The Baylands' active transportation network shall use universal design and adhere to ADA standards and national best practices.

Brisbane Bicycle & Pedestrian Master Plan Vision and Goals

VISION

A connected network that accommodates all users and is designed to improve safety and increase walking and bicycling in Brisbane.

- **Goal 1:** Connect Brisbane's bikeway and pedestrian system to the County and regional networks.
- **Goal 2:** Integrate Complete Streets into the transportation network to provide for a balanced, connected, safe and convenient multi-modal network.
- **Goal 3:** Increase walking and bicycling for transportation and recreation.
- **Goal 4:** Improve safety for pedestrians and bicyclists.



Active street frontages promote pedestrian activity.



Shared use paths appeal to a range of users - from recreational bike riders, to commuters, to pedestrians.



Green Shared Streets are shared, curbless streets that prioritize pedestrians and bicyclists, and provide opportunities for activation.



The Baylands strives to create people-centric places that provide connected mobility networks that serve all users.

PEDESTRIAN CIRCULATION

The people-first street design within The Baylands creates a safe and comfortable experience for pedestrians. This includes connections to existing trail networks, downtown Brisbane, and multiple ways for pedestrians to get around.

Sidewalks or shared use paths shall be provided adjacent to all roads within The Baylands, enabling pedestrian access throughout. Planted streetscapes and enhanced pedestrian crossings at intersections add additional comfort and safety, with features including curb extensions and leading pedestrian intervals. Curb extensions extend the sidewalk into the curb lane at intersections or mid-block crossings, shortening crossing distances for people walking.

Pedestrian facility types are described in Table 6.3 and the pedestrian network is shown in Figure 6.2.



Sidewalks with continuous landscaping provide added protection from vehicles and stormwater and ecology benefits.

TABLE 6.3: PEDESTRIAN NETWORK IMPROVEMENTS

Facility Type	Definition	Location	
Sidewalk	A paved walkway for pedestrians, adjacent to and separated by grade from a roadway. In compliance with the Americans with Disabilities Act (ADA), sidewalks are a minimum 5 feet wide, with a minimum 3-foot clear zone. Sidewalks consist of through zones and furnishing zones (see section 6.4.2 for additional information).	Sunnydale Avenue Baylands Boulevard East Park Street West Park Street Roundhouse Circle Main Street	Geneva Avenue Campus Parkway East Campus Road Tunnel Avenue Frontage Road (one side) Local Streets
		Bayshore Boulevard sidewalk on project side from Sunnydale Avenue to Campus Parkway	
Green Shared Street	A curbless, slow speed shared space that prioritizes people walking and biking while accommodating vehicular access. Enhanced landscaping offers stormwater and ecology benefits.	Residential streets in Bayshore and Roundhouse Districts	
Shared Use Path (Class I)	A paved path separated from roadways for pedestrians and bicyclists, minimum 10 feet in width.	Within Baylands Park, Ecological Park and Icehouse Hill and Along both sides of Geneva Avenue bridge and adjacent to the following streets: • Visitacion Creek North • Visitacion Creek South • Lagoon Road • Sierra Point Parkway	
Pedestrian Path	A pedestrian connection through open space to provide added connectivity. Pedestrian paths may be paved or unpaved.	Open space throughout The Baylands	

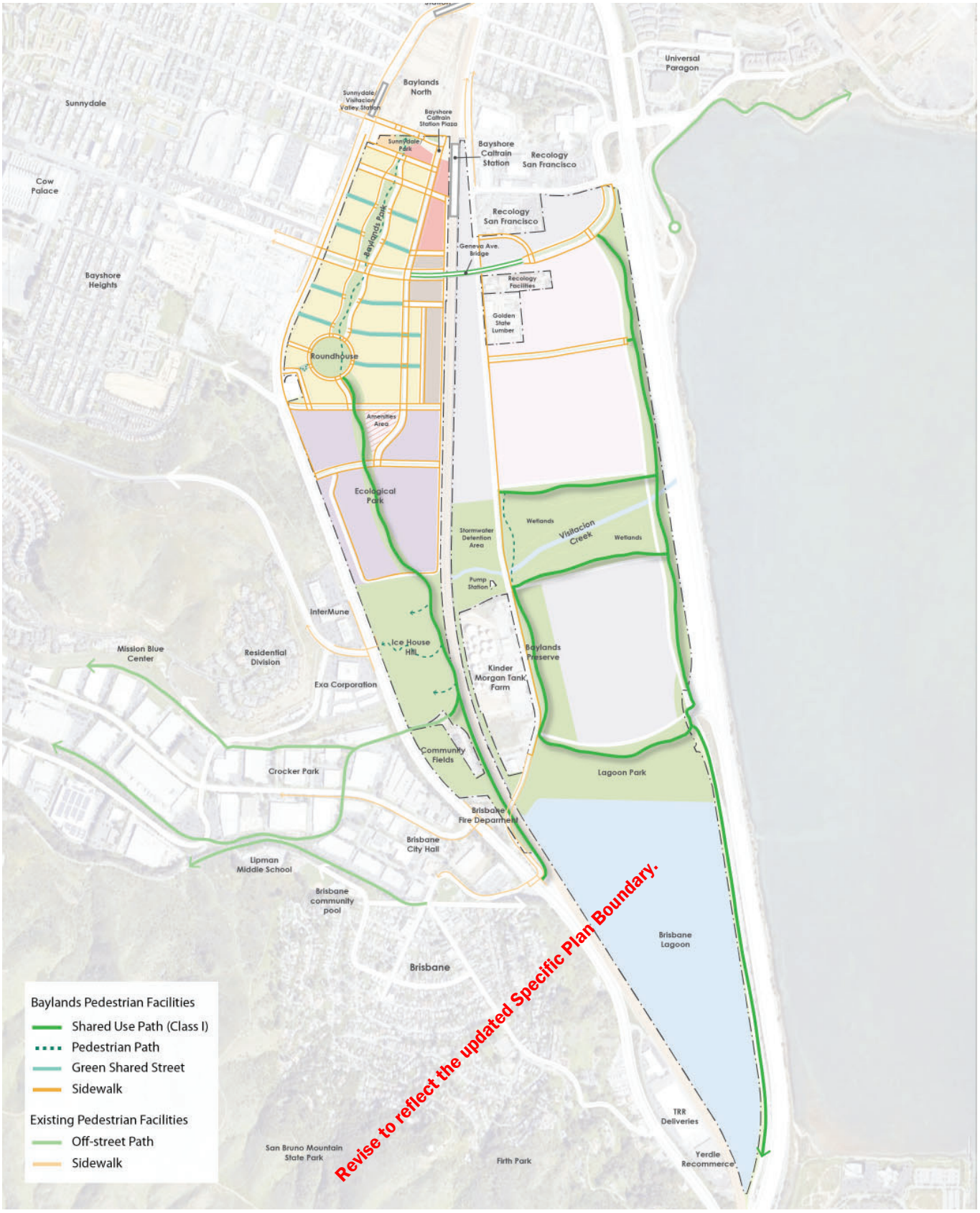


FIGURE 6.2: THE BAYLANDS PEDESTRIAN NETWORK

BICYCLE AND MICRO-MOBILITY CIRCULATION

The Baylands encourages travel by bicycle and micro-mobility devices by providing a safe and connected network. Micro-mobility refers to small, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters. A connected bicycle and micro-mobility network extends the reach of transit and invites people of all ages and abilities to move through and within The Baylands.

A comprehensive system of north-south and east-west on- and off-street bikeways will enable people to safely ride bicycles and micro-mobility devices for everyday trips. The Baylands will include a network of protected bikeways that provide physical separation from moving vehicles. This type of bikeway reduces the level of stress and improves comfort for more types of bicyclists, and therefore contributes to an increase in bicycle volumes and mode share. Connections are also made to the existing bike network to facilitate trips to downtown Brisbane, adjacent neighborhoods, and to increase connectivity to the Bayshore Caltrain station. The bicycle and micro-mobility facility types are listed in Table 6.4 and network is shown in Figure 6.3.



Example of a Class IV protected bike lane which provides connections for all ages and abilities and encourages travel by bicycles and micro-mobility devices.

TABLE 6.4: BICYCLE AND MICRO-MOBILITY NETWORK IMPROVEMENTS

Facility Type	Definition	Location	
Shared Use Path (Class I)	A shared use path is completely separated from the street. They are often located along waterfronts, creeks, open space, railroad rights-of-way or streets with a limited number of cross streets and driveways. The facility is typically shared with people walking.	Within Eco Park and Icehouse Hill Along both sides of Geneva Avenue Bridge	Adjacent to the following streets: Visitacion Creek North Visitacion Creek South Lagoon Road Sierra Point Parkway
Protected Bike Lane (Class IV)	A bike lane that is vertically separated from vehicular traffic. Protected bike lanes are a minimum 5 feet wide and separated from moving traffic either vertically, horizontally, or both with a minimum 1.5-foot-wide buffer inclusive of curb (3-foot buffer adjacent to parking).	Geneva Avenue Sunnydale Avenue East Park Street West Park Street Roundhouse Circle	Baylands Boulevard Main Street Campus Parkway Tunnel Avenue East Campus Road
		Bayshore Boulevard on project side from Sunnydale Avenue to Main Street	
Shared Street (Class III)	Short, low-speed roadway segments that are shared by people biking and driving. Clear pavement markings and signage shall be used.	Local Streets	
Green Shared Street	A curbless, slow speed shared space that prioritizes people walking and biking while accommodating vehicular access. Enhanced landscaping offers stormwater and ecology benefits.	Residential streets in Bayshore and Roundhouse Districts	



FIGURE 6.3: THE BAYLANDS BICYCLE AND MICRO-MOBILITY NETWORK

6.3.4 TRANSIT NETWORK

The Baylands is served by Caltrain, SamTrans, MUNI Bus, MUNI light rail, and Commute.org. SamTrans buses, MUNI Bus, and MUNI light rail run on Bayshore Boulevard at the western boundary of The Baylands. Caltrain rail runs through the center of The Baylands, and its Bayshore Station is located to the north, near Beatty Avenue (see Figure 6.4).

There are currently two free shuttle bus services that serve Brisbane. They are open to the public and operate during the morning and evening commute peak hours. The Bayshore/ Brisbane Commuter Caltrain shuttle runs between the Bayshore Caltrain Station, the Brisbane-Crocker Industrial Park area, and residential stops along San Bruno Avenue. The Brisbane-Crocker Park BART shuttle runs between Balboa Park BART Station, Brisbane-Crocker Industrial Park area, and residential stops in Brisbane Area.

The Baylands strengthens connections to the region's extensive transit network, including connections to the Caltrain station from the east and west and to the Muni station at Sunnydale Avenue and Bayshore Boulevard. The Baylands circulation network accommodates future planned Geneva-Harney Bus Rapid Transit (BRT) along Geneva Avenue (see Figure 6.4).

BAYLANDS SHUTTLES

New shuttle routes will integrate The Baylands into existing routes that connect Brisbane with regional transit networks. The extensions will empower residents, workers, and visitors to travel to, from, and within the community car-free.

Prior to issuance of the first building occupancy permit for any new development other than improvement or relocation of an existing use within The Baylands, a shuttle service plan shall be developed and approved by the City that adds commuter shuttle service into The Baylands (see Figure 6.4). ~~Shuttle service shall be implemented as described in the plan prior to 50% occupancy of any Baylands Specific Plan Area District.~~ A shuttle service shall be implemented before the commercial development on either the Icehouse Hill or the Campus East District reaches 50% occupancy.

The shuttle service will add fare-free shuttle services to connect people from downtown Brisbane into The Baylands in two phases.

Phase one will include service within the western side of The Baylands and terminate at the Bayshore Caltrain Station and Downtown Brisbane. It will operate weekday during the morning and afternoon peak commute hours (approximately 6:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) with maximum one-hour headways within The Baylands to the Caltrain station. Shuttle routes that serve areas outside of The Baylands will be point-to-point once exiting the Specific Plan area in order to efficiently serve downtown Brisbane. The times of operation of this shuttle will supplement service in operation for the existing Brisbane shuttle routes that serve other parts of Brisbane (Bayshore/Brisbane Commuter Caltrain and Brisbane-Crocker Park BART routes).

Phase one will also introduce an internal-serving Baylands shuttle route that operates primarily on Baylands Boulevard. This service will connect residents, commuters, and visitors to the most intensive land uses within The Baylands Specific Plan area. This shuttle will operate between the west side of the Bayshore Caltrain Station Plaza and Ecological Park with stops spaced approximately every 1/4 mile. Service will operate weekdays approximately between the hours of 6:00 AM and 8:00 PM with maximum 15-minute headways.

Phase two will integrate The Baylands Campus East District, including Lagoon Park. It will terminate on the east side of Bayshore Caltrain Station and Downtown Brisbane. On-demand peak service would be piloted as the east side District reaches 50% occupancy. On-demand peak service would use a passenger van weekdays during peak commute hours (approximately 6:00 AM to 9:00 AM and 4:00 PM to 6:00 PM).

The service plan for the internal-serving Phase one and Phase two routes will also identify on-demand service zones for weekend service. It would use a passenger van and operate from approximately 10:00 AM to 5:00 PM on Saturday and Sunday.

An on-demand strategy allows shuttle operators to scale up as demand shifts and grows. It also illuminates time-of-day and location demands to cost-effectively develop structured routes in the future. Permanent fixed routing would be considered to replace on-demand zones when ridership demand exceeds what can be carried in one vehicle, when ridership exceeds eight trips per service hour, or if the trip patterns exhibit clear paths.

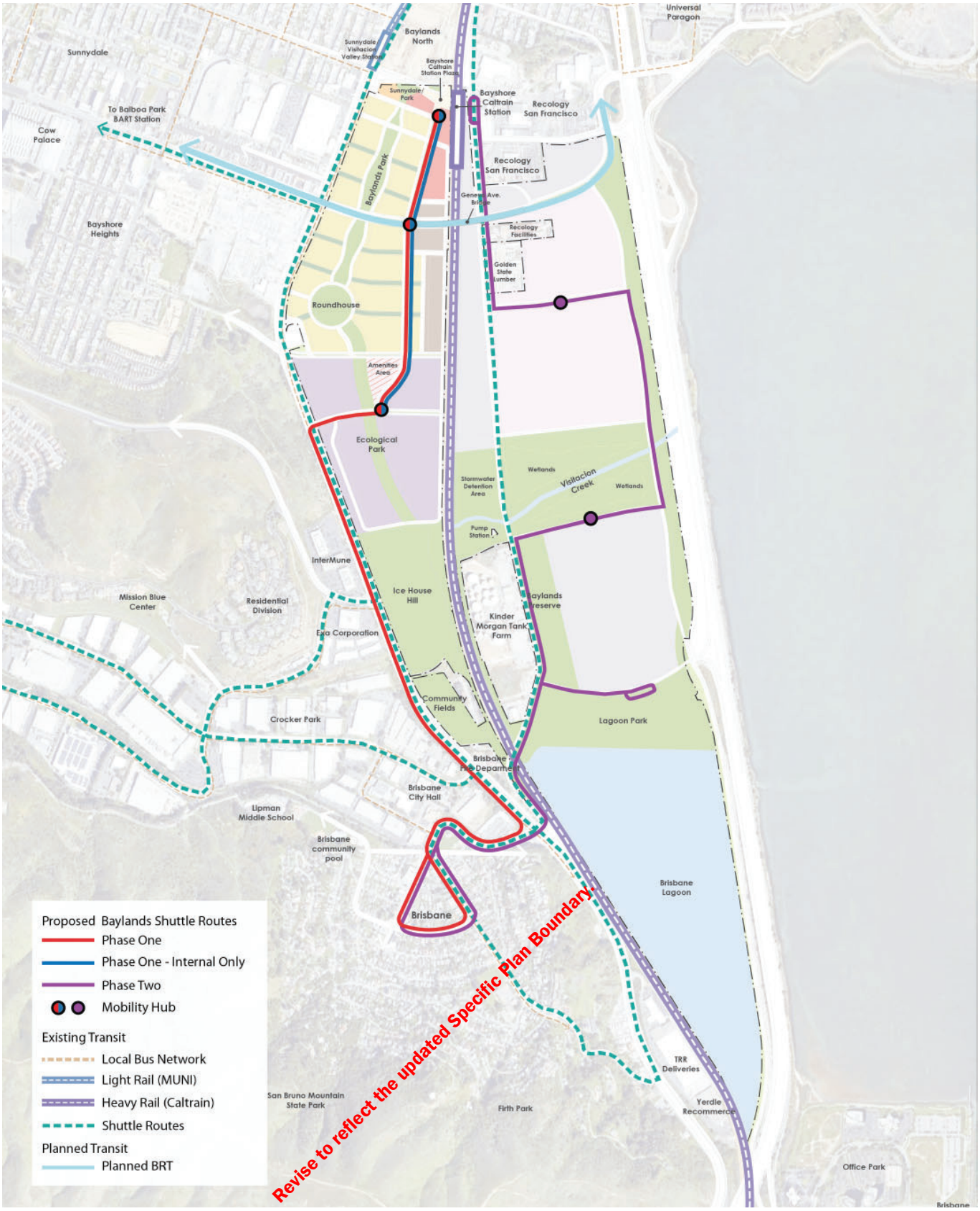


FIGURE 6.4: THE BAYLANDS SHUTTLE EXTENSION AND TRANSIT CONNECTIONS

TABLE 6.5: PROPOSED BAYLANDS SHUTTLE ROUTES

Proposed Baylands Shuttle Route	Weekday Service	Weekend Service
Phase One: Brisbane Downtown	6:00–9:00 AM 4:00–6:00 PM 1 hour headways	No Service
Phase One: Internal Only	6:00 AM–8:00 PM Max 15-minute headways	10:00 AM–5:00 PM On-demand service (expand to fixed route if warranted)
Phase Two: East Side	6:00–9:00 AM 4:00–6:00 PM 1 hour headways	10:00 AM–5:00 PM On-demand service (expand to fixed route if warranted)

MOBILITY HUBS

The Baylands includes strategically placed mobility hubs to provide seamless first-last mile solutions that deliver people from transit stop to destination. Mobility hubs are places where multiple travel options come together, like bus or shuttle service, bikeshare, and/or carshare. See Figure 6.4 for mobility hub locations, and Section 6.4.4 for additional mobility hub design details.

6.3.5 TRANSPORTATION DEMAND MANAGEMENT

The Baylands will provide public infrastructure and programming that enables people to be less dependent on cars. In addition to the transportation improvements, active transportation infrastructure, and transit services previously described, a Baylands-wide Demand Management (TDM) Program shall be developed and implemented, in accordance with guidance from the City/County Association of Governments of San Mateo County (C/CAG). C/CAG is the designated Congestion Management Agency for San Mateo County.

TDM refers to a package of policies, programs, or services that individually and collectively influence travel and parking demand, typically by improving and expanding non-driving mobility options, while maintaining incentives to increase their use, to reduce vehicle-based trips and parking demand. The Baylands TDM Program will include the measures identified in Table 6.8 that will be implemented in accordance with San Mateo County's requirements

Because The Baylands development would occur in increments over a 20-year period, individual TDM Plans will be prepared for each applicable site-specific development project as it undergoes Planned Development Permit review that follow requirements set forth by the Baylands TDM Program.

The Baylands Specific Plan Area-wide TDM target shall be a minimum 25% trip reduction below baseline Average Daily Traffic (ADT). Baseline ADT shall be evaluated based on the latest ITE Manual's trip generation methodology for the appropriate land use of each site-specific development project as it goes under Planned Development Permit review.

Reporting and monitoring will follow C/CAG guidance and recommendations to administer the monitoring and reporting process primarily through project tenant and employee surveys (see Table 6.6).

Most land uses attract a combination of user types over time; however, one type of user will predominantly determine the TDM measures for each land use. Table 6.7 shows how each land use and building type correlate to a TDM primary market. The applicability of each TDM measure to the primary user types (resident, commuter, and visitor) is shown in the rightmost columns of Table 6.8.

TABLE 6.6: C/CAG RECOMMENDED MONITORING & REPORTING STRUCTURE

TDM Plan Checklist Survey Reporting	Multi-Family Residential	Non-Residential
1-6 Years Post-Occupancy	Biennial self-certification	Biennial Survey
6+ Years Post-Occupancy	Not Required	Triennial Survey
Mode Share Surveys	Not Required	Required

TABLE 6.7: LAND USE CORRELATION TO TDM PRIMARY MARKET

Land Use	Building Type	TDM Primary Market
High Density Residential	A-1 Multifamily High A-2 Multifamily Mid A-4 Townhome	Resident (R)
Mid Density Residential	A-2 Multifamily Mid A-4 Townhome	Resident (R)
Low Density Residential	A-3 Multifamily Low A-4 Townhome* A-5 Duplex/Single Family*	Resident (R)
High Density Commercial	B-1 TOD Commercial	Commuter (C)
	B-4 Hospitality	Commuter (C) & Visitor (V)
Mid Density Commercial	B-2 Campus Mid B-3 Campus Low	Commuter (C)
Low Density Commercial	B-3 Campus Low	Commuter (C)
Sustainable Infrastructure	B-5 Ancillary	N/A
Amenities Center	B-6 Amenity	N/A

NOTE: If building types marked with an (*) do not utilize underground parking, resident TDM measures in Table 6.8 marked with an (*) do not apply.

TABLE 6.8: TRANSPORTATION DEMAND MANAGEMENT MEASURES

Category	TDM Measure	Description	R	C	V
Parking Management Measures	Pickup/Drop-off (PUDO) Zones	PUDO zones are on-site curbside space or convenient garage space designated to accommodate rideshare, taxi, commercial delivery, and other PUDO activities. These zones facilitate delivery and multimodal travel while directing loading activity away from travel lanes.	✓*	✓	✓
	Unbundled Parking	Unbundled parking, separating the cost to rent a parking space from the building lease, allows tenants or residents to only rent as much parking as they need rather than assuming a set number of spaces based on floor area, residential units, or employees. This measure attracts low/no-car households and reduces lease costs for tenants with below-average vehicle ownership. Prices can be set to recover cost of providing parking, set based on peer costs, or set and adjusted periodically to manage demand/supply conditions. Unbundled parking does not apply if parking is designed into a unit (e.g., individual garage in a unit).	✓*	✓	✓
	Market Rate Paid Parking	Parking rates should be at the market rate and not subsidized by property owners or employers.	✓*	✓	✓
	Limited Parking Supply	Provide less off-street parking for a per-unit or square foot bases. Reduced parking attracts buyers and tenants looking for an accessible, car-light neighborhood and sets expectations from the beginning. Research finds that the provision of ample parking is closely tied to high levels of vehicle trips and limiting parking can reduce vehicle use. Overflow parking into surrounding areas should be pro-actively managed with this strategy.	✓*	✓	✓
	Tiered / Priority Parking / Zones	Priority space assignments and/or permit pricing used to incentivize alternatives to personal vehicle ownership. Priority parking spaces and reduced rates are established best practices for commuter-focused TDM where the best on-site parking spaces are reserved for registered car/vanpool or car share vehicles. These concepts can also be applied to resident-focused TDM to incentivize ownership and use of vehicles that reduce on-site parking supply needs.	✓*	✓	
Programs & Services	On-site Car Share	Access to fleet of shared cars, cargo vans, and/or other motorized vehicles reduces dependence on personal vehicles and can meet a range of resident, employee, and visitor travel needs and preferences. Various approaches are available and are not mutually exclusive (e.g., one may be used for residents and another for employees): • Facilitate peer-to-peer sharing • Accommodate/incentivize public carshare • Contract to provide private carshare • Directly provide privately shared fleet	✓	✓	✓
	Shuttle Service	Work with partners like Commute.org to provide a fare-free shuttle connecting The Baylands to Caltrain service and downtown Brisbane.	✓	✓	✓

TABLE 6.8 (CONTINUED): TRANSPORTATION DEMAND MANAGEMENT MEASURES

Category	TDM Measure	Description	R	C	V
Programs & Services (continued)	Delivery Amenities	Provide a secure space for delivered goods that range in sizes and types such as a delivery locker or concierge. Additionally, coordinate or partner with delivery service providers to facilitate more efficient delivery such as hosting a community supported agriculture (CSA) pick up.	✓	✓	
	Vanpool Program	A vanpool is a group of people commuting together with an unpaid driver. Vanpool vehicles can be rented through a third-party provider, be owned by the individual, or provided by an employer. To encourage vanpools, a program should provide priority parking spaces that are specially marked, help coordinate ride-matching of passengers and drivers, and provide partial or full subsidy of vanpool fees. Bay Area wide and County vanpool incentives can help reduce program costs and provide incentives.		✓	
	Subsidized or Free Transit Pass	Provide employees and residents with free or subsidized transit passes. This benefit is more common for employees than residents but can be implemented for both. Transit subsidy can be provided through: • Bulk transit passes (e.g., Caltrain Go Pass) • Clipper cards with set amounts • Mobility wallet to pay for transit and any fee-based shared-mobility service	✓	✓	
	Bicycle Subsidy	Provide employees and residents who commit to a certain amount of bike usage (e.g., who opt out of using a vehicle parking space) with bikes or certificates toward purchases from nearby bike shops. Consider including options to encourage the purchase and use of electric bikes and cargo bikes. An alternative approach for employee commute trips is to pay employees a small amount of money or other benefit for each day they ride a bike to work.	✓	✓	
	Bike Trainings & Workshops	Classes and workshops covering bicycle safety, repair, maintenance, and other trainings increase bike rider confidence and enthusiasm. Workshops generate a sense of connection within the biking community and helps identify a district as bike-friendly.	✓	✓	
Physical Features	Bike Parking and End of Trip Facilities	Ample, convenient, and secure bike parking supports and increases in bicycling for everyday transportation. Bike parking should include spaces and electric outlet access for electric bikes and cargo/extended bikes. Bike repair and wash stations can also be included to enhance the bike parking facilities. Employment land uses should also include lockers and showers.	✓*	✓	✓
	Bike Share/ Shared Micromobility	A shared fleet of bikes, cargo bikes, or scooters provide a convenient, ready mobility resource to facilitate multi-modal travel and reduce vehicle trips, especially shared electric bikes, electric shooters, or other e-micromobility devices.	✓	✓	✓
	Family TDM Amenities (e.g., storage)	Dedicated space for items such child car seats, strollers, shared cargo bike(s), and collapsible shopping/utility cart(s) for building residents to utilize can facilitate family transportation using carshare, ride hail apps, and active transportation. The family TDM amenity spaces should be located near PUDO, entrances, and/or near carshare parking spaces.	✓*		

TABLE 6.8 (CONTINUED): TRANSPORTATION DEMAND MANAGEMENT MEASURES

Category	TDM Measure	Description	R	C	V
Physical Features (continued)	Multimodal Wayfinding	Multimodal wayfinding makes the surrounding area more navigable and encourages walking, biking, and micromobility. Examples include bike route signs, directional signage with walk/bike time to key destinations, and clear signage at destinations for bike parking.	✓	✓	✓
	On-Site Childcare	Childcare can be designed into residential units for at-home childcare providers, into office uses, or utilize community space. Incorporating childcare near mobility hubs allows for convenient trip chaining.	✓		
	Collaborative Workspace	A well-appointed shared workspace facilitates remote work and incentivizes flexible work-home patterns. Collaborative workspaces reduce commute travel, particularly during weekday morning and afternoon peaks. Such an amenity is a typical part of large rental buildings, though the size and specific services included can vary. Workspaces could include rentable work rooms, equipment, and other amenities that can be reserved in advanced.	✓		
Promotions & Activities	TDM Coordinator	A designated on-site transportation coordinator is the point-of-contact to answer tenant and resident transportation-related questions. It is most effective if the TDM coordinator is on-site regularly. The coordinator is responsible for monitoring the use and overall effectiveness of the TDM program, including tracking the development's parking utilization and transportation mode split rates. The Baylands is permitted to have one or multiple coordinators for the entire site, or contract out the position.	✓	✓	
	Real-Time Transportation Information	Dynamic information displays show real-time transit, ride-hail app, bikeshare availability, and other transportation information to residents, employees, and visitors. Information displays on screens in lobbies, and other high traffic areas to increase awareness of local transit options and facilities. Can be implemented as a dynamic screen or an interactive information display that allows for user queries.	✓	✓	✓
	Transportation Welcome Packet and Ongoing Promotions	New residents and employees are welcomed with information and resources to make the most of the mobility options available. A regular, rotating series of engaging events and friendly competitions that reward non-driving travel plays a role in maintaining engagement in other TDM measures and reaching visitors. Engagements include: • Welcome packet, including information and a pre-loaded Clipper card • Events • Competitions & Challenges • Promotional Campaigns • Gamification applications • Retail discounts for walking, biking, or using transit	✓	✓	✓
	TMA Partnerships	Transportation Management Associations (TMAs) are typically independent nonprofit membership organizations that help members reduce congestion and improve connectivity. In San Mateo County, Commute.org provides and facilitates transportation services, like shuttle services and TDM monitoring.	✓	✓	✓

6.4 STREET STANDARDS

The Baylands circulation network is designed to achieve the goals outlined in this chapter. The term "street standards" describes design criteria for streets within The Baylands related to key mobility elements within the public right-of-way, such as required allocation of space (design minimums) for particular street features like travel lanes, bikeways, sidewalks, parking lanes, and medians.

The streets in The Baylands go beyond their primary duty of circulation and also serve as distinctive public spaces. This is achieved by considering how streetscapes look and feel in addition to how they safely accommodate all modes. The secondary role complements the first, as pedestrians and bicyclists, in particular, are sensitive to the character of their surroundings. The Baylands streets are scaled to reflect their use, and streetscape elements like street trees, planted curbside buffers, pedestrian-scale light fixtures, and other furnishings add to character and sense of place. Streetscapes also play a vital role in stormwater management, providing critical detention and treatment areas in planters and, in some cases, beneath paving systems. Guidance for detailed streetscape features and their applications can be found in subsequent sections of this Chapter, such as 6.5 Streetscape Design Guidelines and 6.6 Signage and Wayfinding Guidelines.

The development standards and design guidelines established in Chapter 3, as well as Landscape guidelines outlined in Chapter 5 are intended to work in tandem with the guidelines and standards stipulated here, as the space immediately adjacent to the public right-of-way can greatly influence a streetscape. As described elsewhere in the Specific Plan, guidelines are intended to be flexible, whereas standards represent requirements, notwithstanding adjustments that may be made during individual development project approvals to reflect the most current traffic safety and design standards.

An overview of The Baylands circulation network is shown in Figure 6.5. Roadway cross sections illustrating and documenting the guidelines and standards are provided for each named fixed roadway or street type shown on the map (see section 6.4.6 for street sections). These standards follow the City of Brisbane's street design standards as well as the Caltrans, American Association of State Highway and Transportation Officials (AASHTO), and National Association of City Transportation Officials (NACTO) Design Manuals. The standards reflect typical roadway design speeds of approximately 25 miles per hour on local and collector streets and 35 miles per hour on arterial roads. All streetscape, parking, and transit amenities shall comply with ADA standards. The circulation network has also been designed to accommodate emergency response vehicles.

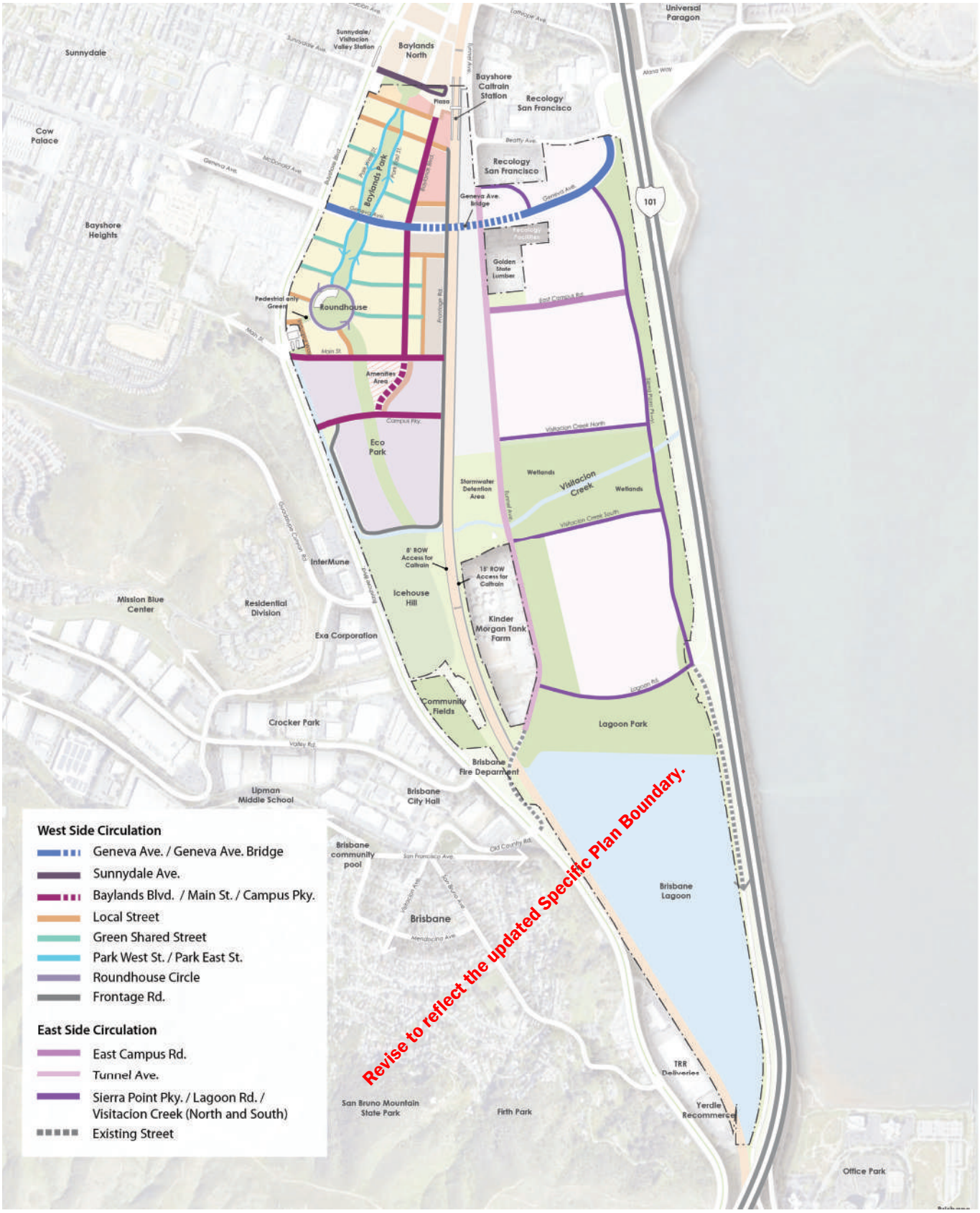


FIGURE 6.5: THE BAYLANDS CIRCULATION OVERVIEW

6.4.1 SIDEWALK ZONES

Sidewalks in The Baylands consist of two zones: the through zone and the furnishing zone. The through zone provides space for pedestrians to move along the street. They provide a 5-foot minimum path of travel.

The furnishing zone is located next to the through zone and serves as a buffer between people walking, biking, and driving. This area may be used for landscaping, street furniture, utility access, shuttle or transit stops, bike parking, wayfinding elements, or other uses depending on need. All street types within The Baylands contain a furnishing zone, with the exception of Frontage Road and Green Shared Streets. When a furnishing zone is present, the furnishing zone shall be a minimum 5 feet wide. The furnishing zone shall be dedicated for the entire block, however furnishing zone elements are not required to be continuous for the block and sidewalks in the furnishing zone connecting to the through zone are allowed, as appropriate.

6.4.2 INTERSECTIONS

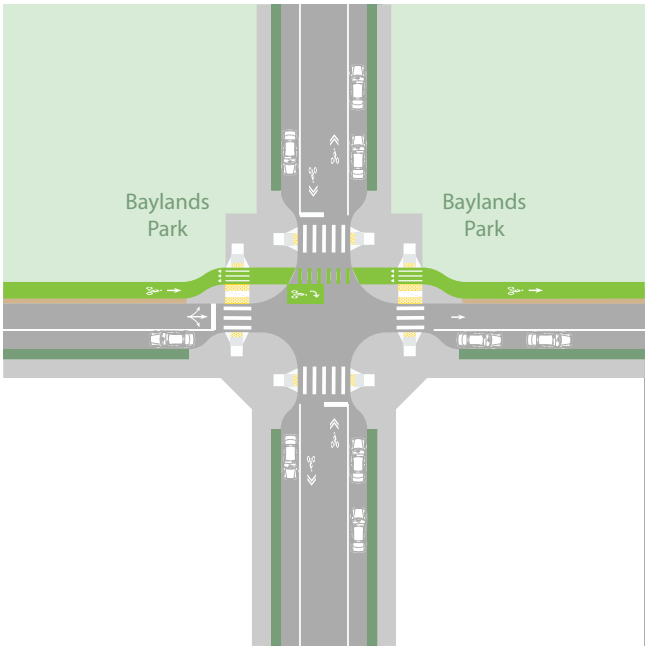
Intersections are the point of confluence where different modes come together. Safety is the primary concern for multi-modal intersection design, as travel speed and visibility vary greatly across modes. Intersections are also an important placemaking opportunity. Landscaping and traffic calming treatments can help slow vehicle speeds and contribute to sense-of-place.

All intersections shall have curb ramps and be striped with crosswalks designed in accordance with striping guidance in the California Manual of Uniform Traffic Control Devices (CA MUTCD).

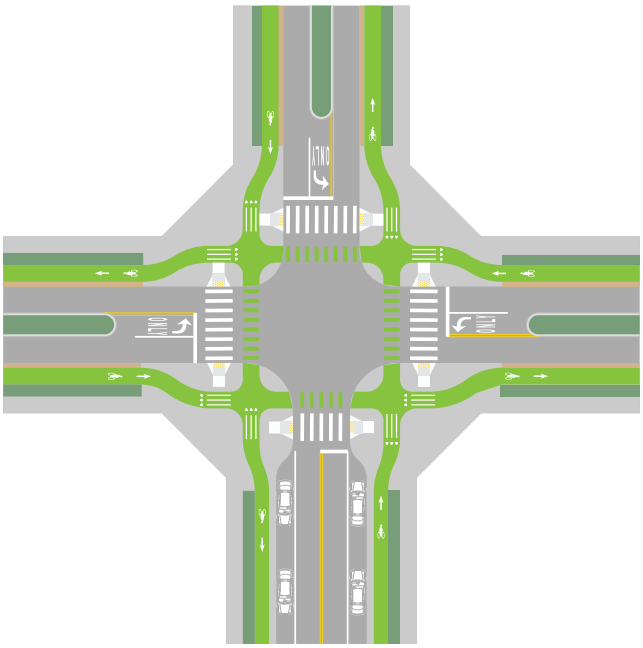
Signalized intersections shall be equipped with pedestrian signals on corridors with sidewalks or shared use paths and bicycle signals on corridors with bike facilities to promote safe crossing for people walking and biking. Additional signal treatments such as Leading Pedestrian Intervals (LPIs), Leading Bike Intervals (LBIs), pedestrian/bicycle “scrambles” or other signal timing strategies shall be used where appropriate.

In addition to crosswalk striping, additional treatments to enhance safety and visibility of the crossing include raised crosswalks, corner curb extensions, corner islands, pedestrian refuge islands, rectangular rapid flashing beacons, and enhanced street lighting. Raised crosswalks shall be installed at all crosswalks on shared green streets, on the approach crosswalk at local streets, and on approaches where local streets intersect at T-intersections with any other street. Rectangular rapid flash beacons

FIGURE 6.6: ILLUSTRATIVE TYPICAL INTERSECTION CONFIGURATIONS



BAYLANDS PARK ONE-WAY COUPLET & LOCAL STREET



BAYLANDS BOULEVARD & MAIN STREET

shall be installed at all unsignalized marked crosswalks, located on non-local streets. Corner curb extensions are permitted at intersections within streets where on-street parking is included.

Intersections along streets with protected bikeways shall be designed as protected intersections. Designs shall follow the guidance outlined in *Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings* (NACTO, 2019). Bikeways shall not be removed or dropped on the approach to an intersection to accommodate vehicle turn lanes or other uses.

Intersections are a key opportunity to incorporate placemaking and elements such as landscaping, wayfinding, art installations, street furniture, decorative paving treatments, and bicycle parking are permitted.

Examples of illustrative typical intersection configurations are shown in Figure 6.6.

6.4.3 MOBILITY HUBS

Mobility hubs are places where multiple travel options come together, along with supportive amenities, services, and technology. They are typically located around transit stops and stations with the goal of providing seamless first-last mile solutions—to deliver commuters from transit stop to destination. Mobility hubs can vary in size and supportive amenities, services, or technology in support of the overall mobility network.

The Baylands shall include five mobility hubs. Three will be developed in coordination with west side phasing and are located along Baylands Boulevard. The first will be at Baylands Boulevard and Sunnydale Avenue near the Caltrain station, the second at Baylands Boulevard and Geneva Avenue, and the third at Baylands Boulevard and Campus Parkway. Each will be created as the District they are in is developed.

Two additional mobility hubs will be created as Campus East District is developed. One is located along East Campus Road and the other along Visitacion Creek South.

Mobility hubs shall include at least three supportive amenities or elements, which may include:

- Shuttle stops and/or transit layover zones
- Transit shelters with real-time arrival information
- Short- and long-term bike parking
- Bicycle share and/or scooter share parking space
- Wayfinding
- Active uses with outdoor seating and/or parklets
- Car share
- Passenger pickup / drop-off areas
- Electric vehicle charging stations
- Managed public on-street or off-street parking



A Mobility Hub may include an array of element that provide seamless first-last mile solutions to people using transit.

6.4.4 PARKING AND LOADING

OFF-STREET PARKING

Providing less private parking, especially on-site, attracts buyers and tenants looking for an accessible, car-light neighborhood. Research finds that the provision of ample parking is closely tied to high levels of vehicle trips and limiting parking can reduce vehicle use.

Off-street parking shall be capped at 11,000 total maximum allowable off-street parking spaces for all of The Baylands, inclusive of dedicated spaces for car share. Parking supply shall be counted at the district level and not for the block in which it is located. The number of spaces is not to exceed the maximum numbers shown in Table 6.9.

Setting a supply cap at the district level is a recognized best practice for providing flexibility in accommodating tenant needs and market preferences that may increase the supply needs for some uses and decrease them for others. This also provides flexibility in recognizing that the full effectiveness of a comprehensive TDM package, such as is proposed, will not be realized in the first years of implementation, and that, as such, the land uses developed in early phases of district implementation will require more parking than the same uses in subsequent phases.

A district-based cap, therefore, combines both a commitment to ambitious demand reductions, which must be achieved for the capped supply to support the full development program, and the flexibility to ensure the success of early development phases and the marketing of district residences and commercial spaces.

TABLE 6.9: DISTRICT PARKING MAXIMUMS

District	Maximum Off-Street Parking Spaces
Bayshore District	1,150
Roundhouse District	1,200
Icehouse Hill District	6,150
Campus East District	2,485
Sustainable Infrastructure	15
Total	**11,000**

Parking management shall include market-rate parking and unbundled parking, and shared district parking garages. Shared parking allows use by residents, visitors, and workers, rather than providing separate parking spaces. Office and residential parking shall be unbundled, which means rented or sold separately from building lease or residential units. Unbundled parking does not apply if parking is designed into a unit (e.g., is an individual garage in a unit). Enforcement of the off-street parking management for residential and commercial development within the development sites shall be enforced by POA or HOA through CC&Rs.

Off-street vehicular parking shall comply with City of Brisbane requirements to provide parking for clean air vehicles and electric vehicle charging requirements. Clean air vehicles include low-emitting, fuel-efficient, and car/vanpool vehicles. Clean air parking should be prioritized for carpool and vanpool vehicles to align with TDM goals.

Off-street parking shall provide provisions for safe pedestrian movement within and through parking areas to access buildings.

ON-STREET PARKING

On-street parking is permitted along the following streets in The Baylands:

- Baylands Boulevard (Main St to Campus Pky)
- East Park Boulevard
- West Park Boulevard
- Roundhouse Circle
- Local Streets

Bike parking, load zones, parklets, curb extensions, and landscaping shall be permitted in on-street parking spaces.

BICYCLE PARKING

Bicycle parking includes both short-term and long-term parking. Short-term bicycle parking is for bicycles parked less than 4 hours in locations that are easily accessible. Long-term bicycle parking is for bicycles parked 4 or more hours and requires more secure parking. See Table 6.10 for descriptions of bicycle parking types.

Short-term bicycle parking shall be placed within 50 feet of building and facility entrances, where it can be well-lit, clearly visible, and out of the primary travel path of pedestrians. Long-term bicycle parking facilities for tenant and occupant use shall be conveniently accessible by pedestrians from the street and located within one hundred feet of building entrances accessible by tenants and occupants.

Each site-specific development project shall provide bicycle parking as outlined in Table 6.11.

LOADING

Each site-specific development project shall provide sufficient loading areas in appropriate locations such that loading activities, including loading vehicle queuing, will not block bicycle or pedestrian facilities, roadway travel lanes, or parking garage access. Loading areas are permitted to be located on-street or off-street.

6.4.5 STREET SECTIONS

Figure 6.7 through Figure 6.21 include street sections and corresponding street and furnishing standards for streets in The Baylands.

TABLE 6.11: BICYCLE PARKING REQUIREMENTS

Use	Bicycle Parking Requirements	
	Long-term	Short-term
Retail	1 per 12,000 square feet	1 per 4,000 square feet
Parks and Open Space	n/a	8 per acre
Transit Hub (e.g., Caltrain Station)	At least 20; can be a combination of long- and short-term	
Multifamily Residential	1 per 2 units	1 per 10 units
Office	1 per 4,000 square feet	1 per 40,000 square feet

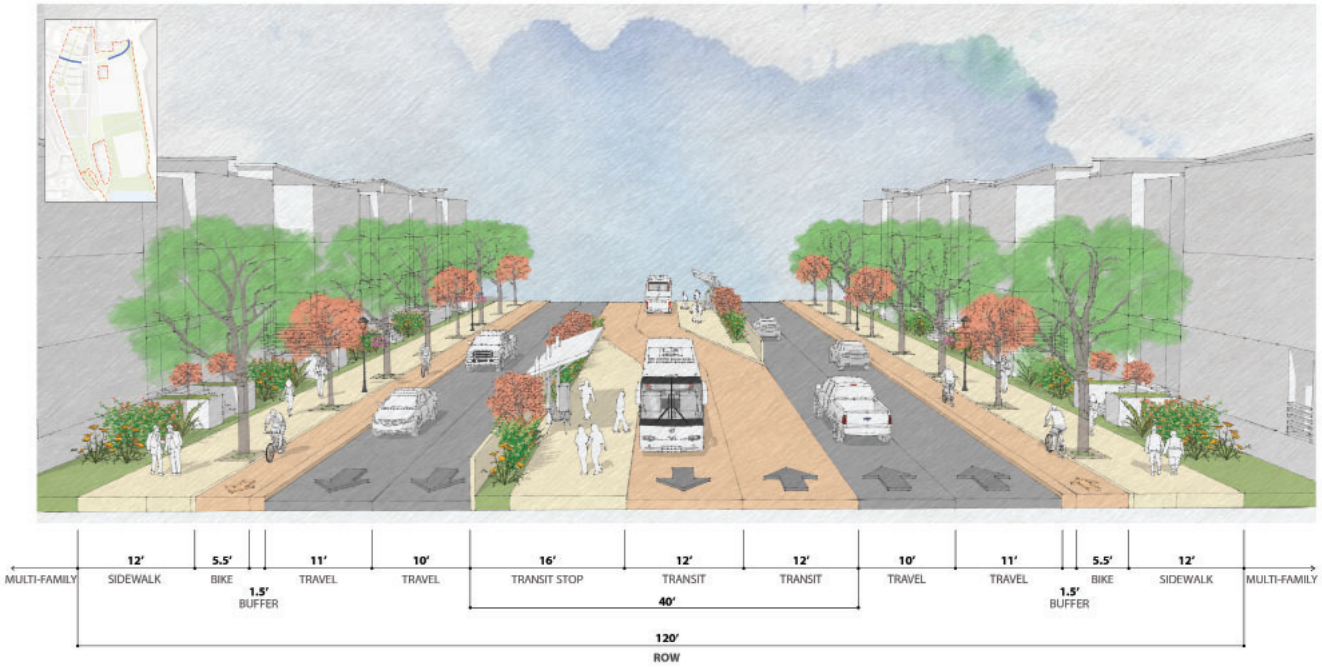


Example of an indoor bicycle parking rooms that provides residents and employees with secure bike storage.

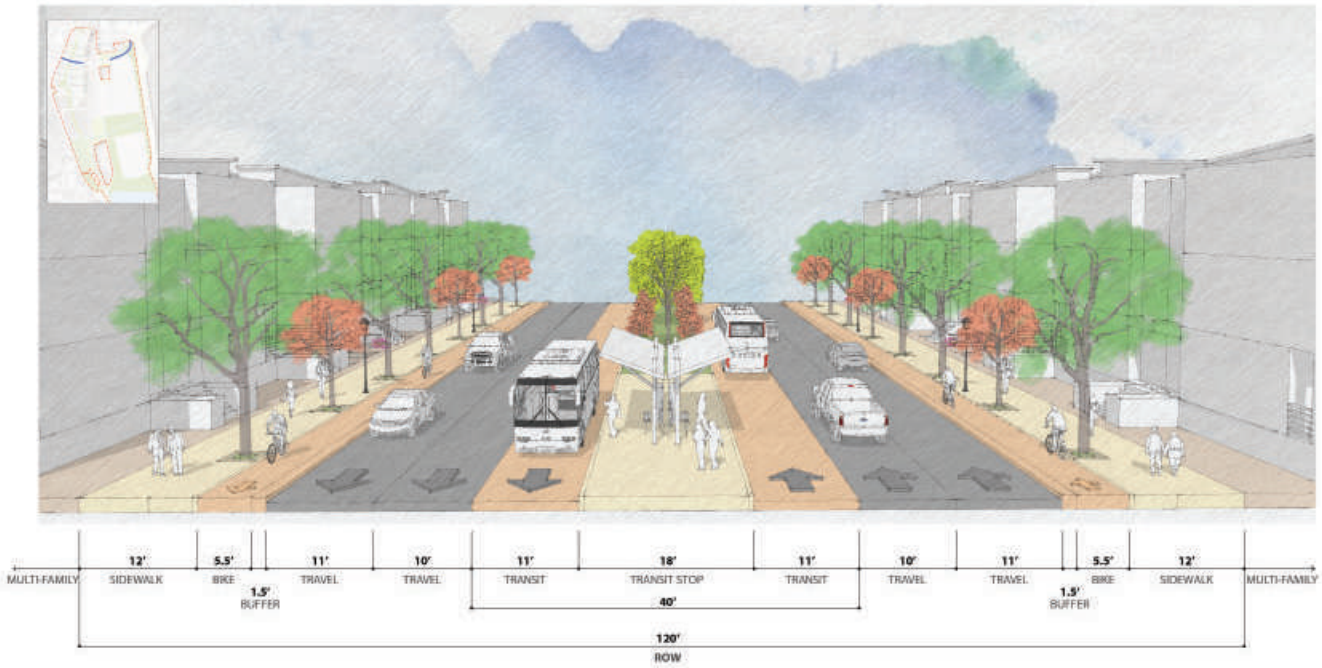
TABLE 6.10: BICYCLE PARKING TYPES

Duration	Type	Description
Short-Term	On-Street Rack	Unsheltered racks located in the sidewalk street furnishing zone.
	On-Street Corral	Collection of multiple unsheltered racks located in the street parking lane.
	Private Property Rack	Racks installed during building construction for public and/or private use. Can be sheltered or unsheltered and may be located in parking garages.
Long-Term	Bicycle Locker	Individual locked enclosures for one bicycle. May be located at mobility hubs, inside parking garages, or outside an office building.
	Bicycle Cage	Located in a private office building or multifamily parking garage with access control.
	Bicycle Room	Located in private office buildings or multifamily housing with access control. May be located in a publicly accessible storefront with attendant or access control and may include amenities such as showers, changing areas, or clothing lockers.
	Secure Parking Area	Standalone bike parking structures with access control. May be located at mobility hubs or adjacent to residential or office buildings.

FIGURE 6.7.1: GENEVA AVENUE



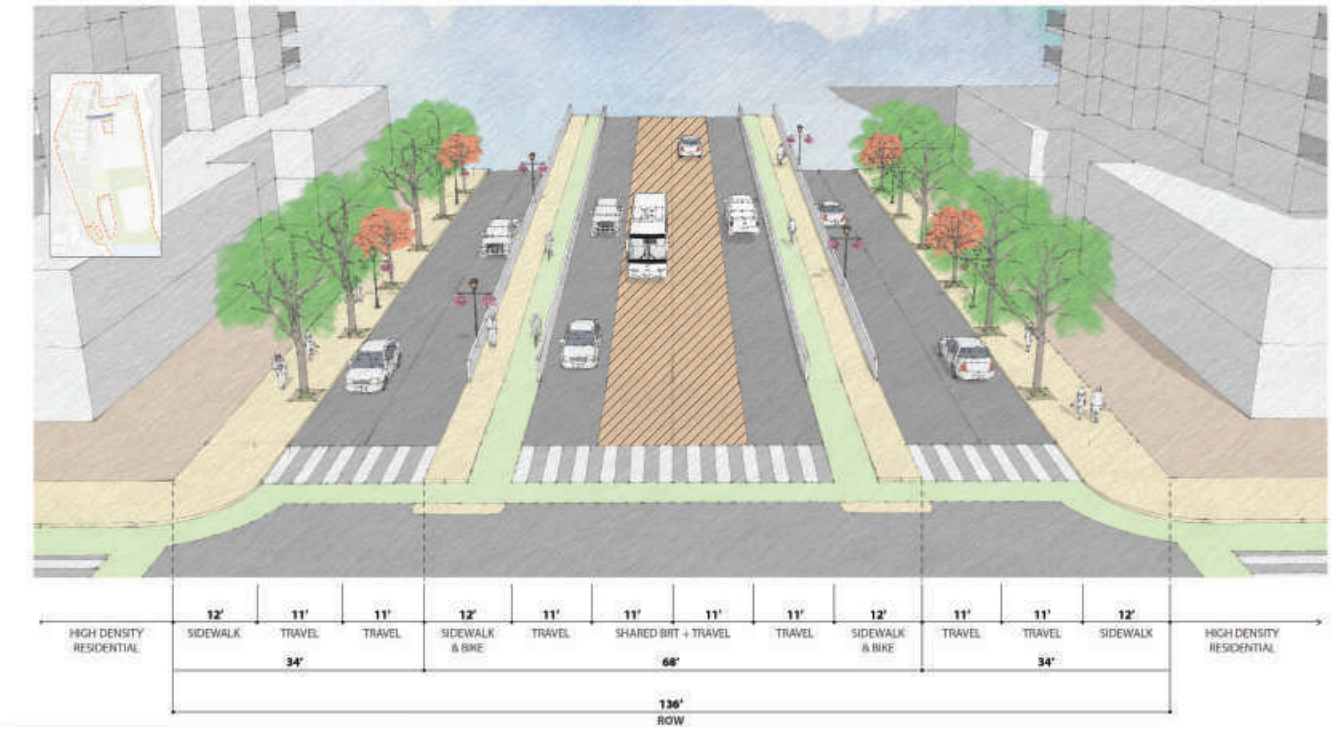
GENEVA AVENUE WITH SIDE BOARDING BUS RAPID TRANSIT (BRT)

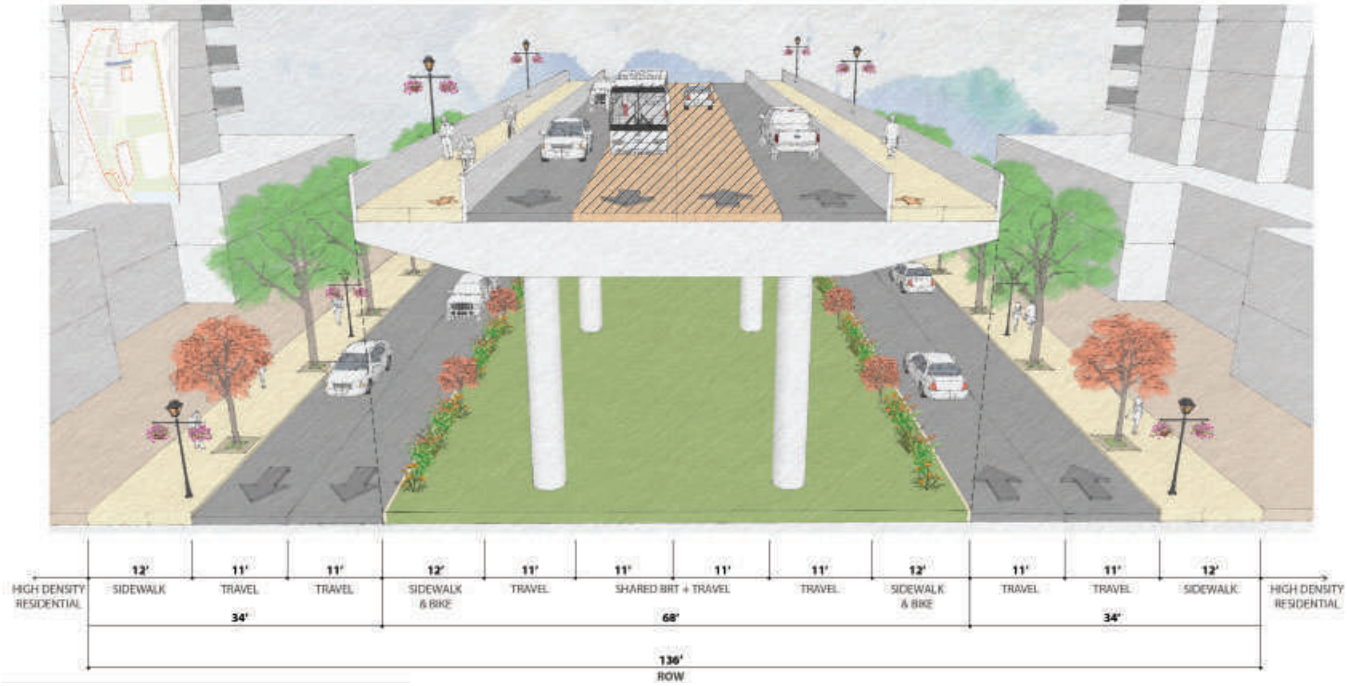


GENEVA AVENUE WITH CENTER BOARDING BUS RAPID TRANSIT (BRT)

Standards: Geneva Avenue	
Right-of-way/Pavement Width	• 120’ ROW / 21’ to 32’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lanes and one 10’ travel lane in each direction
Transit Facilities	• Side boarding transit: One 12’ transit-only lane in each direction with 16’ side boarding areas • Center boarding transit: One 11’ transit-only lane in each direction with 18’ center boarding area
On-Street Parking	• N/A
Sidewalk	• 12’ sidewalk along both sides of the street, which includes a 7’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• 5.5’ raised bike lane with a 1.5’ buffer inclusive of curb along both sides of street
Median	• 18’ median that shall also be used for transit boarding at stop locations or other mobility needs; median can accommodate either center boarding or side boarding configurations depending on future need

FIGURE 6.7.2: GENEVA AVENUE BRIDGE AND GENEVA AVENUE FRONTAGE ROADS

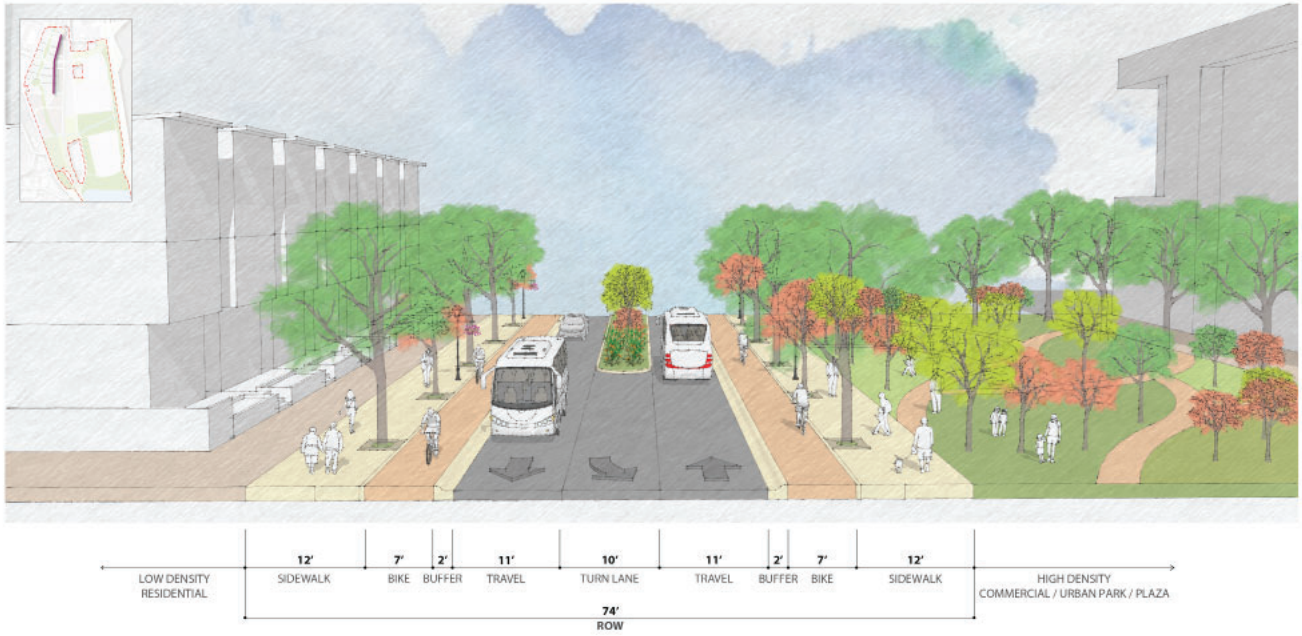




Standards: Geneva Avenue Bridge	
Right-of-way/Pavement Width	• 136’ Total ROW • Geneva Avenue Bridge is 68’ with 44’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in each direction • One 11’ shared transit / travel lane in each direction
On-Street Parking	• N/A
Pedestrian and Bicycle Facilities	• 12’ shared use path along each side of the bridge with vertical separation from traffic • Bike lane signalization and pavement markings to facilitate crossings at either end
Median	• N/A

Standards: Geneva Avenue Frontage Roads	
Right-of-way/Pavement Width	• 136’ Total ROW • Geneva Avenue Frontage Roads are each 34’ with 22’ uninterrupted pavement width
Vehicle Lane/Width	• Two 11’ travel lanes in one direction
On-Street Parking	• N/A
Sidewalk	• 12’ sidewalk along the outer edges of the street, which includes a 7’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• N/A
Median	• 68’ median to accommodate the Geneva Avenue bridge above.

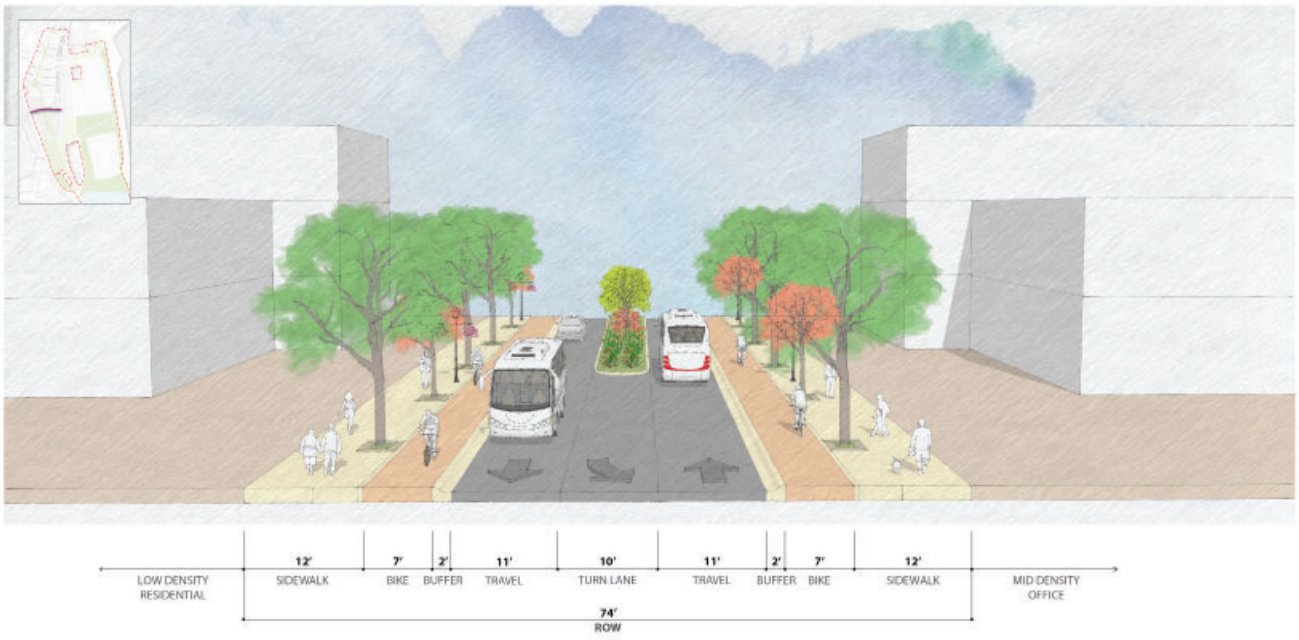
FIGURE 6.7.3: BAYLANDS BOULEVARD / MAIN STREET / CAMPUS PARKWAY



BAYLANDS BOULEVARD



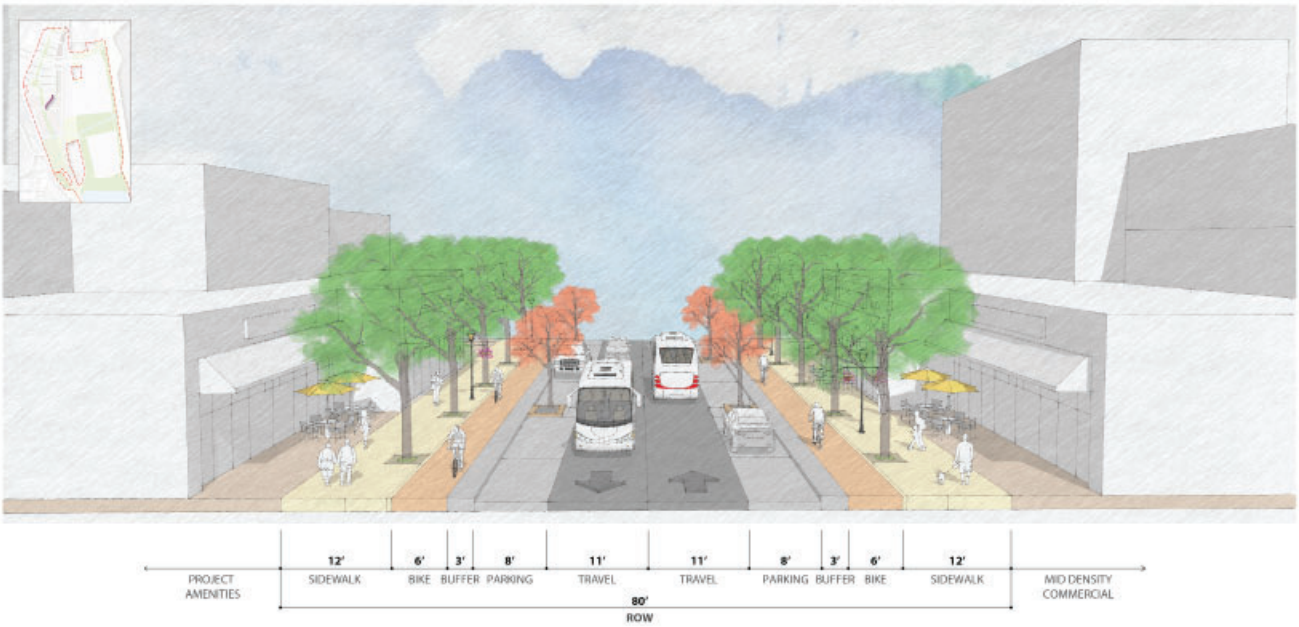
MAIN STREET



CAMPUS PARKWAY

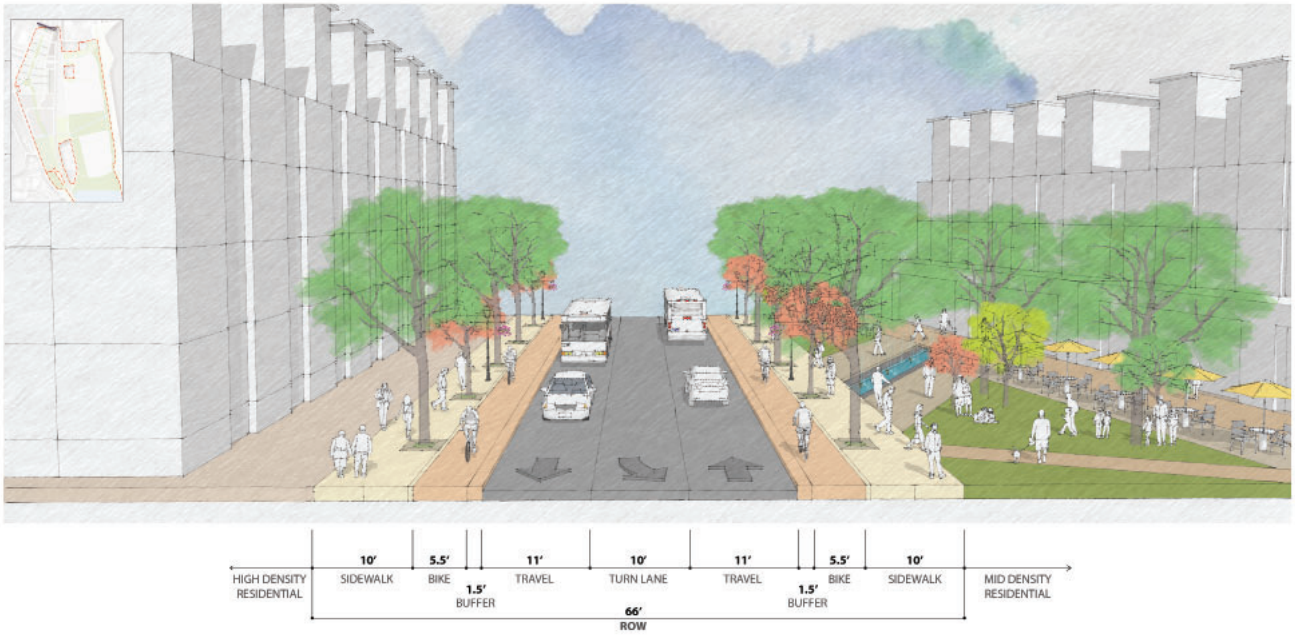
Standards: Baylands Boulevard, Main Street, and Campus Parkway	
Right-of-way/Pavement Width	• 74’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in each direction • One 10’ turn lane at intersections and/or driveway entrances
On-Street Parking	• N/A
Sidewalk	• 12’ sidewalk along both sides of the street, which includes a 7’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• 7’ protected, raised bike lane with a 2’ rolled curb buffer along both sides of street
Median	• 10’ center median when not used for mobility needs

FIGURE 6.10: BAYLANDS BOULEVARD (MAIN STREET TO CAMPUS PARKWAY)



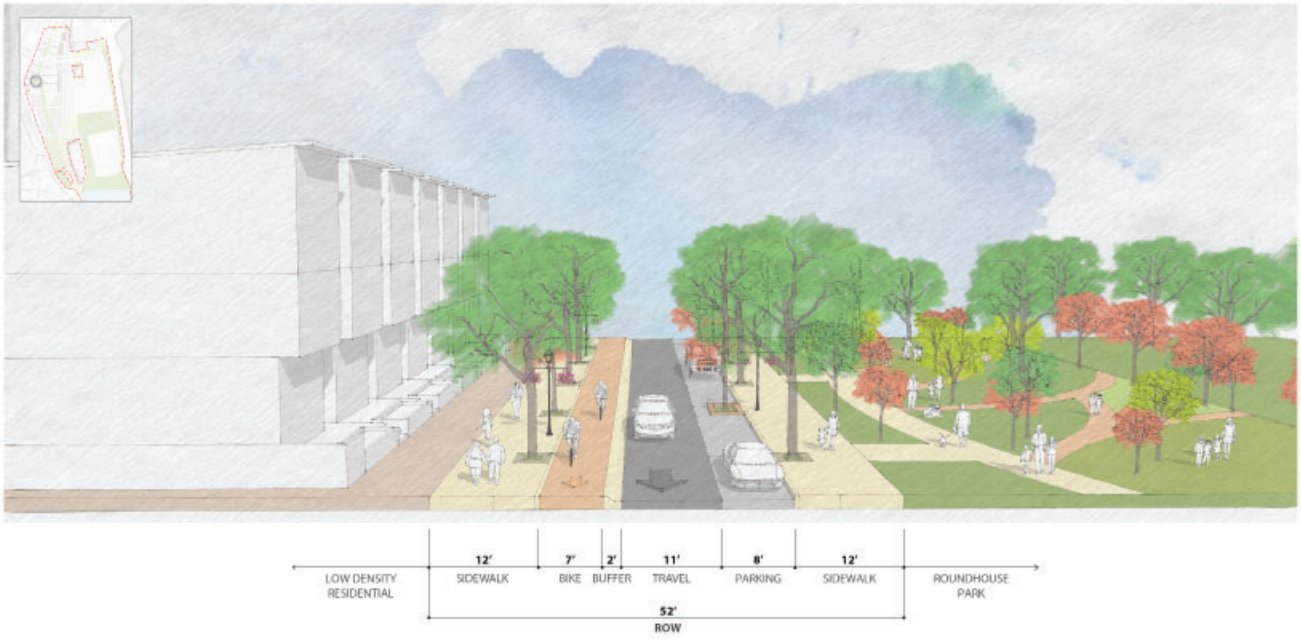
Standards: Baylands Boulevard between Main Street and Campus Parkway	
Right-of-way/Pavement Width	• 80’ ROW / 22’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in each direction
On-Street Parking	• 8’ parking lane along both sides of the street
Sidewalk	• 12’ sidewalk along both sides of the street, which includes a 7’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• 6’ raised bike lane with a 3’ buffer inclusive of curb along both sides of the street
Median	• N/A

FIGURE 6.7.5: SUNNYDALE AVENUE



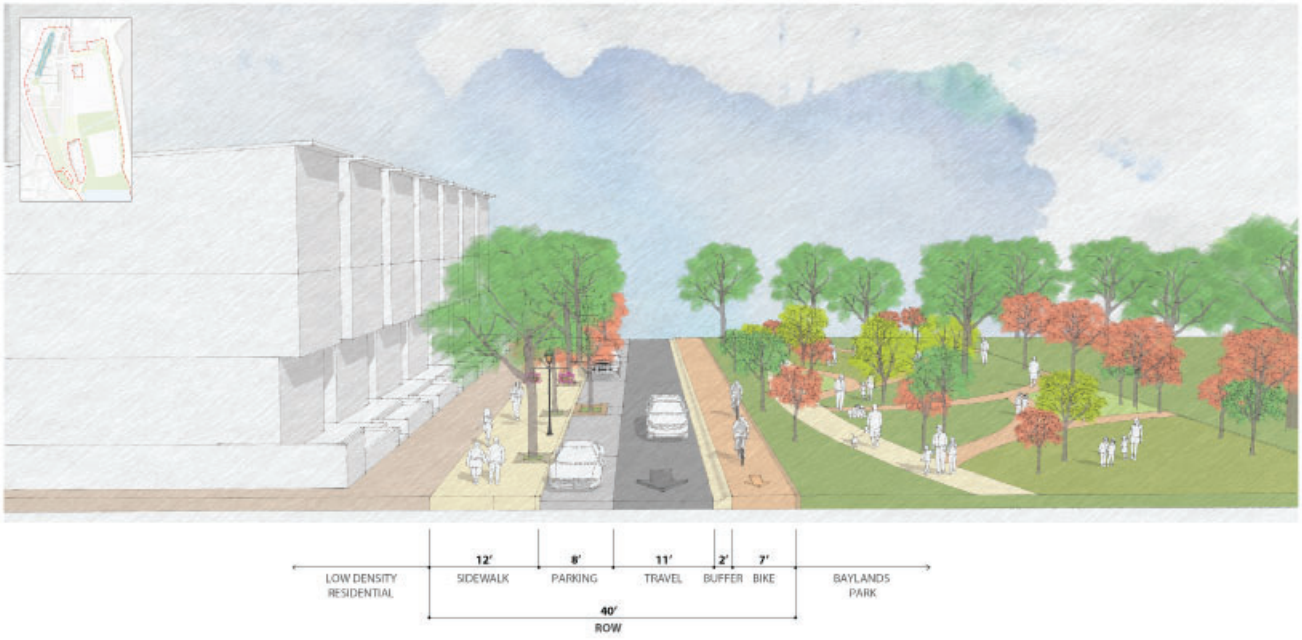
Standards: Sunnydale Avenue	
Right-of-way/Pavement Width	• 66' ROW / 32' uninterrupted pavement width
Vehicle Lane/Width	• One 11' travel lane in each direction • One 10' center turn lane
On-Street Parking	• N/A
Sidewalk	• 10' sidewalk along both sides of the street, which includes a 5' pedestrian through zone and a 5' furnishing zone
Bicycle Facilities	• 5.5' raised bike lane with a 1.5' buffer inclusive of curb along both sides of the street
Median	• N/A

FIGURE 6.7.6: ROUNDHOUSE CIRCLE



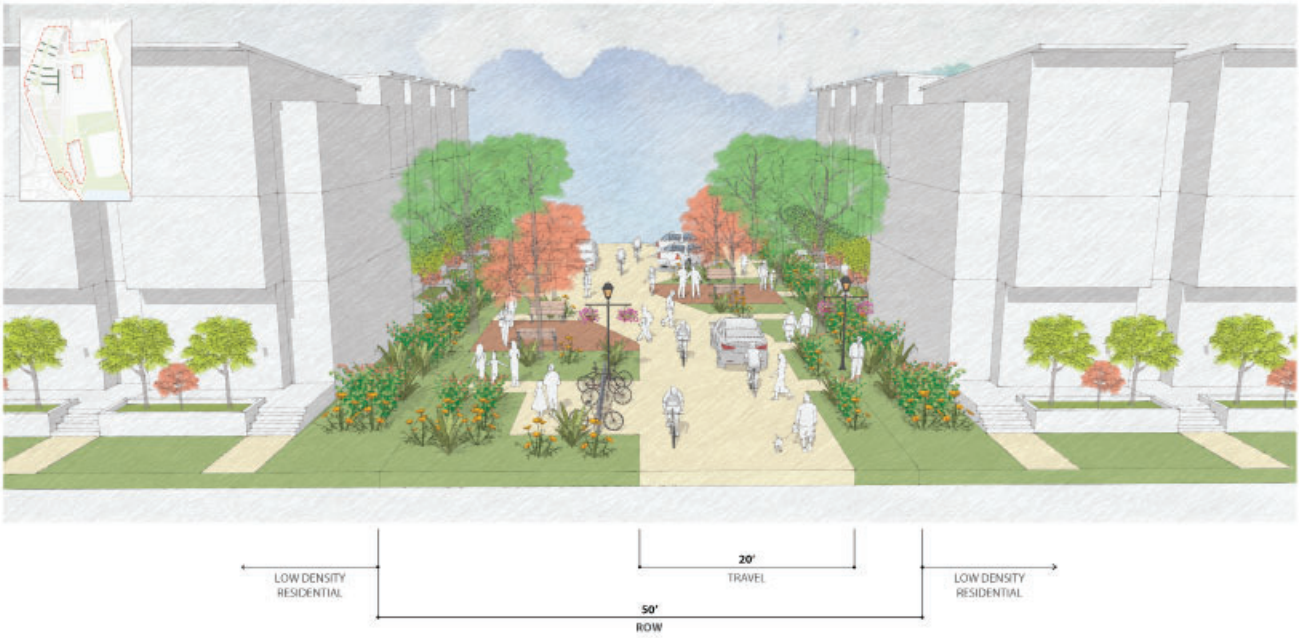
Standards: Roundhouse Circle	
Right-of-way/Pavement Width	• 52’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in one direction
On-Street Parking	• One 8’ parking lane along the park side of the street
Sidewalk	• 12’ sidewalk along both sides of the street, which includes a 7’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• 7’ raised bike lane with a 2’ rolled curb buffer on the non-park side of the street
Median	• N/A

FIGURE 6.7.7: EAST PARK BOULEVARD / WEST PARK BOULEVARD



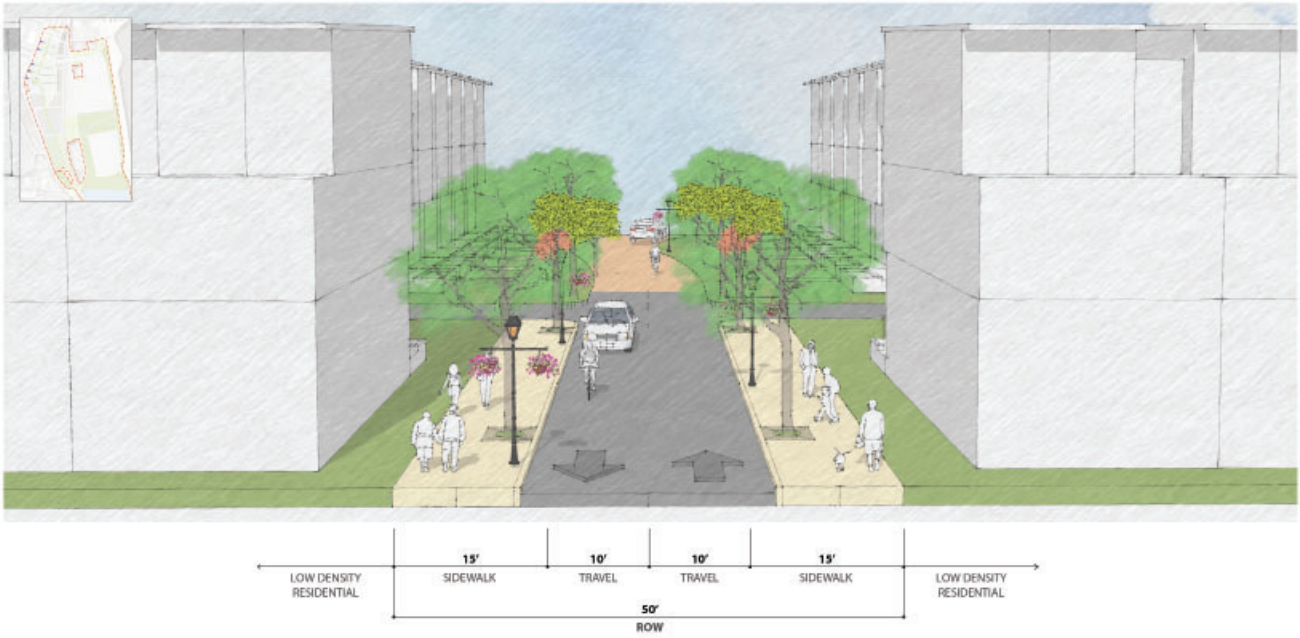
Standards: East Park Boulevard and West Park Boulevard	
Right-of-way/Pavement Width	• 40’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in one direction
On-Street Parking	• One 8’ parking lane on the non-park side of the street
Sidewalk	• 12’ sidewalk along the non-park side of the street, which includes a 7’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• 7’ protected, raised bike lane with a 2’ rolled curb buffer along the park side of the street
Median	• N/A

FIGURE 6.7.8: GREEN SHARED STREET



Standards: Green Shared Street	
Right-of-way/Pavement Width	• 50’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One unobstructed 20’ shared bidirectional mixed travel lane • Streets designated as green shared streets shall be curbless streets shared by people walking, bicycling, and driving
Amenities	• The following elements may be incorporated outside the mixed travel lane • Sidewalk • Bicycle parking • Vehicular parking and loading • If above elements are incorporated outside the mixed travel lane, vertical elements or textured paving materials shall be used to provide definition between the vehicle travelway and pedestrian areas.
Median	• N/A

FIGURE 6.7.9: GREEN SHARED STREET TRANSITIONS TO BAYSHORE BOULEVARD



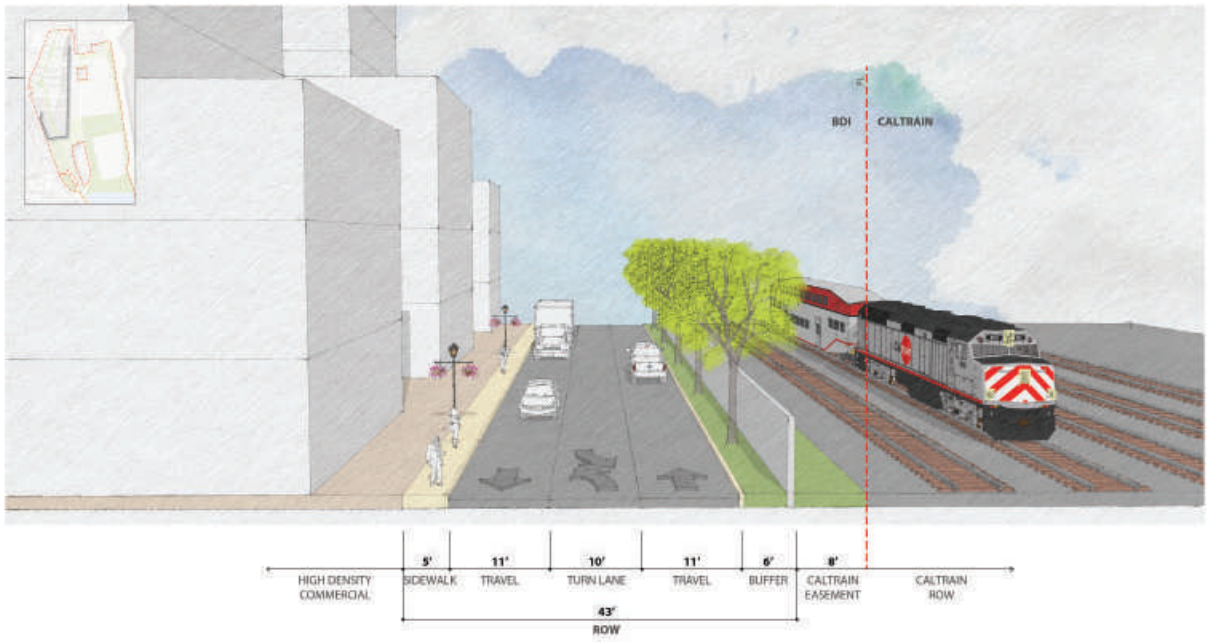
Standards: Green Shared Street transitions to Bayshore Boulevard	
Right-of-way/Pavement Width	• 50’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 10’ travel lane in each direction
On-Street Parking	• N/A
Sidewalk	• 15’ sidewalk along both sides of the street, which includes a 10’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• N/A
Median	• N/A

FIGURE 6.7.10: LOCAL STREET



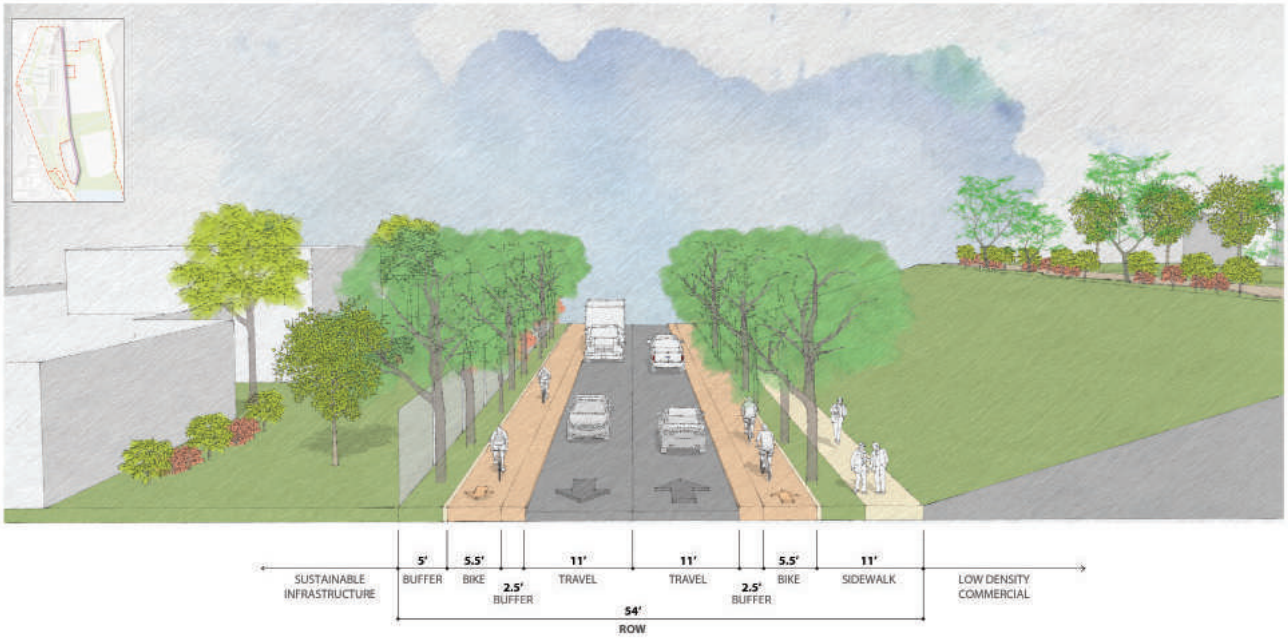
Standards: Local Streets	
Right-of-way/Pavement Width	• 60’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 10’ travel lane in each direction
On-Street Parking	• 8’ parking lane on both sides of the street
Sidewalk	• 12’ sidewalk along both sides of the street, which includes a 7’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• N/A
Median	• N/A

FIGURE 6.7.11: FRONTAGE ROAD



Standards: Frontage Road	
Right-of-way/Pavement Width	• 43’ ROW / 32’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in each direction • One 10’ center turn lane
On-Street Parking	• N/A
Sidewalk	• 5’ sidewalk through zone along the west side of the street
Bicycle Facilities	• N/A
Median/Buffer	• 6’ landscape buffer along the east side of the street

FIGURE 6.7.12: TUNNEL AVENUE



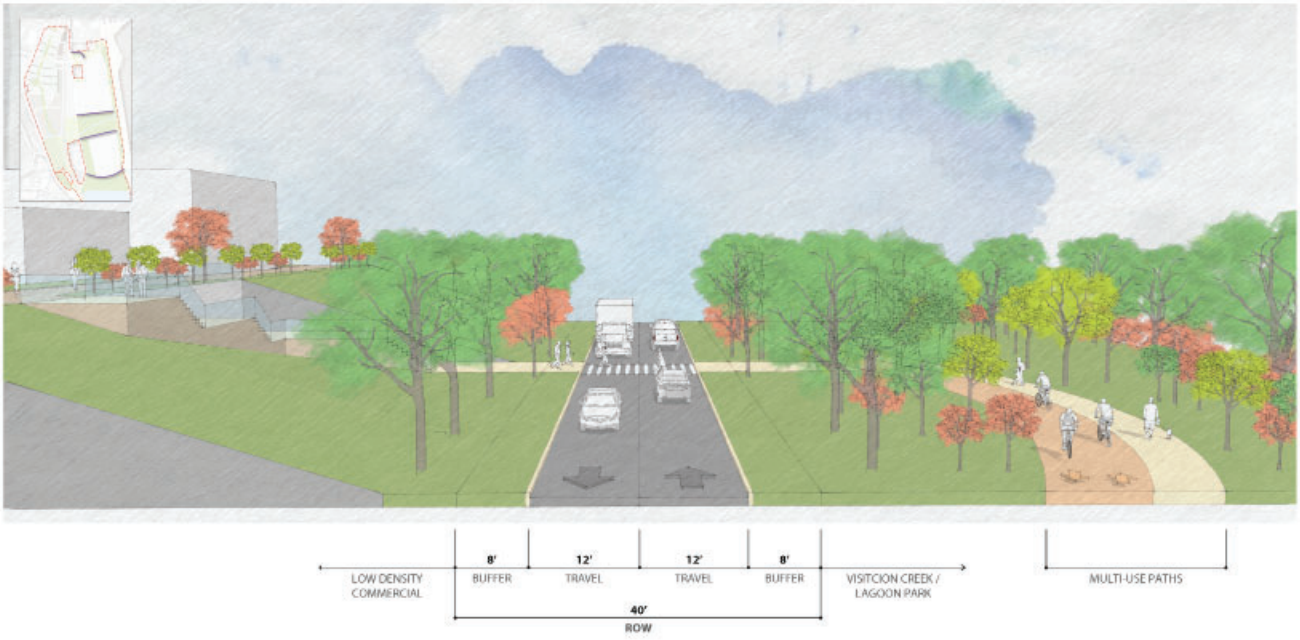
Standards: Tunnel Avenue	
Right-of-way/Pavement Width	• 54' ROW / 22' uninterrupted pavement width
Vehicle Lane/Width	• One 11' travel lane in each direction
On-Street Parking	• N/A
Sidewalk	• 11' sidewalk along the east side of the street, which includes a 6' pedestrian through zone and a 5' continuously planted furnishing zone
Bicycle Facilities	• 5.5' raised bike lane with a 2.5' buffer inclusive of curb along both sides of street
Median / Buffer	• 5' planted buffer along the west side of the street

FIGURE 6.7.13: EAST CAMPUS ROAD



Standards: East Campus Road	
Right-of-way/Pavement Width	• 74’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in each direction • One 10’ turn lane at intersections and/or driveway entrances
On-Street Parking	• N/A
Sidewalk	• 12’ sidewalk along both sides of the street, which includes a 7’ pedestrian through zone and a 5’ continuously planted furnishing zone
Bicycle Facilities	• 7’ protected, raised bike lane with a 2’ rolled curb buffer along both sides of street
Median	• 10’ center median when not used for mobility needs

FIGURE 6.7.14: LAGOON ROAD / VISITACION CREEK NORTH / VISITACION CREEK SOUTH



Standards: Lagoon Road, Visitacion Creek North, and Visitacion Creek South	
Right-of-way/Pavement Width	• 40’ ROW / 24’ uninterrupted pavement width
Vehicle Lane/Width	• One 12’ travel lane in each direction • ROW accommodates one 10’ turn lane as needed at intersections
On-Street Parking	• N/A
Pedestrian and Bicycle Facilities	• A publicly accessible shared-use path runs parallel to the public right-of-way along one side of the street.
Buffer	• 8’ landscape buffer on both sides of street



6.5. STREETSCAPE DESIGN GUIDELINES

A strong connectivity network is central to The Baylands. Streetscapes that serve all users of the transportation network, in a safe and convenient way, are essential to creating connected and accessible communities within and surrounding The Baylands development.

6.5.1 Street Typologies

These guidelines define streetscape concepts and key features for various street classifications. These classifications, as outlined in Table 6.1, include, but are not limited to: regional arterial streets, minor arterial streets, collector streets, local streets, and green shared streets. These diverse typologies range in character to support both their transportation function and adjacent land uses, while shaping public space in ways that allow people to depend less on cars and provide more opportunities for walking and cycling as viable modes of transportation. The streetscape network should not only tie into existing automotive, pedestrian, and bike networks; but should also create a strong internal system of multimodal transportation.

As described elsewhere in the Specific Plan, guidelines are intended to be flexible, whereas standards represent requirements, notwithstanding adjustments that may be made during individual development project approvals to reflect the most current traffic safety and design standards.

6.5.2 DEVELOPMENT APPROACH

6.5.2.1 Street Typologies

The Baylands Streetscape network is designed to be unified in character throughout the development and its neighborhoods. Streets are categorized into six primary street typologies as defined in Chapter 6: regional arterial streets, minor arterial streets, collector streets, local streets, and green shared streets (see Figure 6.8.1.). Punctuated within the cohesive circulation network are signature streetscapes with specialized character, further described within this document. Adjacent development types as defined in Chapter 3 (Chapter 3.4.5) influence the approach to all streetscape designs and respond to the programmatic function of each street typology, as well as the character of adjacent open spaces and/or building typologies.

6.5.2.2 Streetscape Elements

This section of the Streetscape Guidelines defines many of the terms used throughout the rest of the document. The elements outlined create a collection that supports a cohesive network of streetscapes that share a design language, while providing specificity to support the program that is unique to specific streets or street typologies. The Baylands circulation network is designed to balance the needs of all users with places for people, street furnishings, established landscaping, and bicycle, transit, and vehicular access.

6.5.2.2.1 Canopy And Understory Trees

Various tree sizes and species will be planted throughout The Baylands. Three primary sizes of trees will be used throughout the streetscape designs.

- **Small trees** are all trees whose mature canopy is less than 20’ in diameter. Typical tree spacing is 15’-20’ on center.
- **Medium trees** are all trees whose mature canopy ranges from 20’ to 35’ in diameter. Typical tree spacing is 15’-25’ on center.
- **Large trees** are all trees whose mature canopy ranges from 35’ to 50’ or over. Typical tree spacing is 25’- 40’ on center.

The use of these tree sizes is related to adjacent building typology, scale of the streetscape condition, and desired design aesthetic of each street typology. Breaks in trees and plantings (see below) should allow access to street parking, bicycle lanes, and shall not block building entries. At installation, trees should be no smaller than 3” in caliper size (diameter at breast height (dbh)). Planting designs shall use native + regionally adaptive tree species to the greatest extent possible with further requirements described in the Chapter 5.4.6 Planting. Native trees are preferred for various reasons: they are adapted to local conditions, support native fauna, and provide a unique, beautiful appearance that enhances the sense of place and connection to the larger ecological history of the region. Monoculture, or the use of a single plant/tree across a vast area, should be avoided to prevent catastrophic loss due to pests and diseases.

Trees described may have the following habits or forms:

- **Multi-stem trees** are all trees with multiple stems that emerge close to the ground and are connected to a common root.
- **Single-stem trees** are all trees with one trunk that extends up into a central leader, to the top of the tree
- **High-limbed trees** are trees with the lowest whirl of branches pruned to be approximately 8 feet or more from the finish grade, when planted.
- **Screening trees** are trees of mixed forms and sizes and are typically utilized to screen views, provide wind break, and/or dampen noise.

6.5.2.2.2 Plantings

Responsive to adjacent program, streetscapes within The Baylands may be urbanized and highly maintained, while others are more natural and self-sustaining. Vegetation

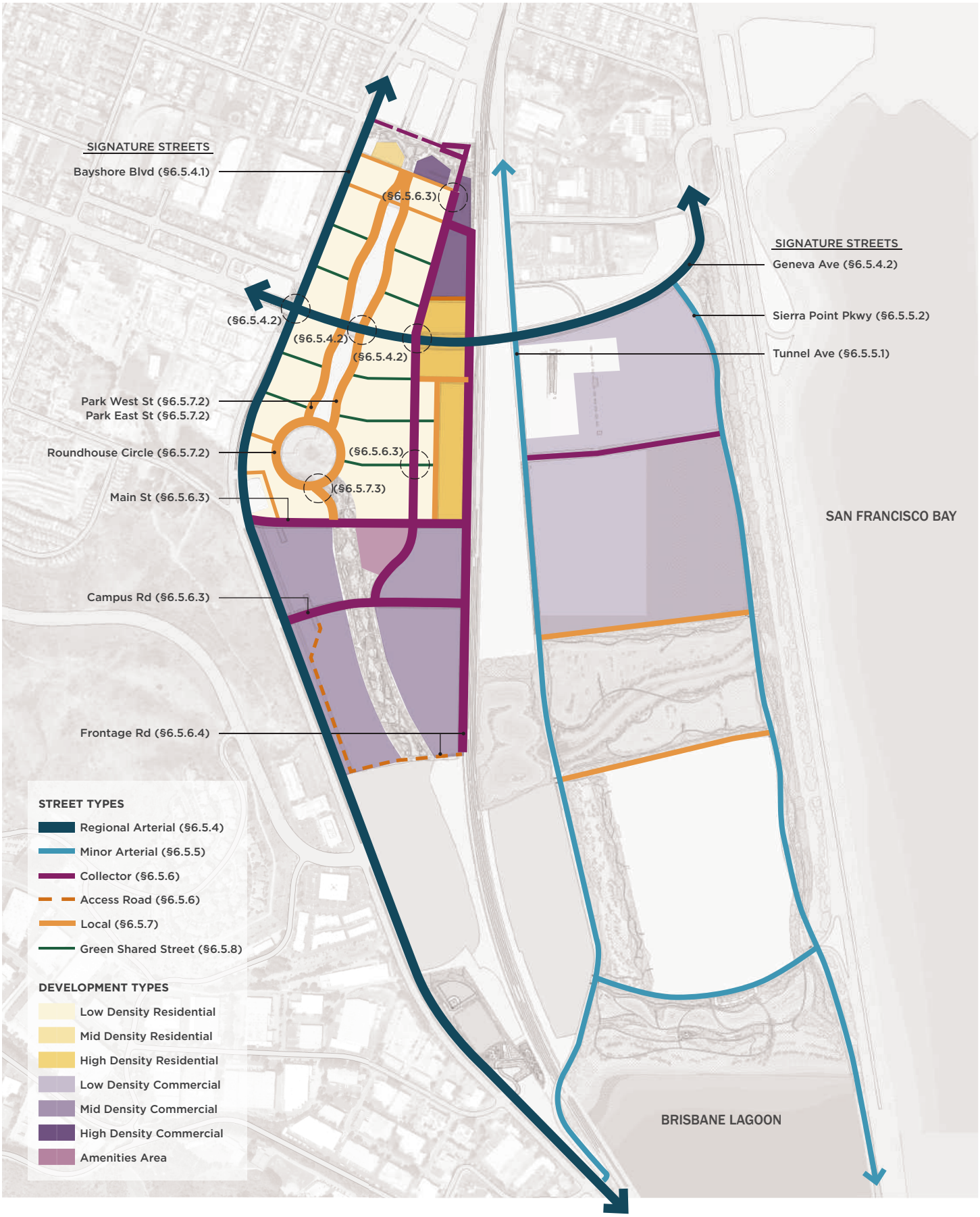


FIG 6.8.1 BAYLANDS STREET TYPES AND DISTRICTS

throughout the site are to be appropriately chosen to enhance and support the intended programmatic and/or ecological function. Planting designs are to use native tree species and regionally adapted to the greatest extent possible with further requirements described in the Chapter 5.4.6 Planting. Planting areas will generally consist of shrubs, grasses, and herbaceous groundcovers as defined:

- **Shrubs** are woody plants, typically smaller than 8'. When used in the public right-of-way, they are to be strategically selected and placed as to not negatively impact the safety of pedestrians or vehicles. Shrubs may be deciduous, semi-deciduous, or evergreen.
- **Perennials** are plants that typically lack woody growth and that live more than two years.
- **Herbaceous groundcovers** include grasses or low plants, which can be maintained to a height of 10 inches or less.

Planting typologies in streetscape planting areas may include

- **Low Ornamental Planting** areas that contain various plant species that are primarily herbaceous groundcovers, perennials, and shrubs under 12" in height.
- **Ornamental Planting** areas that contain various plant species that are primarily perennials and shrubs under 36" in height. The use of herbaceous groundcovers are permitted.
- **Stormwater Treatment Planting** are contained vegetated areas that collect and treat stormwater using bioretention or biodetention systems. Plantings are primarily perennials and shrubs under 48" in height and tolerate a range of extreme wet and drought.
- **Screening Planting** areas are primarily composed of shrubs and large perennials over 72" in height and are utilized to screen views and/or dampen noise.

6.5.2.2.3 Soil Volume and Health

Adequate soil volumes should be provided to sustain the health of all plant material to mature size. For individual trees, recommended soil volumes are as follows:

- **Small tree soil volume** (<20' canopy): approx. 250 c.f. – 500 c.f. organic-based soil type, per tree
- **Medium tree soil volume** (20'-35' canopy): approx. 500 c.f. – 800 c.f. organic-based soil type, per tree
- **Large trees soil volume** (35' to 50' canopy): approx. 800 c.f. – 1400 c.f. organic-based soil type, per tree

Suspended paving systems and sand-based structural soils may be utilized to achieve necessary soil volumes. Due to low organic content, sand-based structural soil volumes can be used at the rate of 2 c.f. structural soil for 1c.f. organic-based soil. Additionally, continuous and shared tree pits may reduce communal soil volumes by up to 25%. Soil volumes for Stormwater Treatment planters must support mature plant material and be sized to accommodate the required stormwater to be captured and detained/retained.

Soil depths must provide adequate room for root growth for trees , shrubs, grasses, and herbaceous groundcovers as defined:

- **Tree soil depth:** 48" minimum and must accommodate depth of select root ball +6"
- **Shrub soil depth:** 24" minimum
- **Perennial soil depth:** 18" minimum
- **Herbaceous groundcover soil depth:** 18" minimum

Health of soils are to be verified to understand the capacity of soils on-site to function as a vital ecosystem that sustains plant life. This can be done through soil testing, percolation tests, and other methods.



Boxelder
Acer negundo



White Alder
Alnus rhombifolia



Pacific Madrone
Arbutus menziesii



Strawberry Tree
Arbutus x marina



California Buckeye
Aesculus californica



Western Redbud
Cercis occidentalis



California Bay
Umbellularia californica



Arroyo Willow
Salix lasiolepis



Incense Cedar
Calocedrus decurrens



California Sycamore
Platanus racemosa



Santa Cruz Island Ironwood
Lyonothamnus floribundus



Fremont Cottonwood
Populus fremontii



***Coastal Live Oak**
Quercus agrifolia



***Shumard Red Oak**
Quercus shumardii



Coast Redwood
Sequoia sempervirens



True Green Elm
Ulmus parvifolia 'True Green'

*Asterisk indicates trees that require at least 10' of fill if planted over a landfill cap.

!-At a minimum, Coastal Live Oak and California Bay shall be set at least 10 meters apart. Refer to USDA Forest Service for latest information to prevent infections such as *P. ramorum* canker.

FIG 6.8.2 BAYLANDS EXAMPLE TREES FOR STREETSCAPE PALETTE

6.5.2.2.4 Recommended Tree Species

A rich urban canopy starts with selecting trees that are diverse in in their species, forms, and size. Trees within The Baylands serve a variety of functions, from providing sidewalk appeal and shade, enhancing streetscape character, to creating habitat for native species. Selection of street trees for The Baylands will depend on the street type and goals for the particular street typology. Proper tree selection ensures that urban trees will flourish in their environment and complement the unique design and function for each streetscape condition.

Tree selection shall utilize native species to the greatest extent possible. Aesthetic of streetscape canopy shall reflect the surrounding native context as much as possible, to enhance the sense of place, in addition to supporting habitat creation and native fauna.

The Sierra Point Subarea Plant List was used as reference to identify and select native or regionally adaptive tree species suitable for use in streetscape design. Additional species were added to The Baylands Example Trees for Streetscape Palette through a rigorous evaluation process,

SMALL TREES (<20' CANOPY)
Arroyo Willow
Australian Willow
California Bay (!)
California Buckeye
Fern Pine
*Scrub Oak
Western Redbud

MEDIUM TREES (20'-35' CANOPY)
Brisbane Box
Incense Cedar
Marina Strawberry Tree
Madrone Tree
California Bay
Santa Cruz Island Ironwood

LARGE TREES (>35' CANOPY)
*Afghan Pine
Boxelder
California Sycamore
Camphor Tree
*Coastal Live Oak (!)
Coast Redwood
*Cork Oak
Fremont Cottonwood
*Shumard Red Oak
True Green Elm
White Alder

*Asterisk indicates trees that require at least 10' of fill if planted over a landfill cap.

! At a minimum, Coastal Live Oak and California Bay shall be set at least 10 meters apart. Refer to USDA Forest Service for latest information to prevent infections such as P. ramorum canker.

6.5.2.2.5 Hardscapes

Materials are selected for their practical use and character so that they reflect the natural character of The Baylands, while withstanding high use. To improve sustainability impacts, the sourcing of regionally produced paving materials are recommended. Paving systems should be integrated with stormwater management strategies, including connections to stormwater treatment areas and the integration of permeable paving materials & systems. Additionally, to reduce urban heat island effect, materials with a high solar reflective index (SRI) are preferred. Material reflectivity should not create excessive glare for motorists or pedestrians.

Appropriate materials for hardscape surfaces within The Baylands include:

- **Roadway Paving:** Typical roadway paving at the Baylands is to be CIP Concrete or Asphalt with optional color additive to hot mix or emulsion sealer. The extension of a signature paving types, designed for vehicular use, is allowed for select signature streets as noted.
- **Standard Paving:** A developed Baylands CIP Concrete mix with color/finish defined during the first phase of the design. Standard paving is used for sidewalks and areas requiring ADA Compliance.
- **Signature Paving(s):** Specialty finished/colored concrete (ex. seeded aggregate or retardant wash) and/or unit paving defines select signature streets in pedestrian and roadway zones. A signature paving design shall be utilized for the entire length of the applicable select signature street within the boundary of The Baylands. At intersections with Baylands Park, the extension of park paving, designed for vehicular use, is allowed. Signature Paving is allowed to be combined with Baylands Standard paving, with one type in the furnishing zone and another in the walking zone. Signature paving should be complimentary to the Baylands Standard Paving, be neutral in tones, avoiding stark bright colors.



Custom CIP Concrete



Signature Paving



Signature Roadway

HARDSCAPES

The following additional **hardscape elements** can be utilized within the Baylands:

- **Standard Curbs:** A Baylands standard CIP Concrete with color and finish defined during the first phase of the design and utilized.
- **Signature Curbs:** Specialty finished/colored concrete or granite curbing that compliments Signature Paving, supporting the quality of a select signature streets unique character. A signature curb shall be utilized for the entire length of the applicable select signature street within the boundary of The Baylands.
- **Bioswale Curbs:** Bioswale curbs with designed openings, placed to allow water flowing along curbing to be diverted into Stormwater Treatment Planting - where the water is held, slowed, and treated to limit the amount of pollution washed into adjacent bodies of water. Bioswale curbing shall match either the Standard Curbing or Signature Curbing that is used for the length of the street.
- **Bike Path Paving**: Bike paths are distinctive to signify a separation from vehicular or pedestrian throughways. Paths at the Baylands are set either at the elevation of the roadway or sidewalks and bikeways should relate to the applicable adjacent material. When adjacent to typical roadway paving, bikeway paving should be asphalt or CIP concrete that includes an integral color. When adjacent to standard or signature paving, bikeway paving should be CIP concrete with integral color.
- **Detection Plates:** Tactile warning surfaces installed at ends of all crosswalk locations, at curb ramps, street intersections, along transit platforms edges, and in parking lots between pedestrian and driver zones. Plates to provide 70% visual contrast to adjacent paving to meet detection requirements, as governed by local and state ordinances. Where possible, neutral colors are preferred. Plates shall be removable for easy replacement for the lifetime of the hardscape.
- **Paver-grate Systems:** Paver-grate systems are paving suspension systems that are used in combination with, or in place of, traditional tree grates to increase

the uncompacted root zone in areas where required soil volume to support the health of mature trees. Paver-grate systems are compatible with CIP concrete and unit paving and are limited to select signature street.

- **Tree Grates:** Tree grates cover openings surrounding tree well openings and are able to be used in combination with Pavergrate Systems. Due to monitoring needs to prevent root flare girdling, the use of tree grates is not encouraged at the Baylands. Tree grates are permitted only for use in front of high-density commercial building types.

6.5.2.2.6 Streetscape Lighting Fixtures

All development within The Baylands shall comply with the General Lighting Standards outlined in Chapter 3.8.1 of the Specific Plan. Streetscape lighting improves safety, visibility, and wayfinding while also adding value to the spaces they illuminate. Consistent fixtures should be used throughout The Baylands with signature fixtures allowed for select signature streets, as noted. The most common types of streetscape lighting fixtures at The Baylands include the following fixture types:

- **Road Light Pole:** for illumination of roadways and adjacent sidewalks. All road light poles must be designed to be unobstructed by the mature canopy of nearby trees, with recommended minimum 15' offset from the trunk of adjacent trees.
- **Sidewalk Light Pole:** for illumination of pedestrian walking areas. All sidewalk light poles must be designed to be unobstructed by the mature canopy of nearby trees, with recommended minimum 10' offset from the trunk of adjacent trees.
- **Crosswalk Indicator:** features that provide warning lighting, warning sounds, and/or temporary barriers that support the safe passage of pedestrians across roadways.
- **Path Lighting:** for illumination of sidewalks, typically ballard-type lighting under 36" in height. The illuminare must be unobstructed by adjacent planting as well as focused downward onto the pedestrian through zone.
- **In-grade Tree Lights**: for accent lighting and indirect illumination of sidewalks. The illuminare of in-grade tree lights must be unobstructed by adjacent planting.

Per chapter 3.8.1 of the Specific Plan, light spill and pollution shall be limited across the property lines. Landscape lighting shall be unobtrusive and shielded to prevent glare such as bollard-type fixtures or ground-mounted up-lights for trees.

A photometric study will be required to guide the spacing, frequency, and type of lighting used throughout The Baylands. The photometric study will confirm that glare and light pollution from streetscape lighting minimally impacts sensitive habitat areas with Ecological open spaces, see Chapter 5. To achieve this and dark-sky friendly design, the employment of lower fixture, shields, and timers will be required.

All fixtures used for lighting in the public right-of-way are to be located within the furnishing zone, preferably on-center – as illustrated in subsequent street plans. Fixtures can be set within paving or planting areas.

6.5.2.2.7 Streetscape Furnishings

Streetscape furnishings are functional public amenities that support unified streetscapes and opportunities for artistic expression. Furnishings can improve accessibility for persons with physical needs, fostering an environment of inclusiveness. All furnishings should meet base criteria of the American Disabilities Act to ensure they provide a minimum level of accessibility.

The Baylands streetscape furniture is envisioned within the public realm with frequency that responds to the building and open space programs. Furniture is to be sited within the furnishing zone and reflects a quality that is signature to The Baylands. Typical fixed furnishings include:

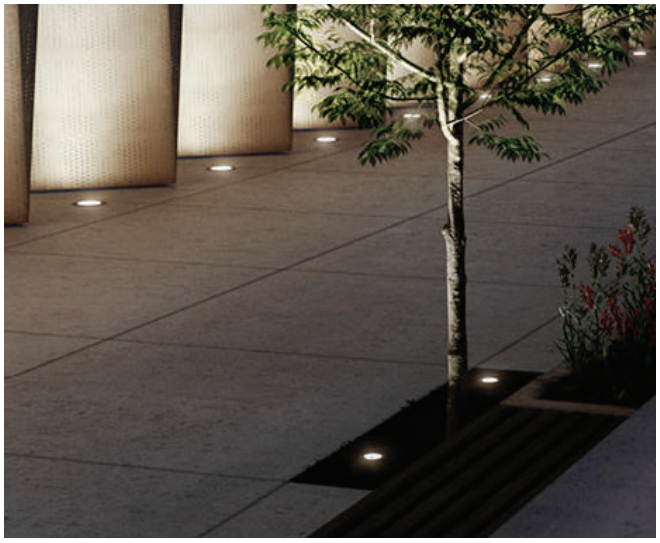
- **Benches:** Backless and backed benches preferably sited along ornamental planting and/or trees. Preferred materials include durable or reclaimed woods, sealed steel, and aluminum. Signature Benches shall be used



Road Light Pole



Path Lighting



In-Grade Tree Lighting

STREETSCAPE LIGHTING FIXTURES

along select signature streets as indicated. Benches can be used at different frequencies, in response to building program. High Use zones - along urbanized open spaces, high/mid density commercial, and high/mid density residential – recommended one bench for every 50' of linear roadway between intersections. Low Use zones - along ecological open spaces, low density commercial, and low density residential - recommended one bench for every 100'-300' of linear roadway between intersections.

- **Bike Racks:** The specific plan outlines on-site bicycle parking requirements in relationship to the building program. Additional bike racks within streetscapes are encouraged to accommodate users whose destination is not within a building. A standard bike rack shall be utilized for all streetscapes within the Baylands development. Bike Racks are used at different frequencies, in response to building program. High Use zones - along urbanized open spaces, high/mid density commercial, and high/mid density residential – recommended one rack for every 100' of linear roadway between intersections. Low Use zones - along ecological open spaces, low density commercial, and low density residential - recommended one bench for every 100'-300' of linear roadway between intersections. For all use zones, racks may be grouped together near major path entry points or intersections.

- **Receptacles:** Receptacles include separate containers for waste, recycling, and/or organics. A standard collection of receptacles are utilized for all streetscapes within the Baylands development. Receptables are used at different frequencies, in response to building program. High Use zones - along urbanized open spaces, high/mid density commercial, and high/mid density residential - include receptacles for every 150' of linear roadway between intersections. Low Use zones - low density commercial and low density residential locate receptacles at intersection corners and ecological open spaces and locate receptacles at the entry/exit points of primary pathways.

- **Signage and Wayfinding:** Signage and wayfinding elements within the Streetscapes are primarily focused to improve the pedestrian experience in navigating The

Baylands. Further description of these elements and siting within the Baylands can be found in Section 6.6: Signage and Wayfinding. All signage and wayfinding elements, for vehicular and pedestrian audiences is located within the 5' furnishing zone, preferably on-center, see figures. Fixtures can be set within paving or planting areas.

- **Movable Site Furnishings:** Movable site furnishings are permitted for use in the furnishing zones adjacent to High/Mid Density Commercial and High/Mid Density Residential developments.

- **Mobility Hubs:** The mobility hubs at the Baylands serve as a central location of multi-modal transportation, linking Baylands shuttle routes and existing Brisbane shuttle routes to regional transit, carshare, and bikeshare networks. It is anticipated that bus stops serviced by local buses will be maintained along Bayshore Boulevard in current locations.

  Per Chapter 6.4.3, mobility hubs must include at least three supportive amenities or elements, which may include: shuttle stops and/or transit layover zones, transit shelters with real-time arrival information, short- and long-term bike parking, bicycle share and/or scooter share parking space, wayfinding, active uses with outdoor seating and/or parklets, car share, passenger pickup / drop-off areas, electric vehicle charging stations, managed public on-street or off-street parking. Mobility Hub amenities are to be located within the furnishing zone, allowing for a minimum of a 5' sidewalk passage within the right-of-way and meet accessibility requirements defined by the American Disabilities Act. Amenities, including structures, should complement the character and materiality of furnishings and structures at the Baylands, incorporating sustainable and durable materials, such as durable/reclaimed wood, glass, steel, and aluminum.

- **Bollards:** Permanent, removable, and operable bollards provide safe access of restricted vehicles and pedestrians through driving zones. Due to the visual impact to public space, the use of bollards are to be kept at minimum within the Baylands.



Benches



Bike Racks



Mobility Hubs

STREETSCAPE FURNISHINGS

6.5.3 REGIONAL ARTERIAL

Regional arterial roadways are primary routes intended to carry large volumes of traffic generated from outside of Brisbane. At the Baylands, this roadway typology includes the existing Bayshore Boulevard and an extension of Geneva Avenue. The intersection of Bayshore Blvd at Geneva Ave serves as a primary gateway into the Baylands. Multiple lanes of traffic support high levels of commuter traffic, shuttles, and mobility hubs,

Regional arterial streets span a variety of adjacent conditions, including residential and commercial developments as well as public open space. Physical connections and crossings are provided to support people driving, walking, biking, or using public transit. Durable materials are essential to accommodate these high-use streetscapes, especially in the roadways. Additionally, due to high car volume with higher speeds, pedestrian streetscapes are to provide additional buffering from the road in the form of long ornamental planters. Trees are generally larger, responding to the scale of the wider right-of-way.

6.5.3.1 Bayshore Boulevard

Bayshore Boulevard is a throughfare that connects the Baylands to central Brisbane and surrounding communities. Additionally, this high-traffic roadway is utilized by regional commuters as a means to access Highway 101 and Caltrain. At the Baylands, Bayshore Boulevard intersects with multiple development road typologies that are slower and locally characterized including collector roads, local streets, and shared green streets. The interface at these streets should focus on a district transition from a high-speed road, to a neighborhood destination. While Bayshore Boulevard is an already established road, it lines the face of the Baylands providing a first impression to the development. This regional roadway also fronts multiple development typologies. Intermediary landscapes, within the right-of-way or buffering development, shall respond to the development typology as follows:

RESIDENTIAL ADJACENT

In order to maintain the calm quality of residences, they should be buffered from Bayshore Boulevard; which has loud noises and poorer air quality related to consistent flows, high speeds, and daily build-up of regional traffic. To achieve this, long planting areas between curb and sidewalk are recommended to contain large trees and dense ornamental planting. Planting may be raised 18-30" above the level of sidewalk to provide additional protection and privacy. High-limbed, medium to large canopy trees will be utilized to provide adequate screening and comfort for the pedestrian right-of-way The existing bike lane is to remain in all locations it is present.

COMMERCIAL ADJACENT

Buffering along the entirety of Bayshore Boulevard will assist in the reduction of road noise, though some clear views to the commercial frontages are desired. To achieve this, long at-grade planting areas between curb and sidewalk are recommended to contain a mix of medium to large screening trees and ornamental or stormwater planting. Layered canopy and understory plantings are to be utilized to provide adequate screening and comfort for the pedestrian right-of-way. Stormwater planting should be utilized in adjacent sloped landscape areas to maximize water detention and infiltration along the street. The existing bike lane is to remain in all locations where it is present. All improvements in the commercial adjacent portion of Baylands Blvd. occur outside of the right-of-way.

OPEN SPACE ADJACENT

In the portion of Bayshore Boulevard adjacent to Icehouse Hill, a strong visual connection from the streetscape into the open space is desired. To accomplish this, mixed trees are to be utilized to reflect the character of the adjacent open space. The use of plants native to the San Bruno Mountains are recommended to compliment restoration areas on Icehouse Hill. An existing retaining wall along the base of the hillside is intended to remain. All improvements in the Icehouse Hill adjacent portion of Baylands Blvd. occur outside of the right-of-way.

BAYSHORE BOULEVARD

Summary Guidelines



Trees & Planting
(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Residential Adjacent Trees	Continuous Planter with Medium & Large Trees in groupings of 3 - 5 trees
Residential Adjacent Planting	Low Ornamental, Ornamental
Commercial Adjacent Trees	Continuous Planter with Screening Trees
Commercial Adjacent Planting	Low Ornamental, Ornamental, and/or Stormwater
Open Space Adjacent Trees	Mixed Trees in Landscape
Open Space Adjacent Planting	Ornamental and Stormwater Planters



Hardscapes
(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Standard Paving + Curbs
Roadways	Owned / Maintained by others



Streetscape Lighting
(§6.5.2.2.6)

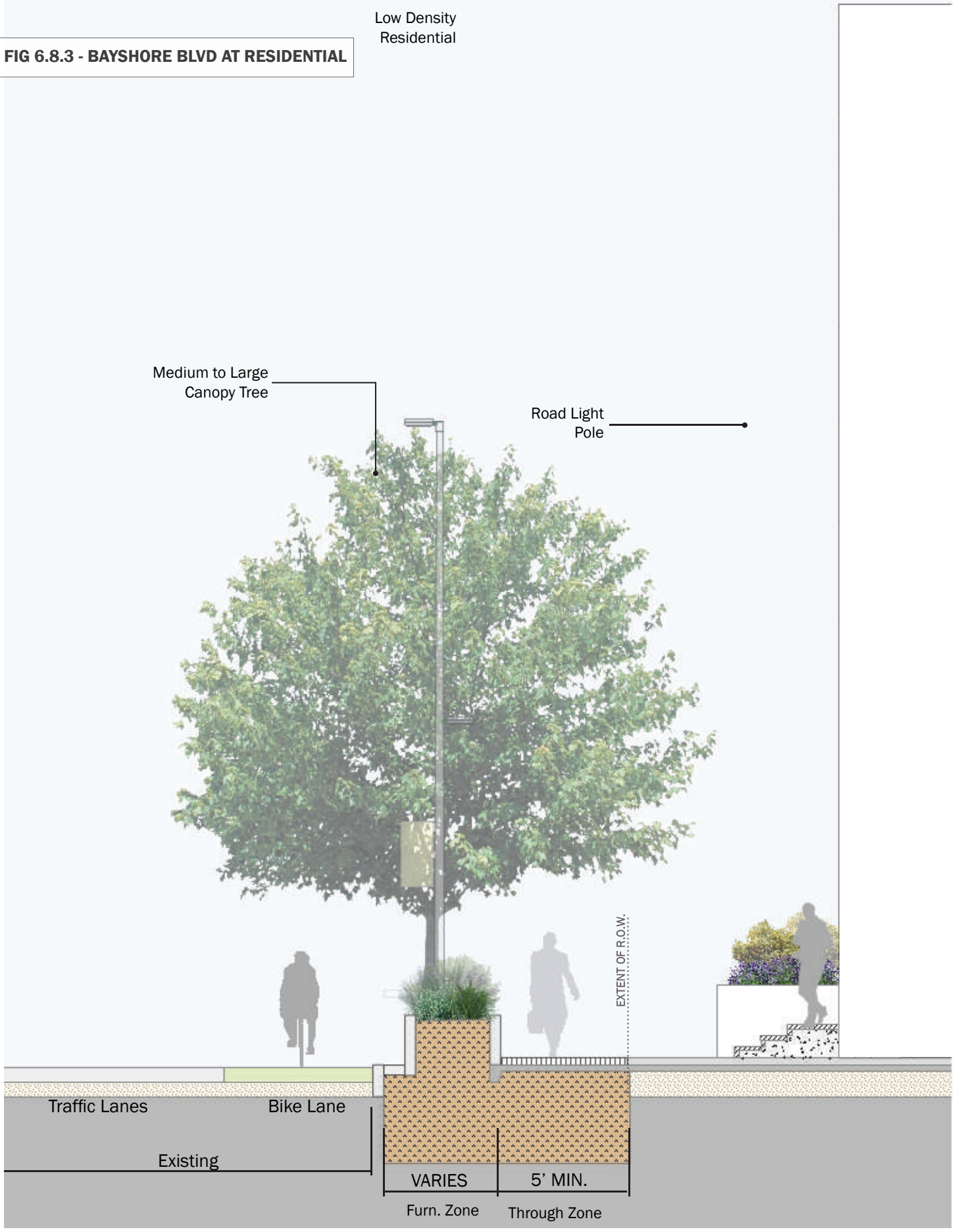
Pedestrian Sidewalks	Sidewalk Light Pole, In-Grade Tree Lights
Roadways	Owned / Maintained by others



Streetscape Furnishings
(§6.5.2.2.7)

Sidewalk Dimensions	Approximately 12' Total: Minimum 5' Walking Zone; Furnishing and Planting Zone Varies
Furnishing Types	Signage + Wayfinding, Transit Shelter(s) (by others)

FIG 6.8.3 - BAYSHORE BLVD AT RESIDENTIAL





KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north-south street running from Geneva Avenue to Lagoon Road.

1. EXISTING TRAFFIC LANE
2. EXISTING BUFFER
3. EXISTING BIKE LANE
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. ORNAMENTAL PLANTING AREA
7. SIDEWALK LIGHT POLE

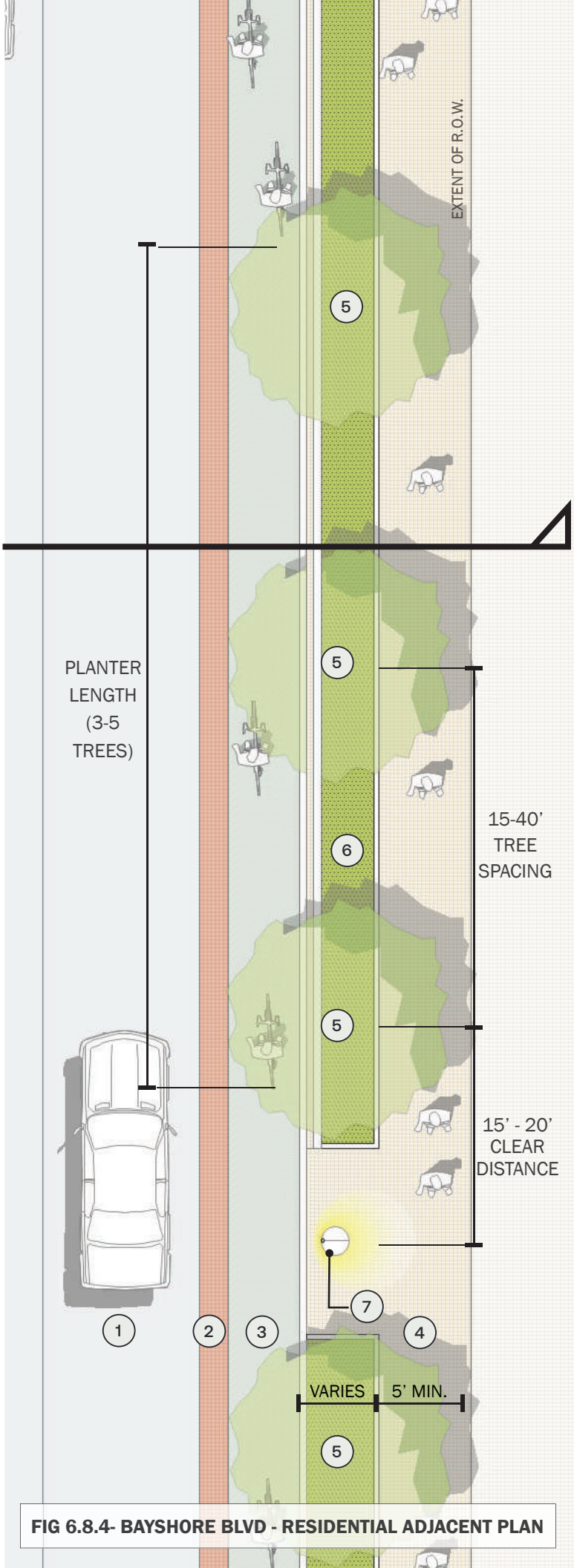


FIG 6.8.4- BAYSHORE BLVD - RESIDENTIAL ADJACENT PLAN



Ornamental Planting



Pedestrian Crossings



Ornamental Planters



Transit Stop

6.5.3.2 Geneva Avenue

Geneva Avenue acts as a primary gateway into the Baylands. Designed with multiple traffic lanes, it supports high volumes of regional traffic. Geneva Avenue also serves as a spine to residential areas, requiring physical connections and crossings to improve safety and support high levels of pedestrian, shuttle, and commuter traffic. The interfaces at Geneva and local streets should focus on a transition from a high-speed road to neighborhood destinations.

As one of the main thoroughfares through The Baylands, specialty hardscape will be utilized to strengthen a united visual language of the automotive and pedestrian environments. Although Geneva Avenue includes a variety of conditions, the entirety of the road should have a more formal, rather than naturalistic, aesthetic in its design. Additionally, the streetscape should giving precedence to the overall pedestrian-focused design at the Baylands. Due to the high activity and Gateway quality of Geneva Avenue, additional lighting, located within the furnishings zone, may be required.

BUILDING ADJACENT

It is necessary to buffer the calm quality of residences from Geneva Ave, which will have consistent flows of moderately high-speed traffic. To achieve this, long planting areas between curb and sidewalk are recommended to contain medium and large trees within low ornamental or stormwater planting. High-limbed, medium to large canopy trees provides screening and comfort for pedestrians, while generally larger trees respond to the scale of the wider right-of-way. Bike lanes are positioned adjacent to the sidewalk, except at the bridge.

BRIDGE ADJACENT

Low and densely planted ornamental or stormwater planting should be used underneath the length of the bridge to deter human occupation while providing sight-lines. Curb adjacent continuous planting areas with medium and large trees within ornamental or stormwater planting will buffer the pedestrian right-of-way from adjacent traffic. A shared use path for bicyclists and pedestrians run along both sides of the bridge, separated from the traffic with low walls.

Geneva Avenue

Summary Guidelines

Trees & Planting

(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Residential and Commercial Building Adjacent Trees	Continuous Planter with Medium & Large Trees in groupings of 3 - 5 trees.
Residential and Commercial Adjacent Planting	Low Ornamental & Stormwater
Bridge Adjacent Trees	Continuous Planter with Medium & Large Trees in groupings of 3 - 5 trees.
Bridge Adjacent Planting	Low Ornamental, Ornamental, and Stormwater

Hardscapes

(§6.5.2.2.5)

Geneva East:

Pedestrian Sidewalks	Standard Paving and Curbs and Bike Lanes
Roadways	Standard

Geneva West:

Pedestrian Sidewalks	Signature Paving and Curbs and Bike Lanes
Roadways	Signature

Streetscape Lighting

(§6.5.2.2.6)

Pedestrian Sidewalks	Sidewalk Light Pole, Path Lighting, In-Grade Tree Lights
Roadways	Road Light Pole

Streetscape Furnishings

(§6.5.2.2.7)

Sidewalk Dimensions	12’ Total: 5’ Walking Zone, 7’ Furnishing and Planting Zone
Furnishing Types	Bike Racks, Bollards, Benches, Transit Shelter

FIG 6.8.5 - GENEVA AVENUE SECTION

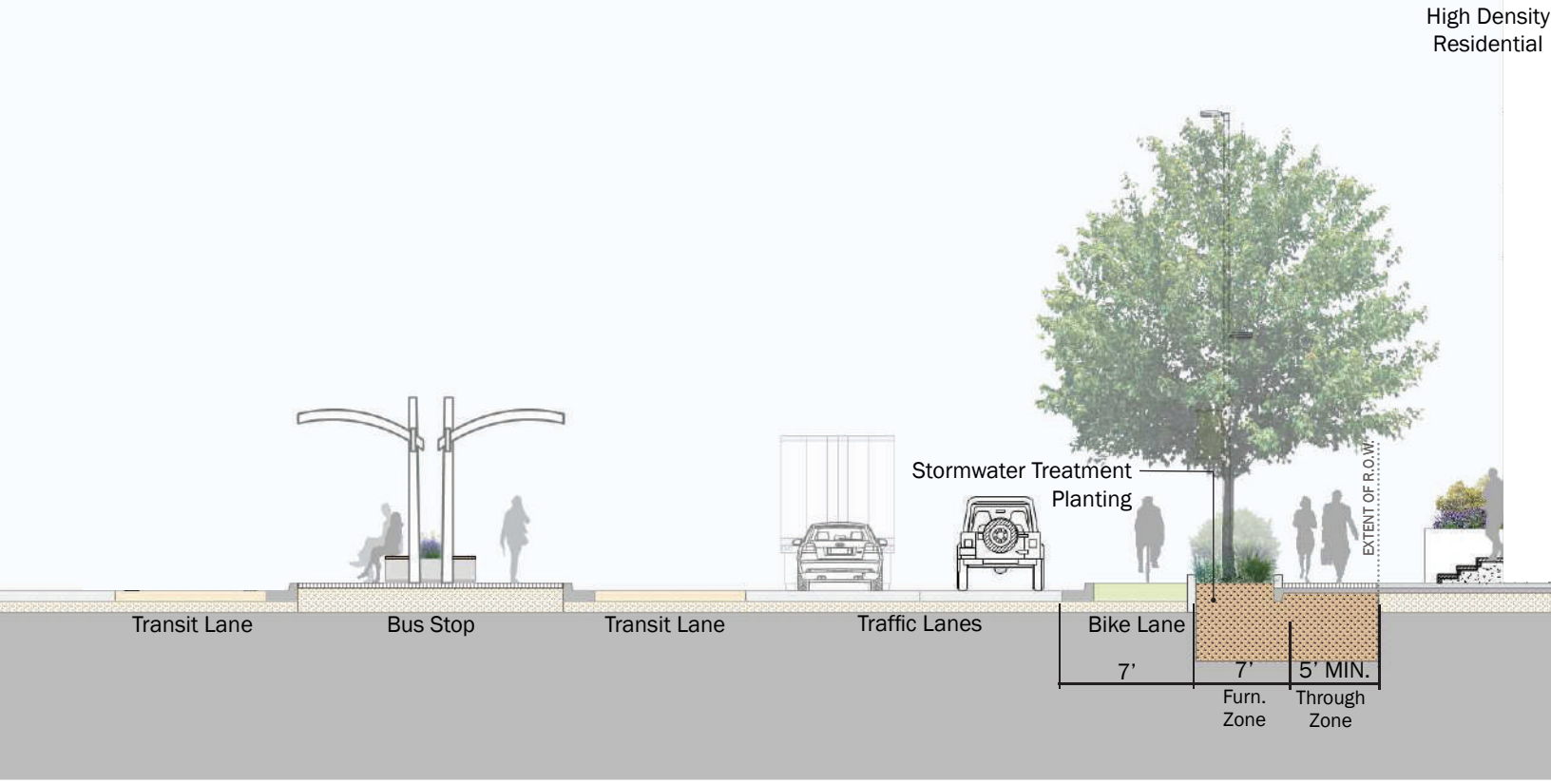
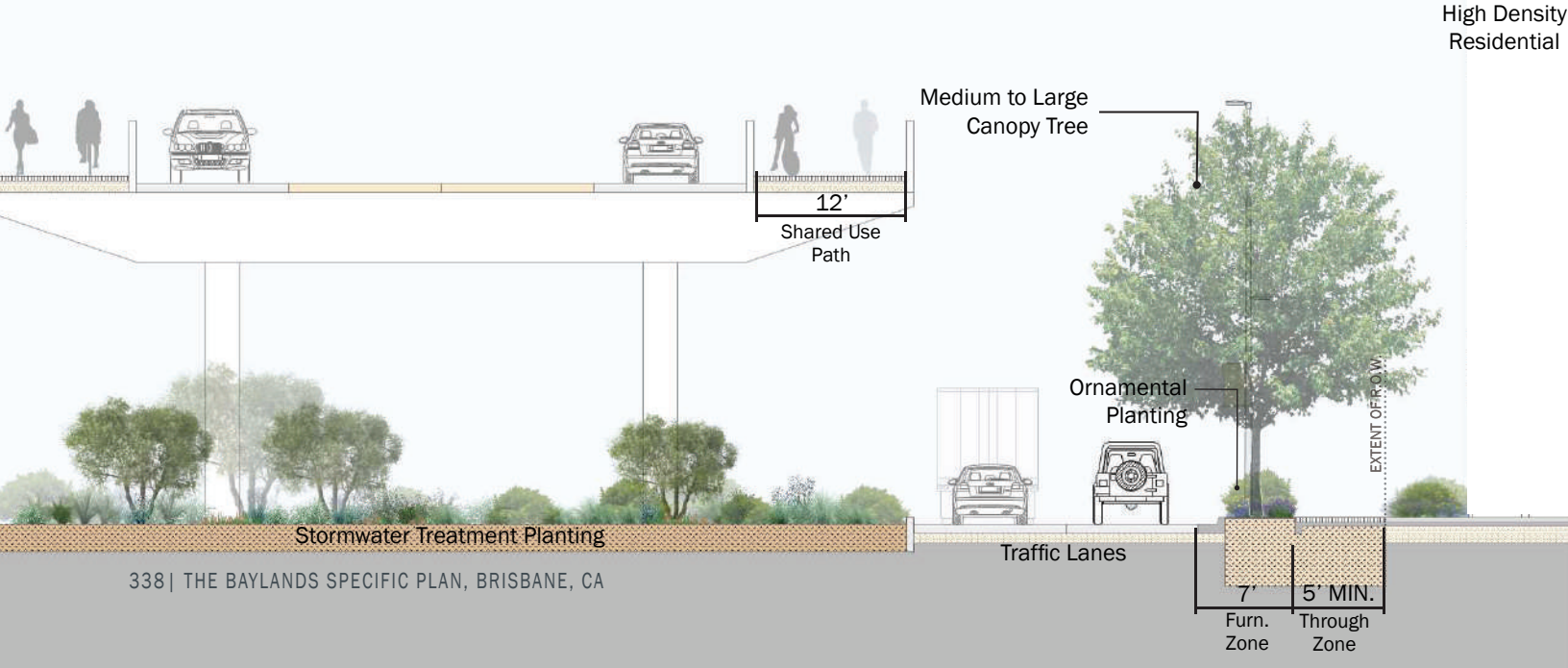


FIG 6.8.6 - GENEVA AVENUE BRIDGE SECTION





KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north-south street running from Geneva Avenue to Lagoon Road.

FIG 6.8.7- GENEVA AVENUE - BUILDING ADJACENT PLAN

EXTENT OF R.O.W.

FIG 6.5.5

15' - 20' CLEAR DISTANCE

PLANTER LENGTH (2 TO 3 TREES)

15'-40' TREE SPACING

7' 7' 5' MIN.

1. TRAFFIC LANE
2. BIKE LANE
3. PEDESTRIAN SIDEWALK
4. CANOPY TREE
5. ORNAMENTAL PLANTING AREA
6. ROAD LIGHT POLE

FIG 6.8.8 - INTERSECTION ENLARGEMENT: GENEVA AVE AT BAYSHORE BLVD

INTERSECTION | GENEVA AVE. AT BAYLANDS BLVD.



FIG 6.8.9 - INTERSECTION ENLARGEMENT: GENEVA AVE AT BAYLANDS BLVD



FIG 6.8.10 - INTERSECTION ENLARGEMENT: GENEVA AVE. AT PARK BLVDS





Illustrative Rendering



Continuous Signature Paving into Roadway



Ornamental Planting

6.5.4 MINOR ARTERIAL

Minor Arterial Roadways primarily serve through-traffic and provide access to adjacent building program and site amenities. At The Baylands, this road typology includes the following Signature Streets: Tunnel Avenue and Sierra Point Parkway, which stitch together the north-south axis of the Baylands' east side. Single lanes of traffic are intended to support moderate levels of commuter traffic. The Minor Arterial roadways within The Baylands connect to various districts and features, including Campus East District, Caltrain station, and US 101.

Minor Arterials front a variety of typologies, including existing features such as the water treatment plant, proposed conditions, such as commercial frontages, and open spaces, including the Bay Trail. Regulated crosswalks ensure the safety of people walking, biking, or utilizing public transit. Durable materials in the roadway are essential to accommodate these high-use streetscapes. Additionally, pedestrian streetscapes are to provide added buffering through the use of long ornamental planters, which include trees with mixed sizes/habits can be set into ornamental or stormwater understory planting. Where appropriate, vegetation utilized in adjacent habitats shall be carried into the streetscape plant palette. Stormwater solutions, i.e. bioswales, will be incorporated at the base of all sloped landscapes.

6.5.4.1 Tunnel Avenue

Tunnel Avenue will maintain its current north-south alignment and will connect to Caltrain station and Campus East District. It includes sidewalks and bike lanes to foster pedestrian circulation. On the west side of Tunnel Ave, evergreen trees are preferable to deciduous, so that year-round screening of the existing water treatment plant can be maintained. On the east side of Tunnel Ave, continuous planting areas with medium and large trees within ornamental or stormwater planting can be utilized to buffer the pedestrian right-of-way from adjacent traffic. Lighting is permitted on this road, but may only be necessary on the east side, as to be confirmed with photometric studies. A buffered bike lane runs curb-adjacent the length of the street with bike facilities to be sited near amenity access-points. Due to sensitive adjacent habitats, lower lighting levels that shield planted areas should be used.

TUNNEL AVENUE

Summary Guidelines

Trees & Planting

(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

West Streetscape Trees	Continuous Planter with Mixed Sizes and habits
West Streetscape Planting	Stormwater and Ornamental
East Streetscape Trees	Continuous Planter with Medium and Large single-stem trees
East Streetscape Planting	Stormwater and Ornamental Planting

Hardscapes

(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Standard Paving + Curbs
Roadways	Standard

Streetscape Lighting

(§6.5.2.2.6)

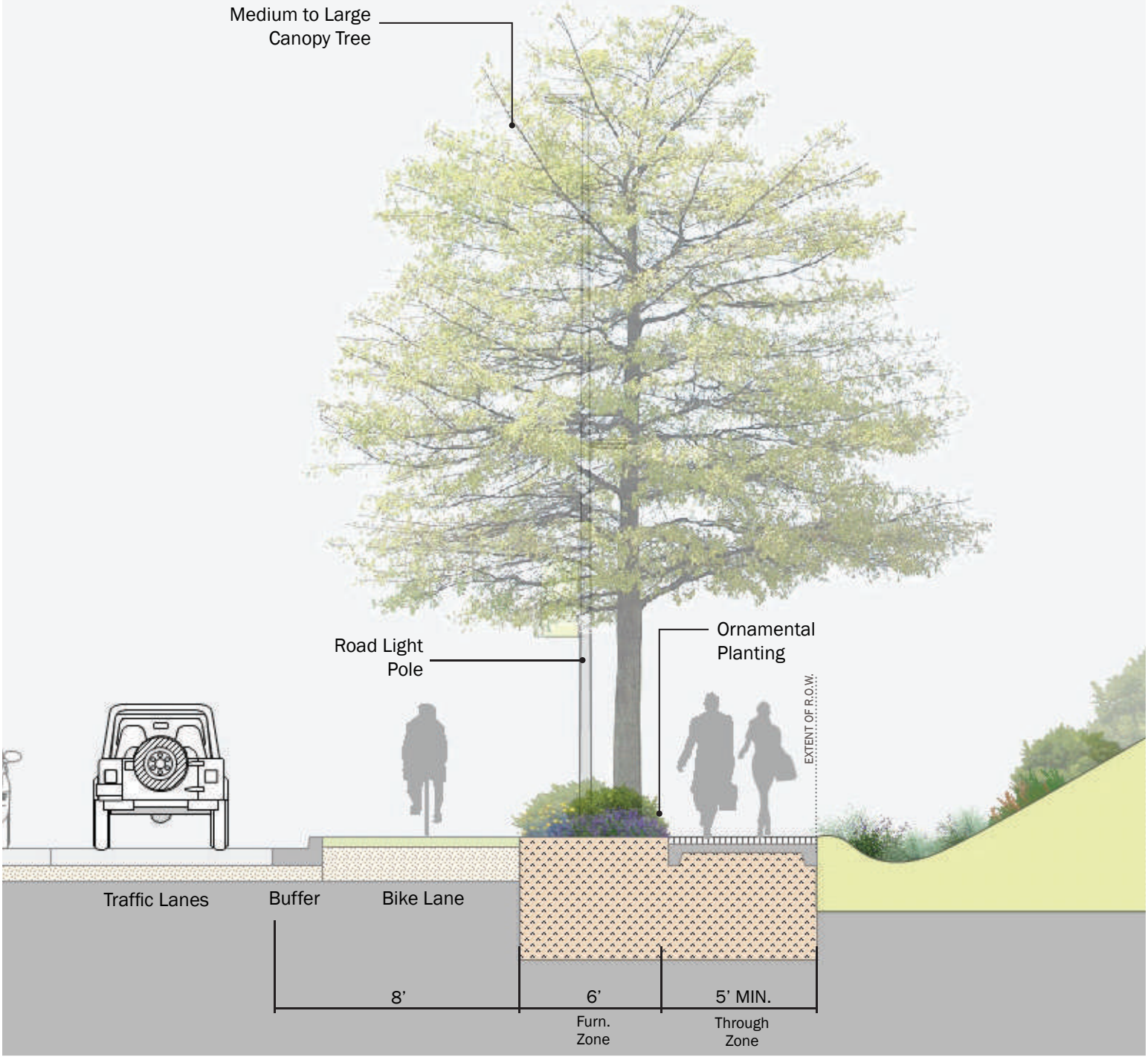
Pedestrian Sidewalks	Sidewalk Light Pole
Roadways	Road Light Pole

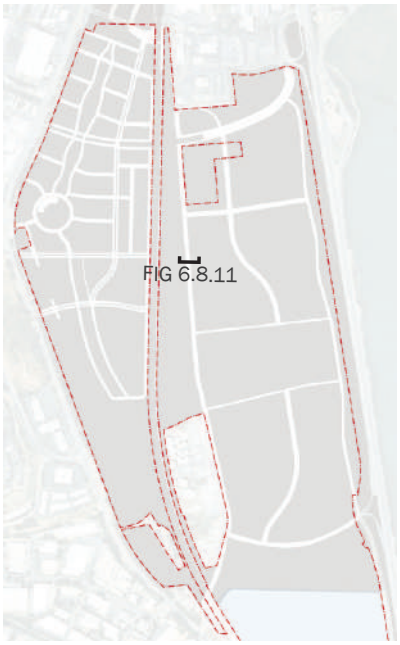
Streetscape Furnishings

(§6.5.2.2.7)

Sidewalk Dimensions	11’ Total: 5’ Walking Zone, 6’ Furnishing and Planting Zone
Furnishing Types	Mobility Hub. Bike Racks and Benches allowed adjacent to Open Space

FIG 6.8.11 - TUNNEL AVENUE SECTION



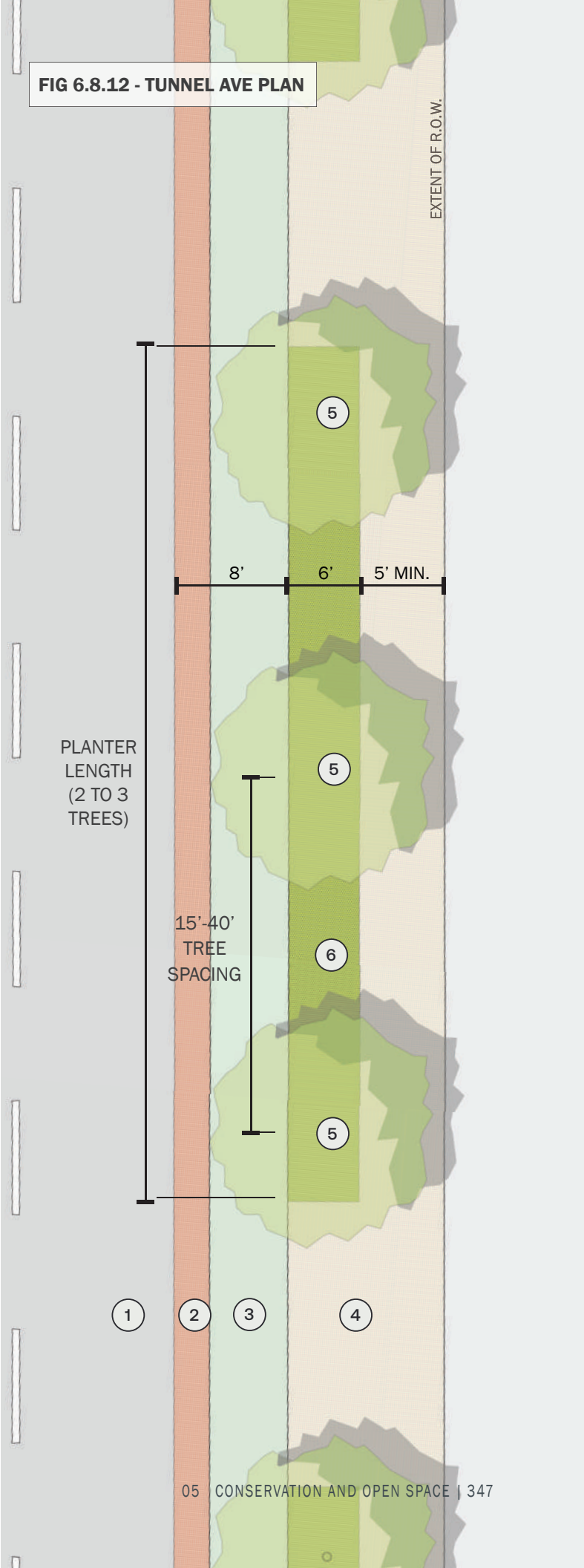


KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north–south street running from Geneva Avenue to Lagoon Road.

1. TRAFFIC LANE
2. BUFFER
3. BIKE LANE
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. ORNAMENTAL PLANTING AREA

FIG 6.8.12 - TUNNEL AVE PLAN





Wetland Habitat



Multi-Use Path



Stormwater Treatment Planting

6.5.4.2 Sierra Point Parkway and Lagoon Road

Sierra Point Parkway runs along the eastern edge of the Baylands, parallel to the San Francisco Bay. The elevated nature of this road provides sweeping views to the bay. This Parkway connects to an existing length to the south and to Geneva Avenue to the north. It is a primary route for vehicles traveling to and from US 101 and the Campus East District. A separate shared use path for bikers and walkers runs adjacent to the eastern edge of the parkway. Along the eastern edge, mixed trees and ornamental or stormwater planting is utilized to extend the character of the adjacent Bay Trail open space, while maintaining views of the Bay. Wetland trees are utilized as an extension of the wetland habitat zones, and as a canopy feature within bioswales. Along the western edge, continuous at-grade planting areas between curb and sidewalk are utilized to contain a mix of medium to large, high-limbed, trees within ornamental or stormwater planting. Due to sensitive adjacent habitats, lower lighting levels that shield planted areas shall be used.

Sierra Point Parkway + Lagoon Road

Summary Guidelines



Trees & Planting
(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Commercial Adjacent Trees	Continuous Planter with Mixed Sizes
Commercial Adjacent Planting	Stormwater and Ornamental
Open Space Adjacent Trees	Mixed Sizes, Medium, and Large Single-stem trees in Continuous planter
Open Space Adjacent Planting	Stormwater and Ornamental to reflect character of adjacent open space



Hardscapes
(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Standard Paving + Curbs and/or match Bay Trail when connecting directly to designated trail path
Roadways	Standard



Streetscape Lighting
(§6.5.2.2.6)

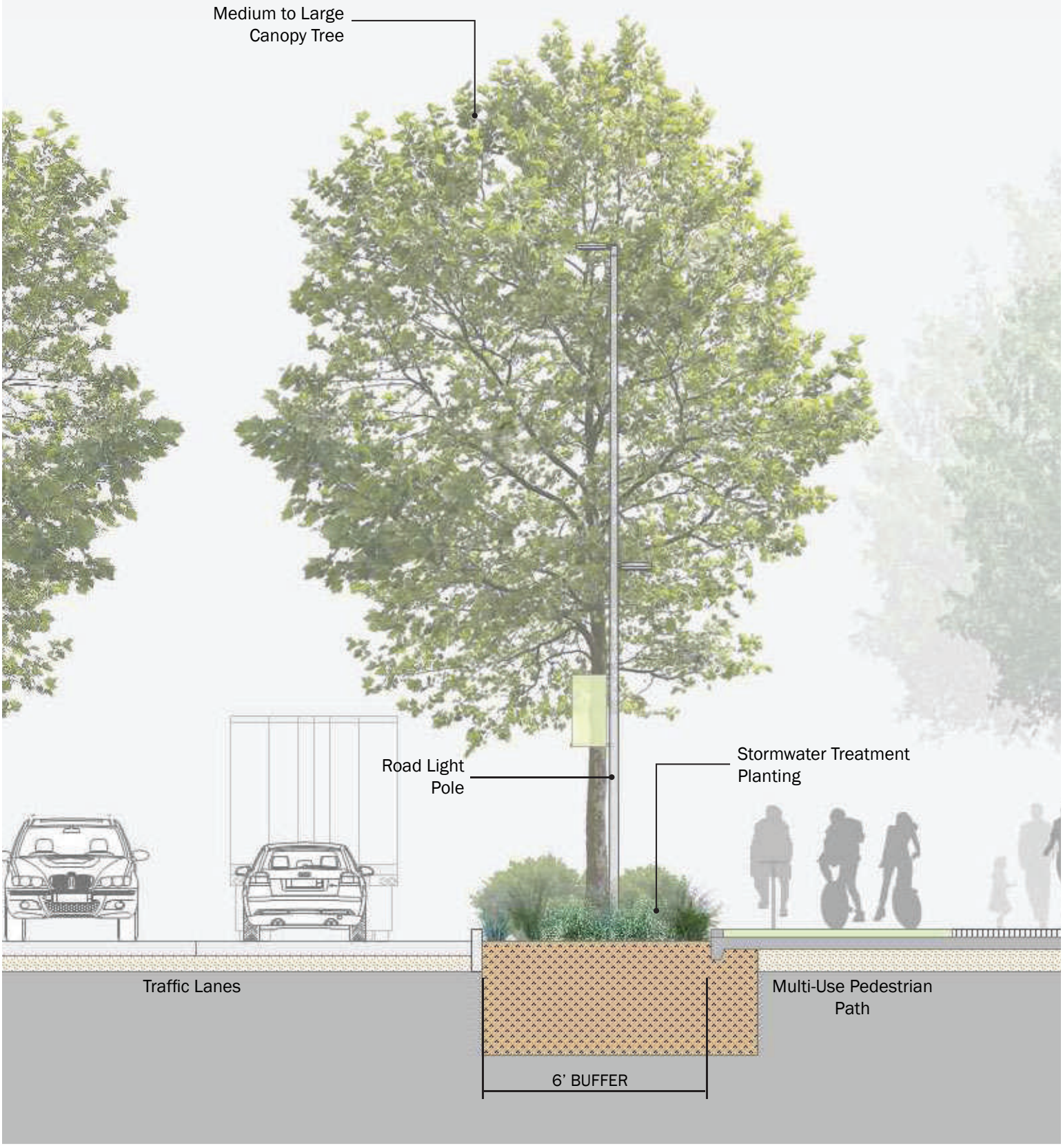
Pedestrian Sidewalks	Pedestrian Pole at Trail or Park access points
Roadways	Road Light Pole

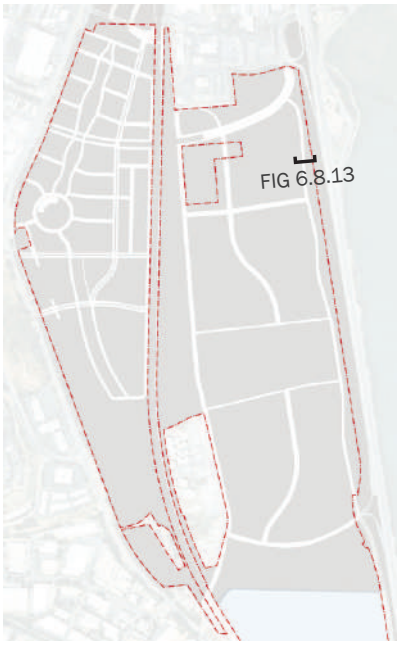


Streetscape Furnishings
(§6.5.2.2.7)

Sidewalk Dimensions	n/a
Furnishing Types	Receptacles and Bike Racks at Major Trail or Park access points

FIG 6.8.13 SIERRA POINT PARKWAY, LAGOON ROAD SECTION





KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north-south street running from Geneva Avenue to Lagoon Road.

1 TRAFFIC LANE
2 BUFFER
3 BAY TRAIL
4 CANOPY TREE
5 PLANTING AREA

FIG 6.8.14 - SIERRA POINT PARKWAY PLAN



6.5.5 COLLECTOR ROADS + ACCESS ROADS

Collector Streets intersect with Arterial Streets and Local Streets. They have reduced traffic volumes and prioritize the movement of pedestrians, bicyclists, and shuttles. At The Baylands, this roadway typology includes the following Signature Streets: East Campus Road, Sunnydale Avenue, Baylands Boulevard, Main Street, Campus Parkway, and Frontage Road. These roads are generally adjacent to moderate- and high-density development, making accessibility from these roads and into adjacent areas is of priority.

Collector Roads front development typologies in unique ways that vary per road and adjacent development typology. Intermediary landscapes, within the right-of-way or buffering development for these streets, shall respond to the development typology as follows:

6.5.5.1 General Guidelines (East Campus, Sunnydale Ave.)

Generally, Collector Roads provide internal circulation within The Baylands and are sited near commercial and residential developments. Permeable pedestrian access to developments is of high priority. Amenities, such as seating, create comfort within the pedestrian right-of-way are imperative within retail-adjacent settings. Curb adjacent, medium to large, high-limbed trees within long planters with ornamental or stormwater planting provide ample shade for pedestrians while maintaining clear views of frontages along low-density commercial streetscapes. Planted median areas should reflect palettes found withing curbside planting. A buffered bike lane runs curb-adjacent the length of the street with bike racks to be provided within the furnishing zone.

Collector Roads (East Campus Road, Sunnydale Ave.)

Summary Guidelines



Trees & Planting
(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Commercial Adjacent Trees	Medium and/or Large trees in planter-connected groups of 2-4 trees
Commercial Adjacent Planting	Ornamental and Stormwater



Hardscapes
(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Standard Paving + Curbs
Roadways	Standard



Streetscape Lighting
(§6.5.2.2.6)

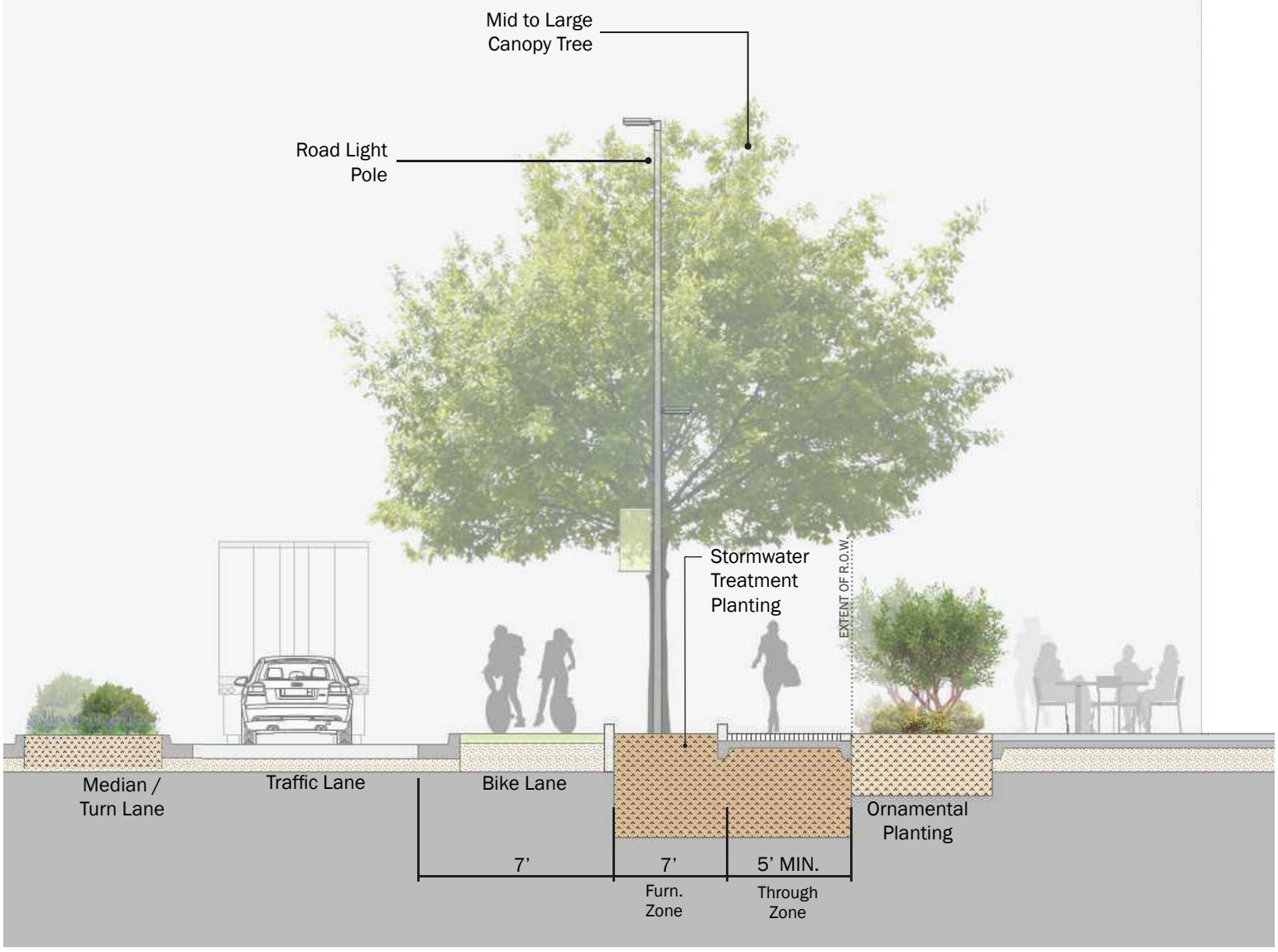
Pedestrian Sidewalks	Sidewalk Light Pole, Path Lighting, In-Grade Tree Lights
Roadways	Road Light Pole



Streetscape Furnishings
(§6.5.2.2.7)

Sidewalk Dimensions	12’ Total: 5’ Walking Zone, 7’ Furnishing and Planting Zone
Furnishing Types	Bike Racks, Bollards, Benches,

FIG 6.8.15 - GENERAL COLLECTOR ROAD SECTION

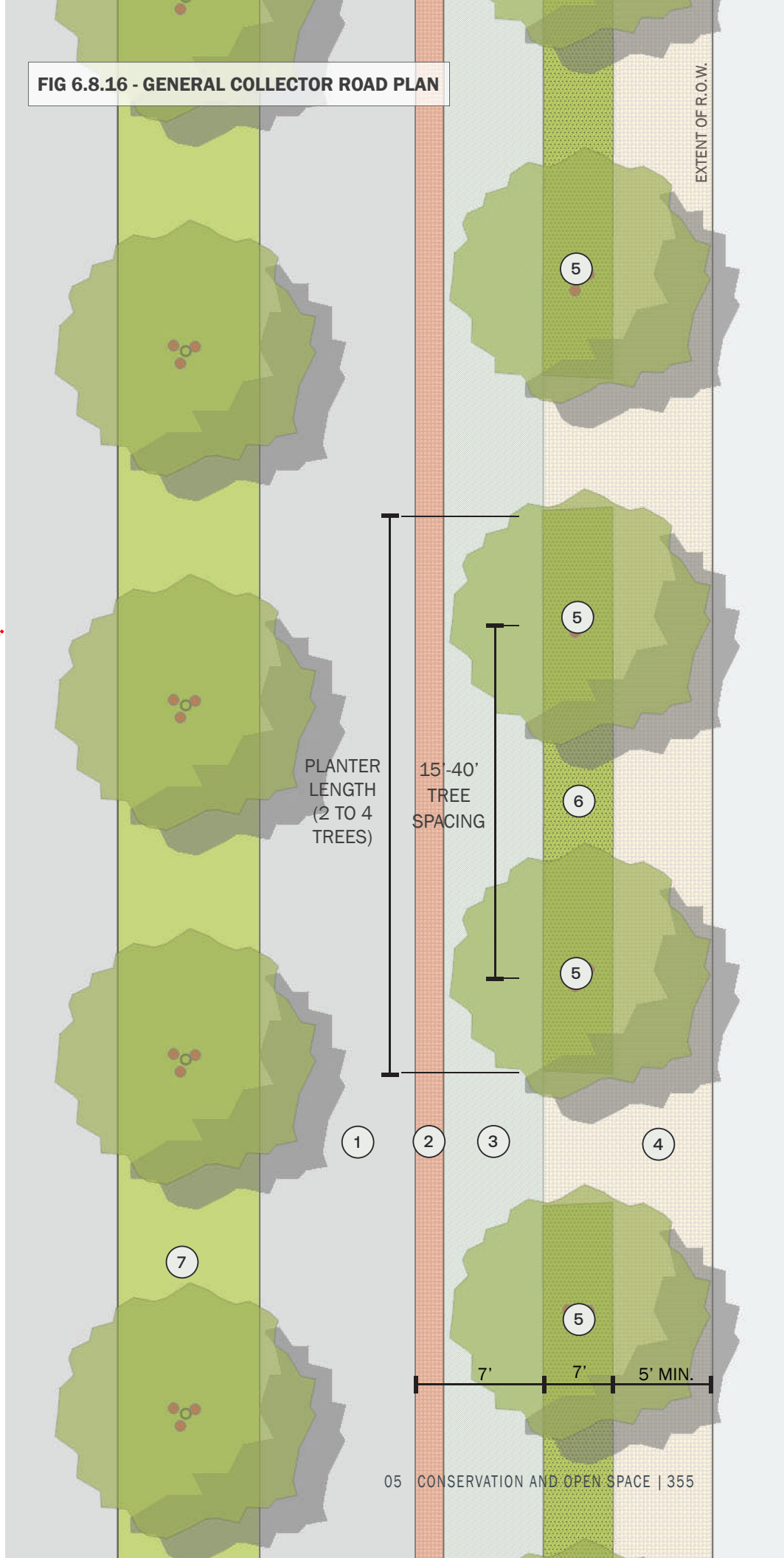




KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north-south street running from Geneva Avenue to Lagoon Road.

FIG 6.8.16 - GENERAL COLLECTOR ROAD PLAN



1. TRAFFIC LANE
2. BUFFER
3. BIKE LANE
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. PLANTING AREA
7. MEDIAN



Retail Furnishings



Shuttle Stop



Transit Plaza & Baylands Boulevard Illustrative Rendering

6.5.5.2 Baylands Boulevard

Baylands Boulevard is a signature pedestrian-way as well as the main shuttle spine of The Baylands. The street serves denser residential and commercial to the north to office uses in the south. To maintain clear views to building entries and signage, high-limbed trees, medium to large in size, are utilized. Low ornamental and stormwater planting buffer the various districts and open spaces that front Baylands Boulevard, providing relief from local and shuttle traffic from the sidewalk. Higher ratios of hardscape in relation to planting are recommended for high-pedestrian use areas, specifically adjacent to commercial program. These areas may utilize trees planted within shorter planters or tree grates. A buffered bike lane runs curb-adjacent the length of the street with bike racks within the furnishing zones on both sides of the street. Due to the high activity of Baylands Boulevard, additional lighting within the furnishings zone may be required.

6.5.5.3 Main Street & Campus Parkway

These streets serve as local connectors, providing access between various districts within The Baylands. Main Street is an east-west connector that provides access to residential areas to the north and the Icehouse Hill District to the south. Campus Parkway directly connects people to the Icehouse Hill District. In consideration of varying development heights unique to each of the district typologies, Main Street and Campus parkway incorporates a mix of large and medium trees within planting. Low ornamental and stormwater planting serves as buffer between the sidewalk and traffic lanes. A buffered bike lane runs curb-adjacent the length of the street with bike racks within the furnishing zones. Due to the high activity of Baylands Boulevard, additional lighting within the furnishings zone may be required, specifically at the intersection with Bayshore Boulevard.

Baylands Boulevard, Main Street, and Campus Parkway (Sierra Point Parkway)

Summary Guidelines



Trees & Planting
(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

All Trees	Medium and/or Large trees in planter-connected groups of 2-3 trees typical
Residential Adjacent Planting	Low Ornamental & Stormwater
Commercial Adjacent Planting	Ornamental and Stormwater
Open Space Adjacent Planting	Stormwater and Ornamental to reflect character of adjacent open space



Hardscapes
(§6.5.2.2.5)

Pedestrian Sidewalks	Signature Paving + Curbs
Roadways	Standard



Streetscape Lighting
(§6.5.2.2.6)

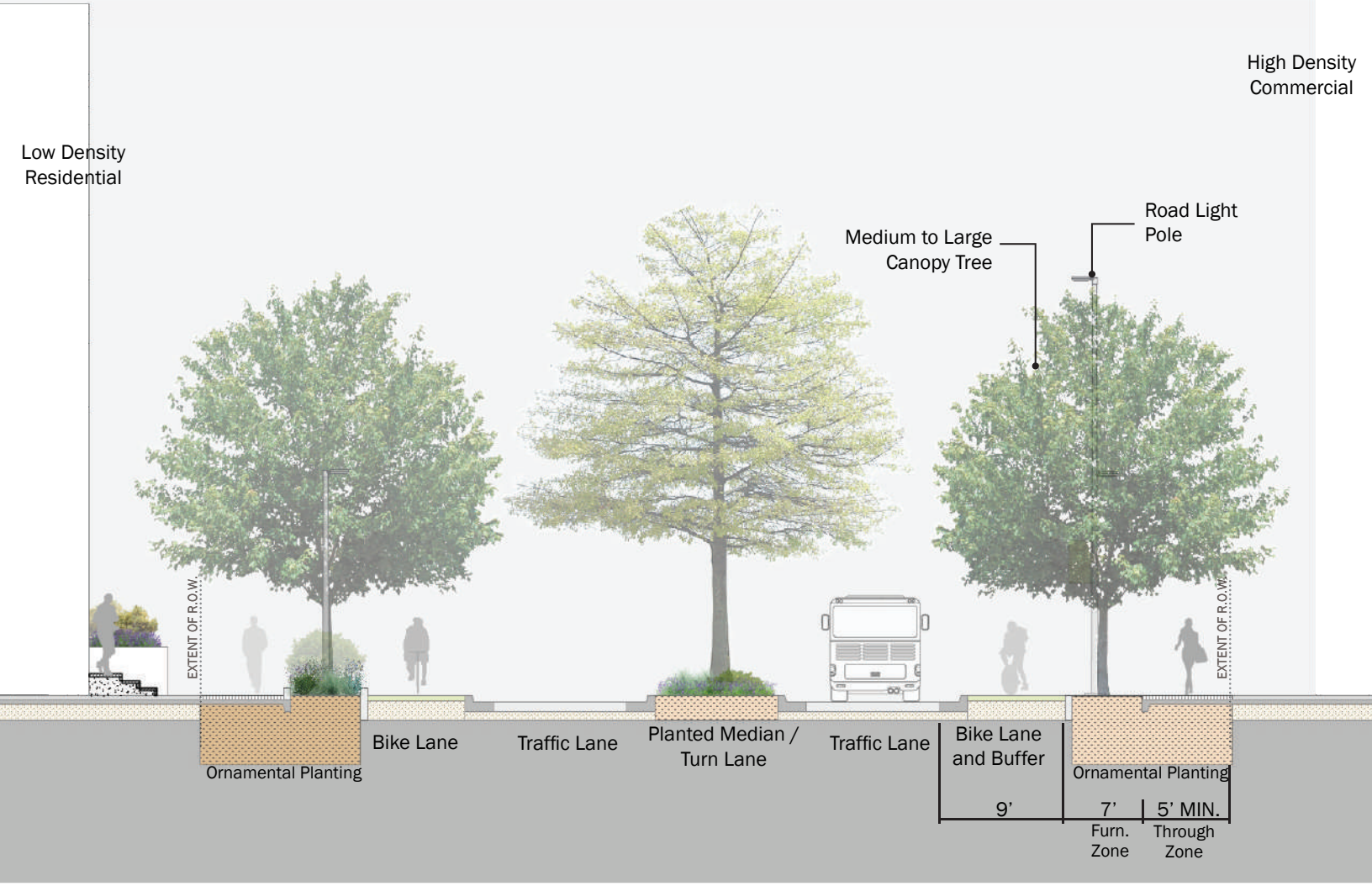
Pedestrian Sidewalks	Signature Paving and Curbs and Bike Lanes
Roadways	Standard



Streetscape Furnishings
(§6.5.2.2.7)

Sidewalk Dimensions	12' Total: 5' Walking Zone, 7' Furnishing and Planting Zone
Furnishing Types	Bike Racks, Benches

FIG 6.8.17 - BAYLANDS BOULEVARD COMMERCIAL ADJACENT

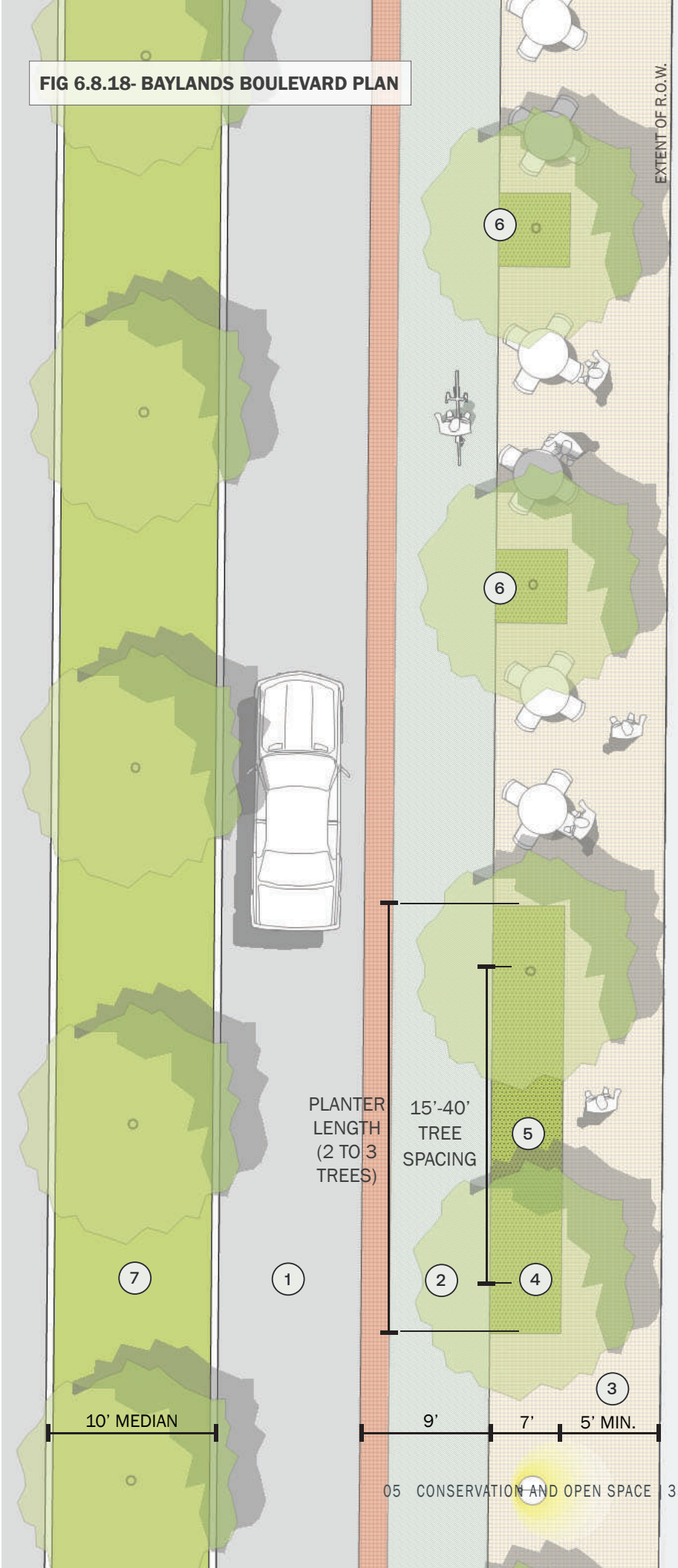




KEY MAP

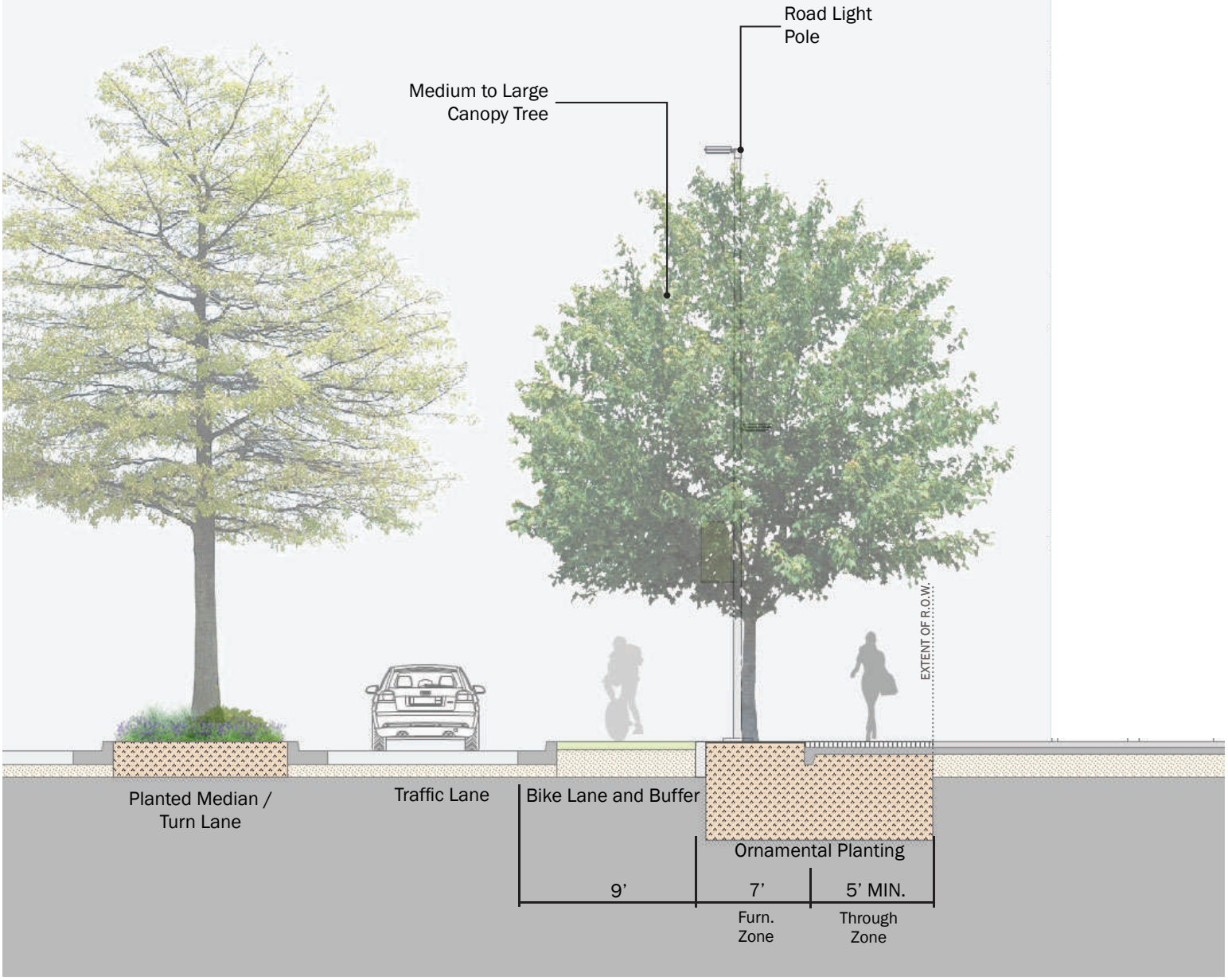
Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north-south street running from Geneva Avenue to Lagoon Road.

FIG 6.8.18- BAYLANDS BOULEVARD PLAN



1. TRAFFIC LANE
2. BIKE LANE
3. PEDESTRIAN SIDEWALK
4. CANOPY TREE
5. ORNAMENTAL PLANTING AREA
6. TREE GRATE
7. MEDIAN

FIG 6.8.19 - MAIN STREET & CAMPUS PARKWAY SECTION





KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north-south street running from Geneva Avenue to Lagoon Road.

1. TRAFFIC LANE
2. BUFFER
3. BIKE LANE
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. ORNAMENTAL PLANTING AREA
7. MEDIAN

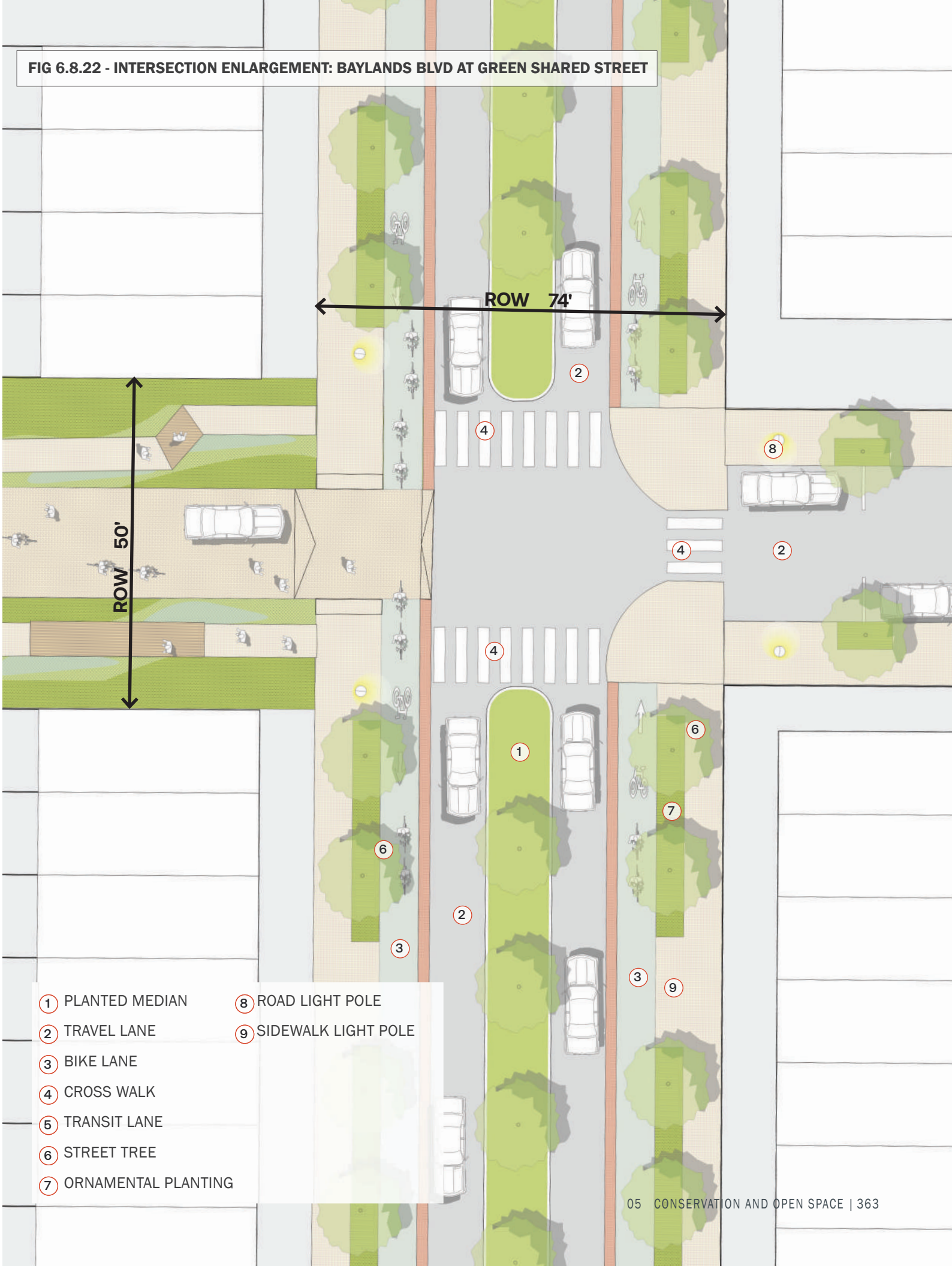
FIG 6.8.20- MAIN STREET & CAMPUS PARKWAY PLAN

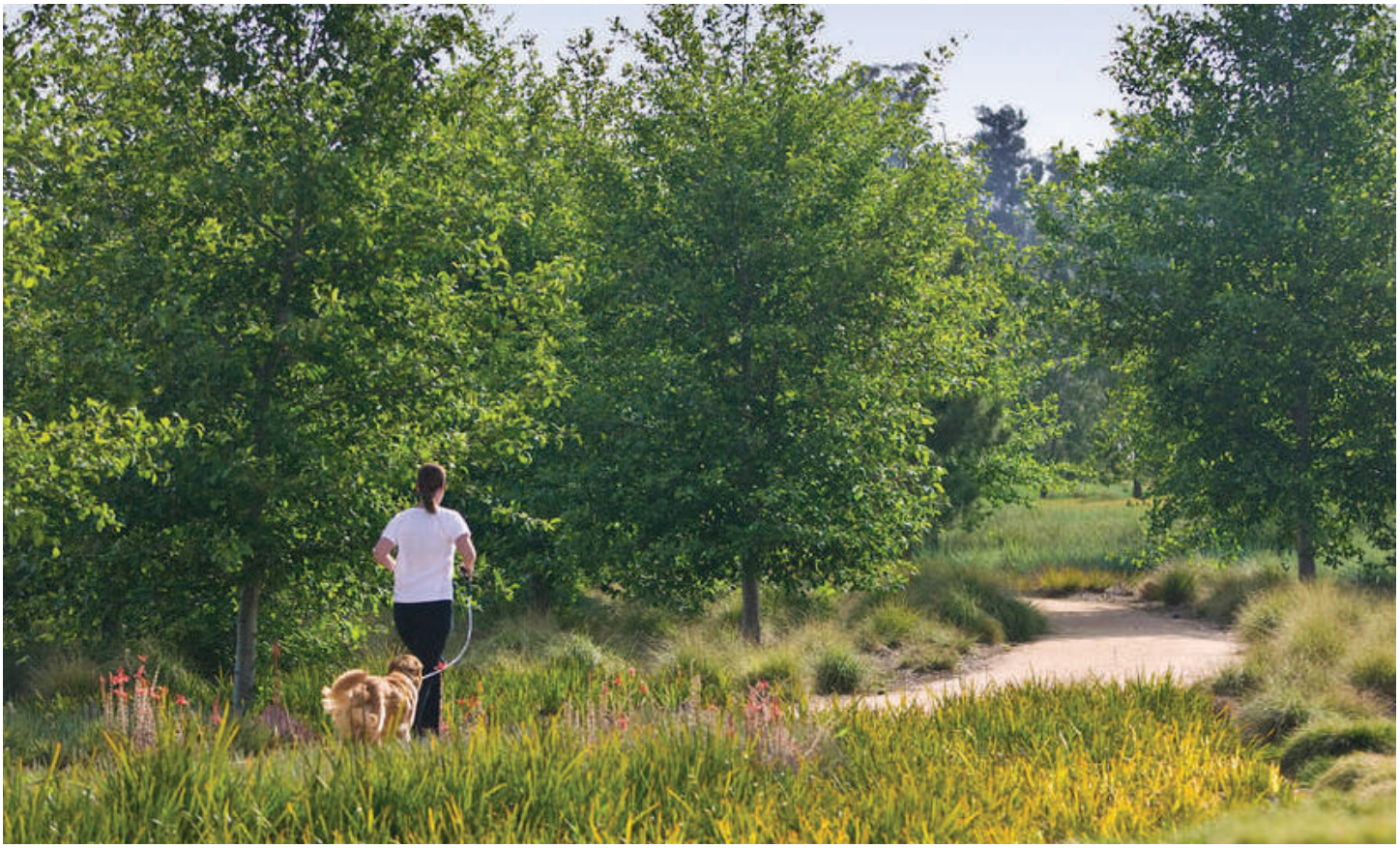
FIG 6.8.21 - INTERSECTION ENLARGEMENT: BAYLANDS BLVD AT CALTRAIN



1. PLANTED MEDIAN
2. TRAVEL LANE
3. BIKE LANE
4. CROSS WALK
5. TRANSIT LANE
6. STREET TREE
7. ORNAMENTAL PLANTING
8. ROAD LIGHT POLE
9. CROSSWALK INDICATOR
10. TRAFFIC SIGNAL
11. SIDEWALK LIGHT POLE

FIG 6.8.22 - INTERSECTION ENLARGEMENT: BAYLANDS BLVD AT GREEN SHARED STREET





Mixed Screening Planting



Commercial Frontage



Curb Adjacent Sidewalk

6.5.5.4 Frontage Road

Frontage Road runs along the west side of the railroad tracks and loops around the south end of Ecological Park, where it takes on the classification of a local street for campus service access. Its primary function is to provide access to residential and office parking and services. On the west side of the streetscape, trees of a fastigiate (narrow/upright) form are recommended against a soundwall. The trees are to be layered and densely inter-planted within continuous planters that facilitate visual screening and noise buffering of the railroad. On the east side, a five-foot pedestrian right-of-way zone includes a curb adjacent sidewalk that fronts multiple development typologies. Pedestrian circulation is likely less active on this road, making the use of seating less desirable. Adjacent developments are suggested to provide planting areas to enhance comfort and aesthetic of the streetscape. Due to low pedestrian activity on the Frontage Road, low light levels should be used.

Frontage Road

Summary Guidelines



Trees & Planting
(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Residential Adjacent Trees	Medium and/or Large trees in planter-connected groups of 2-3 trees typical
Residential Adjacent Planting	Low Ornamental, Ornamental, and/or Stormwater
Commercial Adjacent Trees	Continuous Planter with Screening Trees
Commercial Adjacent Planting	Low Ornamental, Ornamental, and/or Stormwater
Open Space Adjacent Trees	Continuous Planter with Mixed Trees
Open Space Adjacent Planting	Ornamental and Stormwater Planters



Hardscapes
(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Standard Paving + Curbs
Roadways	Standard



Streetscape Lighting
(§6.5.2.2.6)

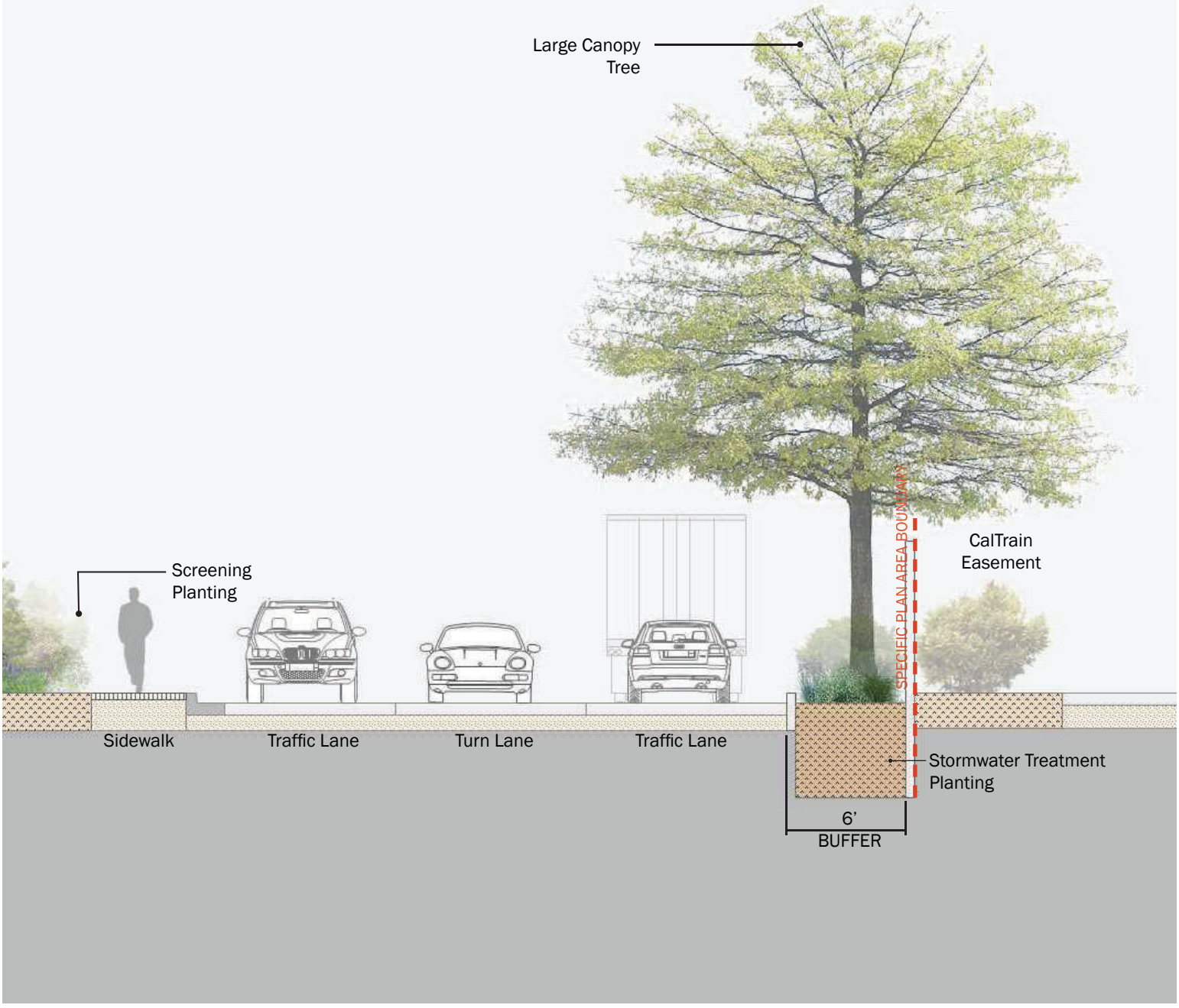
Pedestrian Sidewalks	Sidewalk Light Pole, Path Lighting, In-Grade Tree Lights
Roadways	Road Light Pole



Streetscape Furnishings
(§6.5.2.2.7)

Sidewalk Dimensions	5' Walking Zone
Furnishing Types	Bike Racks, Benches

FIG 6.8.23 - FRONTAGE ROAD SECTION





KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north–south street running from Geneva Avenue to Lagoon Road.

FIG 6.8.24- FRONTAGE ROAD PLAN

SPECIFIC PLAN AREA BOUNDARY

CalTrain Easement

6' BUFFER

1. TRAFFIC LANE
2. TURN LANE
3. LANDSCAPE BUFFER
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. CALTRAIN EASEMENT

6.5.6 LOCAL STREETS

A primary function of Local Streets is to provide access to individual abutting properties. They serve residences and are intended for low-speed vehicular travel. At The Baylands, this roadway typology includes the following Signature Streets: East Park Street, West Park Street, Roundhouse Circle, Visitacion Creek North, and Visitacion Creek South. Intersections with other street typologies should focus on a distinct transition from higher-speed travel to a slow and safe arrival at neighborhood destinations. Local Streets represent a heightened focus on pedestrian movement, bicycle movement, and slower vehicular speeds. Signature streets include specialty paving that integrate visual details that provide vibrancy to the pedestrian experience. Trees vary in size to reflect the character of adjacent development typologies, while responding to the scale of the narrower right-of-way. Lower lighting levels respects the residential quality of that many local streets serve as well as the narrower road section.

6.5.6.1 General Guidelines

BUILDING ADJACENT

To buffer the residential and commercial building typologies that front Baylands Boulevard from the street, low ornamental and stormwater planting is recommended within planters. To scale the heights that are unique to each of the district typologies, building adjacent lengths of local streets should mix large and medium trees. Curb aprons, are permitted to enhance access between the parking lane and sidewalk.

OPEN SPACE ADJACENT

Where local streets front Open Spaces within The Baylands, a strong visual connection from the streetscape into the open space is desired. To accomplish this, mixed trees that reflect the character of the adjacent open space are to be utilized. Additionally, similar ornamental or stormwater planting should be used in order to extend the character of the adjacent open spaces, while buffering the street from pedestrian walkways . Stormwater planters may connect into stormwater conveyance-ways within the open spaces.

Local Streets

Summary Guidelines

Trees & Planting

(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Residential Adjacent Trees	Medium and/or Large trees in planter-connected groups of 2-3 trees typical
Residential Adjacent Planting	Low Ornamental & Stormwater
Commercial Adjacent Trees	Medium and/or Large trees in planter-connected groups of 2-3 trees typical
Commercial Adjacent Planting	Ornamental and Stormwater
Open Space Adjacent Trees	Continuous Planter with Mixed Trees
Open Space Adjacent Planting	Stormwater and Ornamental to reflect character of adjacent open space

Hardscapes

(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Standard Paving + Curbs
Roadways	Standard

Streetscape Lighting

(§6.5.2.2.6)

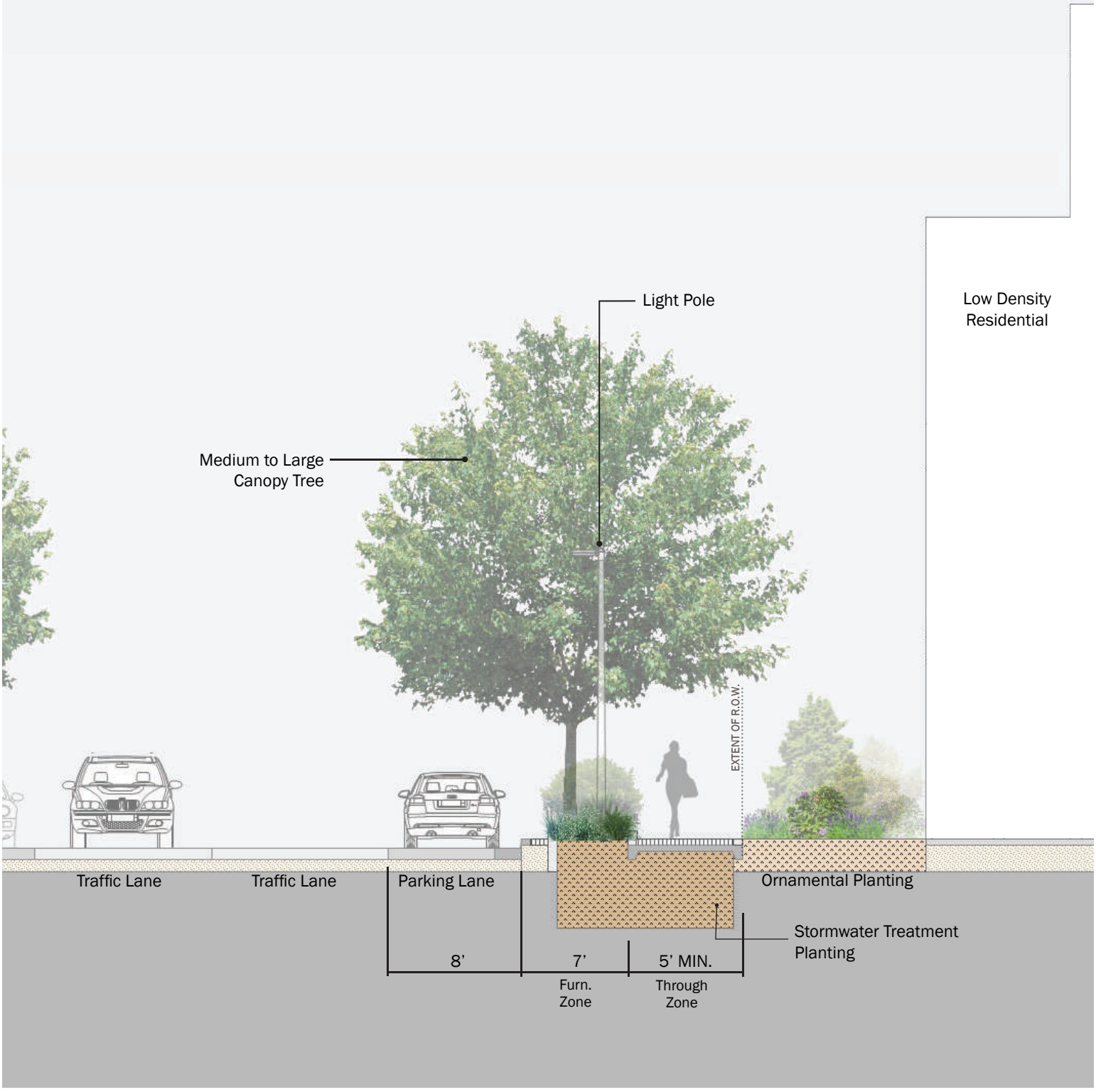
Pedestrian Sidewalks	Sidewalk Light Pole
Roadways	Road Light Pole

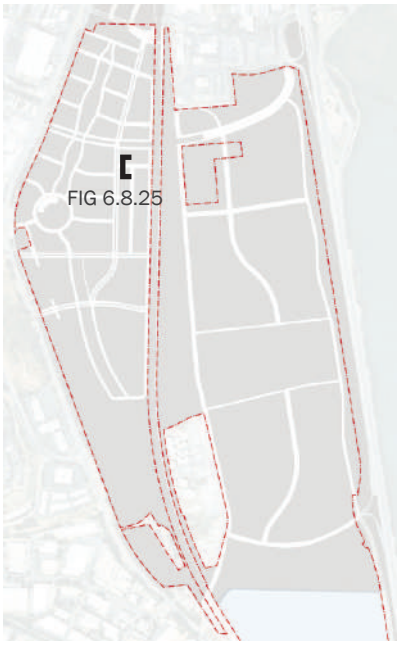
Streetscape Furnishings

(§6.5.2.2.7)

Sidewalk Dimensions	12’ Total: 5’ Walking Zone, 7’ Furnishing and Planting Zone
Furnishing Types	Bike Racks, Benches

FIG 6.8.25 - GENERAL LOCAL STREET SECTION



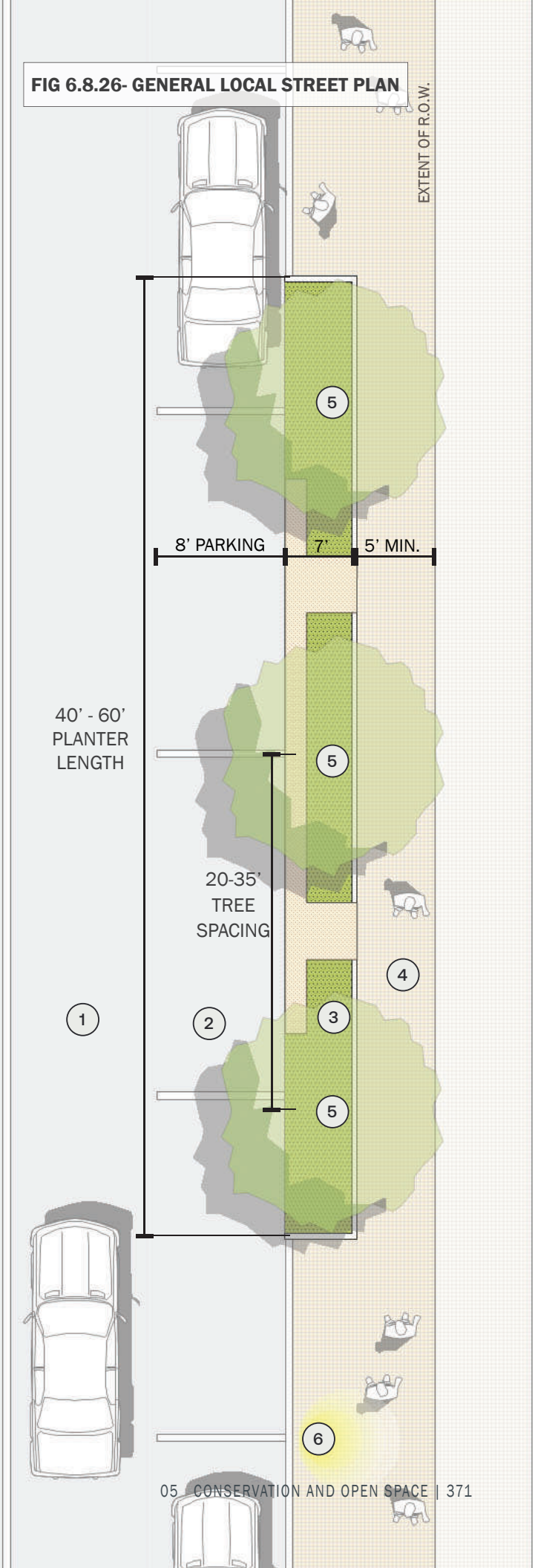


KEY MAP

Revise to reflect the updated Specific Plan Boundary.

1. TRAFFIC LANE
2. PARKING LANE
3. STORMWATER PLANTING
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. ROAD LIGHT POLE

FIG 6.8.26- GENERAL LOCAL STREET PLAN





Tree in Parking



Ornamental Planting



Bike Lane



Stormwater Planter

6.5.6.2 Park West Street and Park East Street

Together, East Park Street and West Park Street create the primary north-south axis that connects the Bayshore and Roundhouse Districts. The streets form a one-way couplet terminating at the Roundhouse Circle. Both streets provide access to public open spaces and residential areas. In order to maintain the calm quality of residences, they should be buffered from adjacent park spaces, which will likely have loud noises and high levels of activity. To accomplish this, medium and/or large trees utilized to screen upper-floor windows, while allowing clear views from the sidewalk to the park. Additional screening of ground-floor windows may reside outside the right-of-way. Planting areas between the curb and sidewalk may vary to achieve levels of porosity from the street and streetside parking. Within the street, a tree within a planter, set between parking spaces, should be utilized to provide a break between otherwise continuous streetside parking. A buffered bike lane is curb-adjacent for the length of the street on the park side. Bike facilities, including bike racks in the furnishing zone, are to be included on both sides of the street.

6.5.6.3 Roundhouse Circle

Roundhouse Circle will be the southern access point to public open space and the Roundhouse District. It is also a key connection in the active transportation network. The circle resides at the southern terminus of Park West Street and Park East Street and should be considered an extension of the streetscape typology. To accomplish this, medium and/or large trees are to be utilized screen upper-floor windows or residences, while allowing clear views from the sidewalk to the park. Planting areas between the curb and sidewalk may vary to achieve levels of porosity from the street and streetside parking. Within the street, a tree within a planter, set between parking spaces, is allowed to provide a break between otherwise continuous streetside parking. A buffered bike lane is curb-adjacent for the length of the street on the park side. Bike facilities, including bike racks in the furnishing zone, are to be included on both sides of the street.

Park West Street + Park East Street + Roundhouse Circle

Summary Guidelines



Trees & Planting
(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Residential Adjacent Trees	Medium and/or Large trees in planter-connected groups of 1-3 trees typical
Residential Adjacent Planting	Low Ornamental & Stormwater
Commercial Adjacent Trees	Medium and/or Large trees in planter-connected groups of 1-3 trees typical
Commercial Adjacent Planting	Ornamental and Stormwater
Open Space Adjacent Trees	Continuous Planter with Mixed Trees
Open Space Adjacent Planting	Stormwater and Ornamental to reflect character of adjacent open space



Hardscapes
(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Signature Paving + Curbs
Roadways	Signature



Streetscape Lighting
(§6.5.2.2.6)

Pedestrian Sidewalks	Sidewalk Light Pole
Roadways	Road Light Pole



Streetscape Furnishings
(§6.5.2.2.7)

Sidewalk Dimensions	5' Walking Zone
Furnishing Types	Bike Racks, Benches, Bollards

FIG 6.8.27 - PARK EAST/WEST STREET SECTION

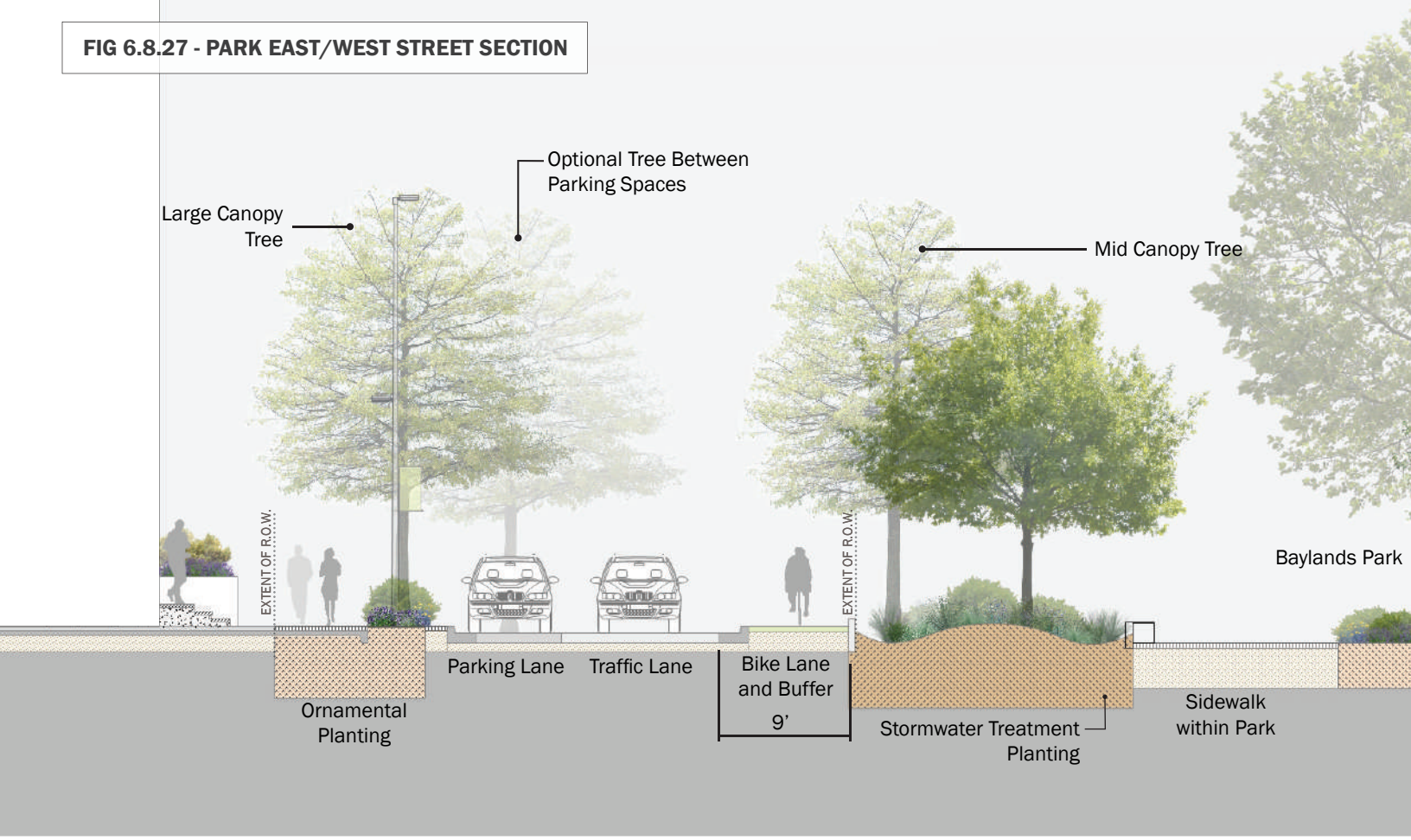
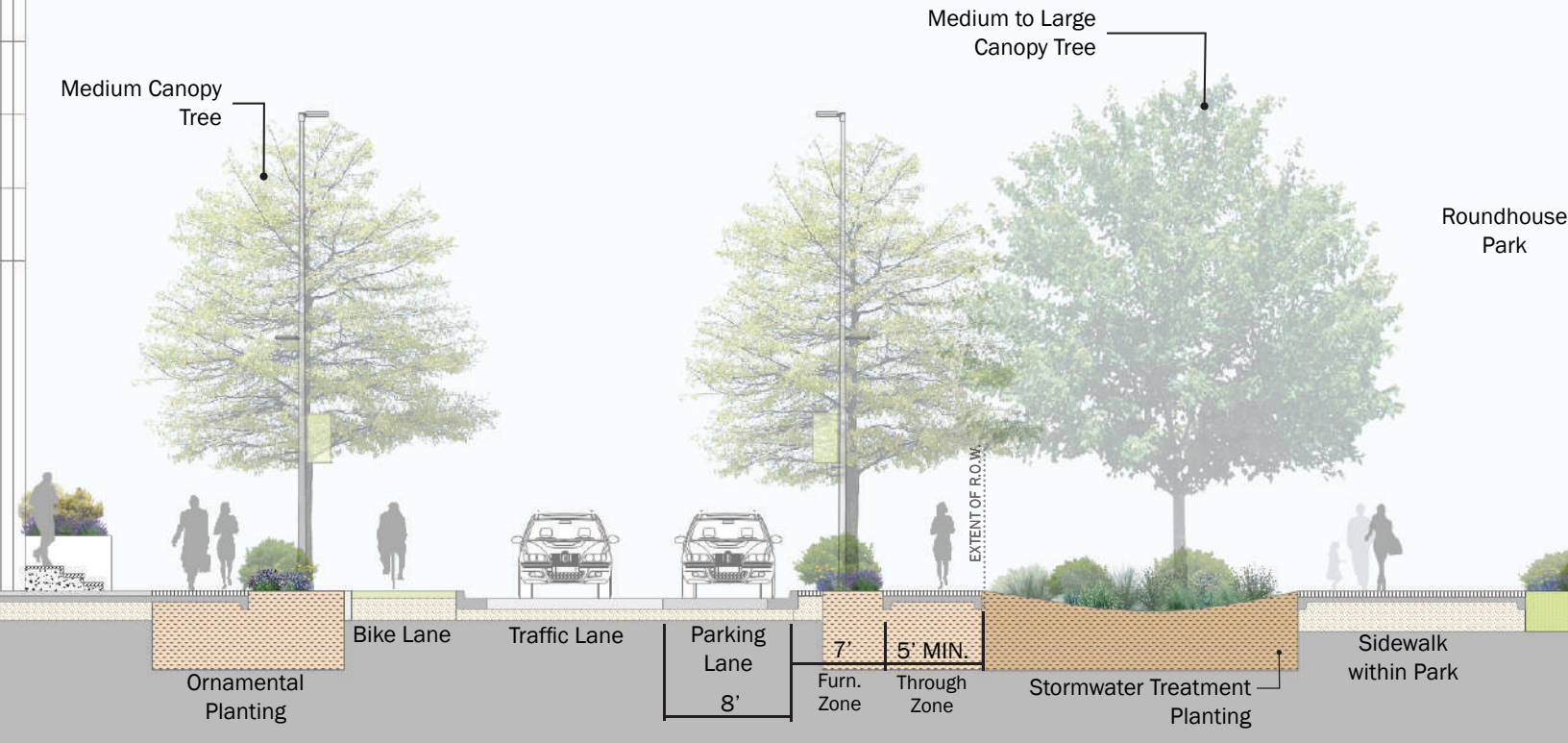


FIG 6.8.28 - ROUNDHOUSE CIRCLE SECTION

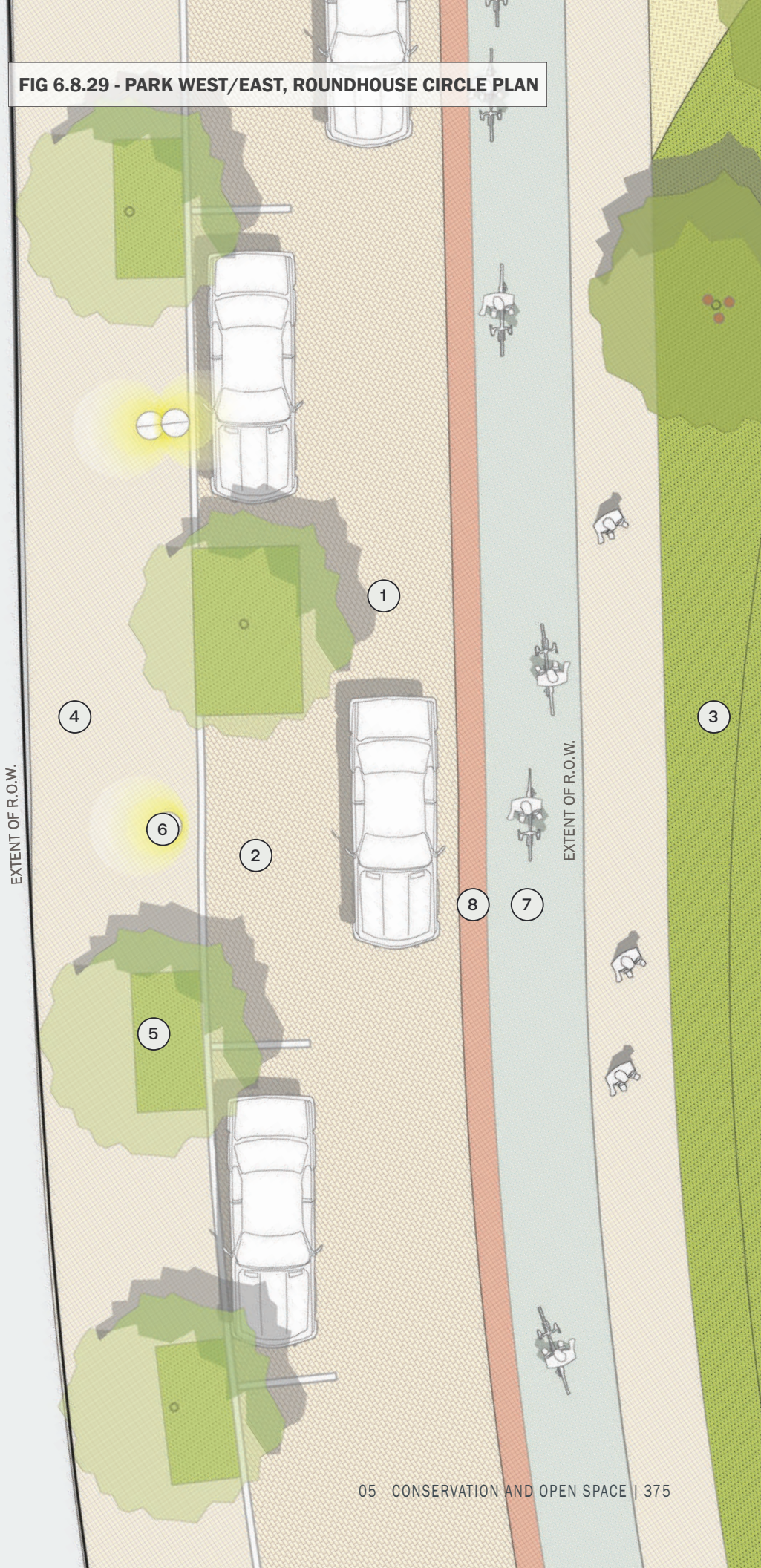




KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north-south street running from Geneva Avenue to Lagoon Road.

FIG 6.8.29 - PARK WEST/EAST, ROUNDHOUSE CIRCLE PLAN



1. TRAFFIC LANE
2. PARKING LANE
3. STORMWATER PLANTING
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. SIDEWALK LIGHT POLE
7. BIKE LANE
8. BUFFER

FIG 6.8.30 - PARK BLVD AT ROUNDHOUSE CIRCLE





Bike Facilities Adjacent to Park Space



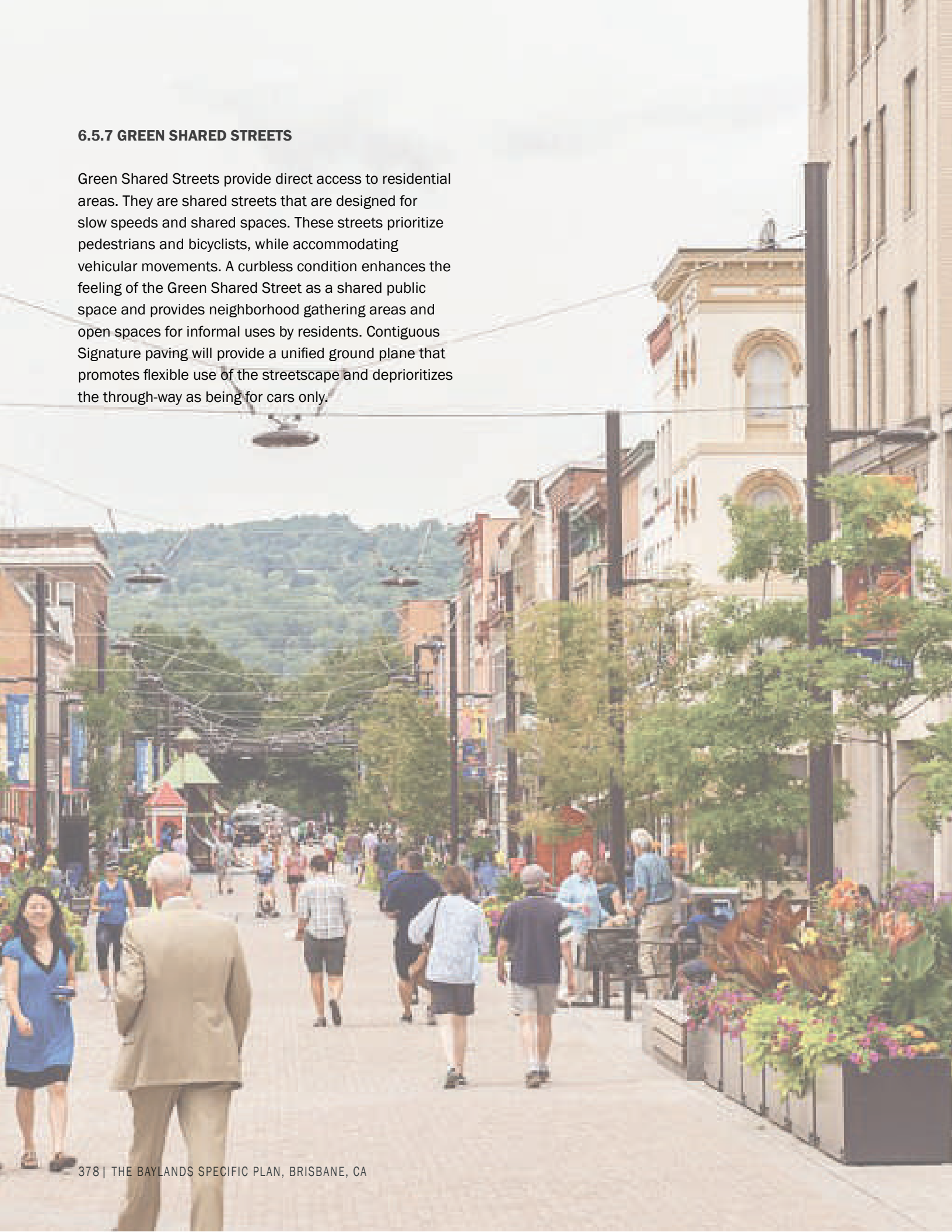
Connection to Park Sidewalks



Bench in Sidewalk

6.5.7 GREEN SHARED STREETS

Green Shared Streets provide direct access to residential areas. They are shared streets that are designed for slow speeds and shared spaces. These streets prioritize pedestrians and bicyclists, while accommodating vehicular movements. A curbless condition enhances the feeling of the Green Shared Street as a shared public space and provides neighborhood gathering areas and open spaces for informal uses by residents. Contiguous Signature paving will provide a unified ground plane that promotes flexible use of the streetscape and deprioritizes the through-way as being for cars only.



6.5.7.1 General Guidelines

Green Shared Streets are designed to allowed shared space between drivers, cyclists, and pedestrians- treating the street as part of the public realm. A centralized shared vehicular, bike, and pedestrian path is open to all circulation – and is designed without a clear division or explicit barriers between pedestrian and automotive space, forcing vehicles to drive at a slower 'walking' speed and travel cautiously. Other speed reduction and traffic volume reduction methods such as narrow paths of travel, limited sight distances, bollards, street furniture, are utilized to offer residents a greater sense of ease and comfort. Limiting vehicular speeds improves resident's feeling of safety and leads to greater us of the streetscape as a public space. These spaces become more flexible in use through these design strategies and can be utilized for neighborhood programs of various scales; including but not limited to block parties, lounging, lawn games, community gardens- and if needed, can be temporarily closed to vehicular traffic. Small, medium, and/or large trees are utilized to provide a unique character to the streets, in addition to providing a visual buffer between residences and the street. A mix of ornamental planting and stormwater treatment planting shall be included to collect runoff. Stormwater planting areas are recommended to be located near street entry and exit points. Flexible use spaces that can accommodate block-specific activities or a temporary midblock street closure are encouraged.

Green Shared Streets

Summary Guidelines



Trees & Planting
(§6.5.2.2.1, §6.5.2.2.2, §6.5.2.2.3)

Residential Adjacent Trees	Small, Medium, and/or Large trees in planter-connected groups of 2-3 trees typical
Residential Adjacent Planting	Low Ornamental & Stormwater



Hardscapes
(§6.5.2.2.5)

Pedestrian Sidewalks	Baylands Signature Paving + Curbs
Roadways	Signature



Streetscape Lighting
(§6.5.2.2.6)

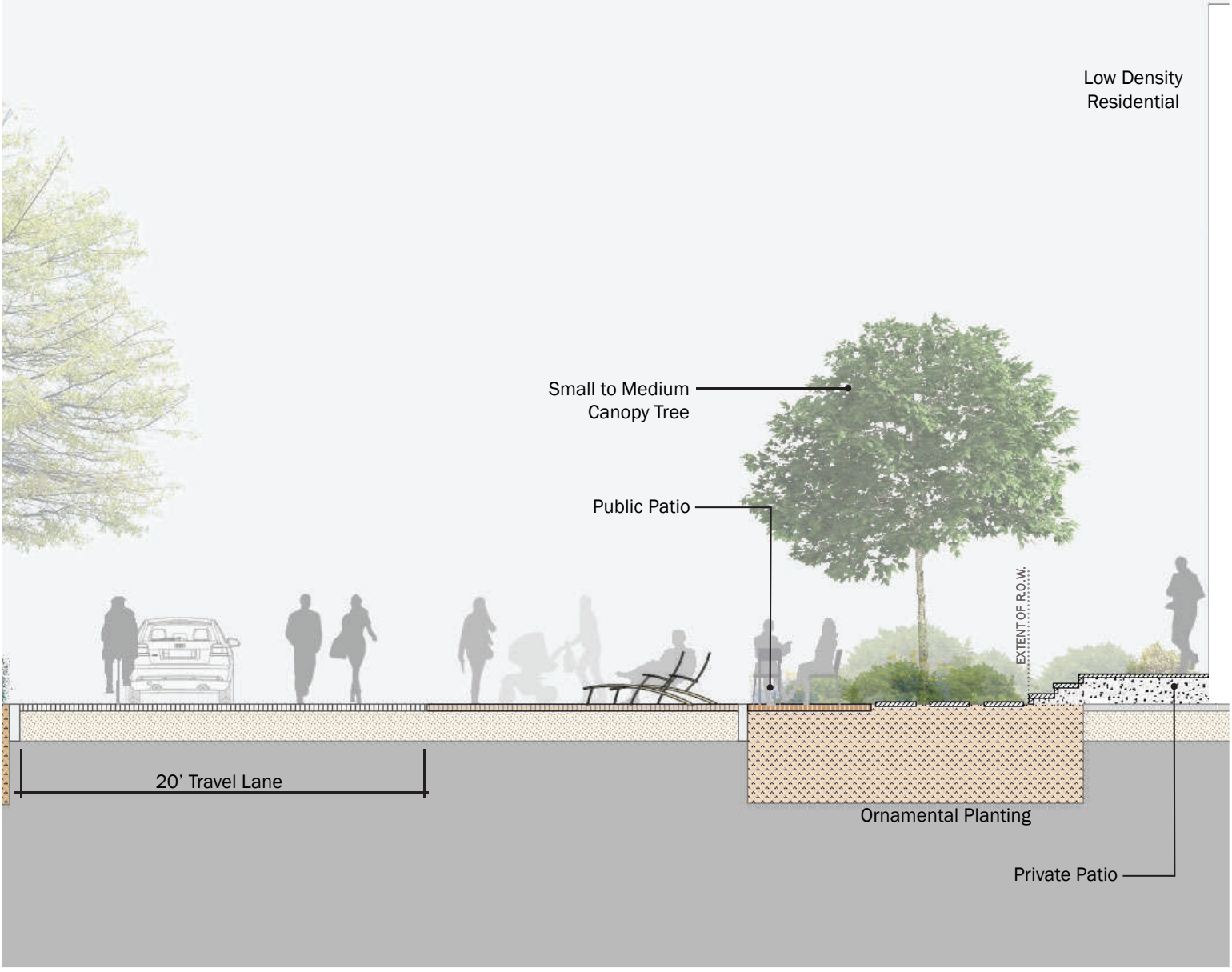
Pedestrian Sidewalks	Path Lighting
Roadways	Road Light Pole



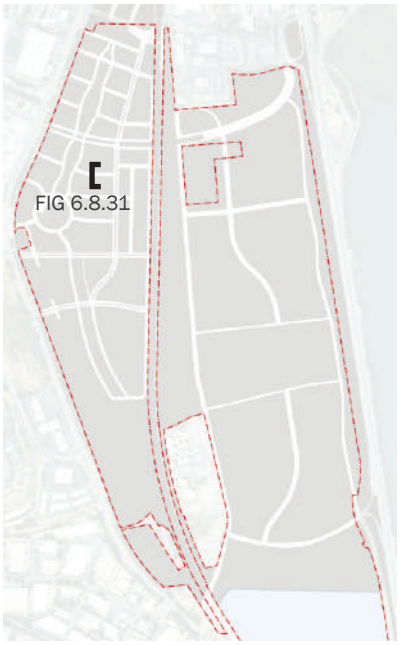
Streetscape Furnishings
(§6.5.2.2.7)

Sidewalk Dimensions	N/A
Furnishing Types	Benches, Bike Racks, Receptacles, Bollards

FIG 6.8.31 - GREEN SHARED STREET SECTION



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KEY MAP

Revise to reflect the updated Specific Plan Boundary. Additionally, remove the north–south street running from Geneva Avenue to Lagoon Road.

FIG 6.8.32- GREEN SHARED STREET PLAN

1. TRAVEL LANE
2. ORNAMENTAL PLANTING
3. BIORETENTION PLANTING
4. PRIVATE PATIO
5. PUBLIC PATIO
6. SMALL TREE



Green Shared Street Illustrative Rendering



Green Shared Street Illustrative Rendering



Contiguous Signature Paving Area



Curbless Pedestrian Zone Delineation



Planting Coordinated with EV Access



Residential Frontages

6.6 SIGNAGE AND WAYFINDING GUIDELINES

6.6.1 SIGNAGE INTRODUCTION

The goal of the signage and wayfinding guidelines is to communicate the strategy and design considerations for signage and wayfinding within the public realm at The Baylands. Primary and secondary circulation has been considered, as well areas for exploration within the parks and open spaces. The goal of this approach is to prioritize clarity within the sign program. This section will focus on freestanding signage located within the public realm, for building signage guidelines refer to Chapter 3, Building Standards .

6.6.2 SIGNAGE GOALS & STRATEGIES

The signage system plays many roles in the project; wayfinding, identity, informational and regulatory functions all contribute to a successful user experience. Design palettes feature ingredients and attitudes that contribute to the functionality of the system as well as its ability to achieve a symbiotic relationship with the architecture and uses across the site. The identity signage, wayfinding signage and specialty graphics need to convey qualities of sustainability, pedestrian safety, and fun to create memorable moments that are functional and delightful for visitors and day to day users.

Seamlessly integrate with the streetscape infrastructure and existing Brisbane urban fabric.

Well-orchestrated signage systems become integral to the site, the architecture, and the experience. Signage should be woven into the fabric of the site through form, materiality, and use.

Develop a signage kit-of-parts that can be thoughtfully modular and adapt to future site conditions.

Over time, the signage system should provide for both variety and flexibility in the ability to update key components of the signs without the need to replace the core elements and structures.

Facilitate a signage system and palette that can be executed with consistency across the site.

A project site featuring multiple uses, buildings, and architectural styles needs continuity to weave the site together which helps define the limits of the site and also contributes to the overall project identity.

Support outdoor fitness activities and regional mobility with internal and external connections via signage for pedestrian/bike trails.

Signage along pedestrian paths and bicycle trails will enhance interaction & facilitate movement throughout the greater Bay Area with distance and travel time information.

Highlight the historical and ecological significance of the site through educational installations.

Take opportunities within the parks and public plazas to integrate interactive displays that engage visitors and provide background to the history and natural attractions. Educational narratives may include but are not limited to indigenous cultures of the area, the Southern Pacific Railyard and the Brisbane Lagoon biology and ecology.

Utilize materials & fabrication techniques that support sustainability and the ecological habitat.

Material selections for signage must be coordinated to minimize energy use and the impact of natural resources. Careful consideration should also be given to end of life, to ensure that products can be easily disassembled, and component materials reclaimed with minimal contamination.

STRATEGY IMPLEMENTATION



ART AS LANDMARK



SUSTAINABILITY AWARENESS



EASE OF TRANSIT



PEDESTRIAN SAFETY



EDUCATIONAL OPPORTUNITIES



COMBINED MULTIPLE USES

ART AS LANDMARK

Sculpture and artwork that enhances the narrative at The Baylands is an important element of placemaking. The concept of using Art as an identification tool, rather than traditional monument signage will be advocated.



Surprise & Delight



Anchor Active Project Nodes
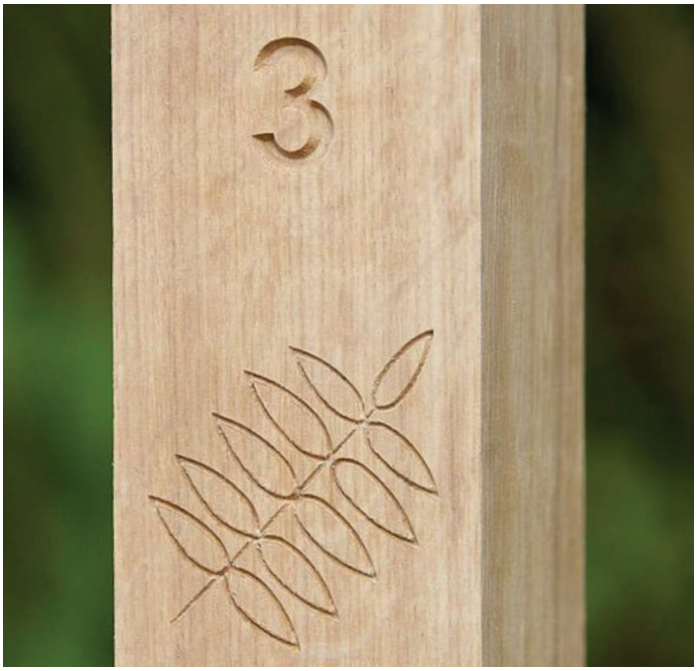


Day to Night Transition



Sculptural Gateway as Identity

SUSTAINABILITY AWARENESS

Signage will be designed to highlight mindful integration of sustainable practices and educate users to the project mission of preservation. Methods such as high recycled content and PVC-free materials, solar energy conservation and products which are 100% up-cyclable and upgradable will be strongly encouraged.



Sustainable Materials with Integrated Signage



Sustainable Materials with Integrated Signage



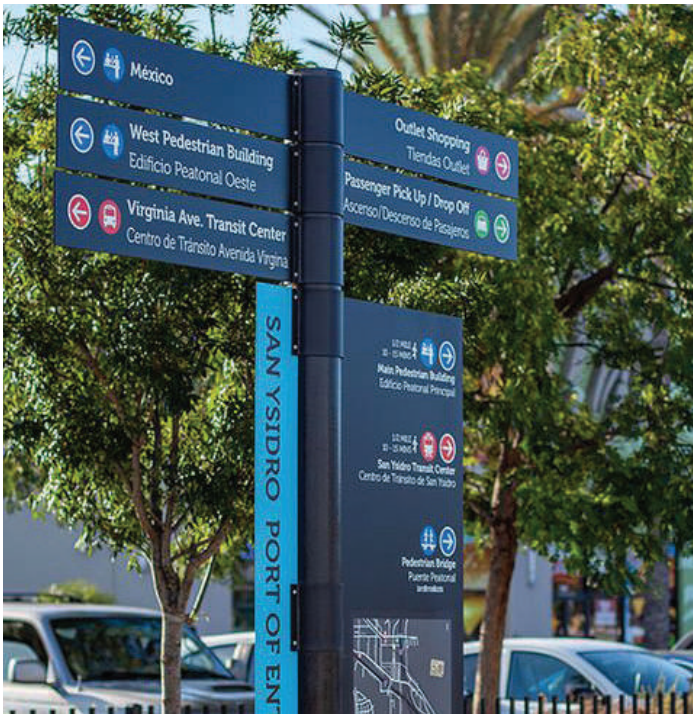
Educational and Interpretive Signage



Highlight Energy Conservation

EASE OF TRANSIT

At key nodes multi-purpose signage shall be strategically placed to address different user groups, such as pedestrians, bicyclists and shuttle users. Transit stops and mobility hubs will require coordinated signage to facilitate easy use of public transit options.



Multi-Purpose Wayfinding



Integrated Bike Lane Signage



Signage Integrated into Transit Hubs



Signage Integrated into Transit Hubs

PEDESTRIAN SAFETY

Consistent placement of pedestrian and bicycle safety signage at vehicular intersections and crosswalks enhances the experience and elevates The Baylands as a pedestrian centric environment. Wayfinding will be designed to clearly communicate pedestrian paths and navigation.



Highlight Pedestrian & Bike Pathways



Elevate Visibility at Crosswalks



Pedestrian Centric Messaging



Emergency Access with Integrated Lighting

EDUCATIONAL OPPORTUNITIES

Interpretive signage that tells the rich history of the area creates an emotional tie to the users and the community. The various stories and sustainable initiatives at The Baylands shall be integrated for all ages throughout pedestrian activity areas.



Highlight Historical & Cultural Context



Integrated into Landscape & Hardscape



Interactive Experiences



Narratives to Support Ecological Features

COMBINED MULTIPLE USES

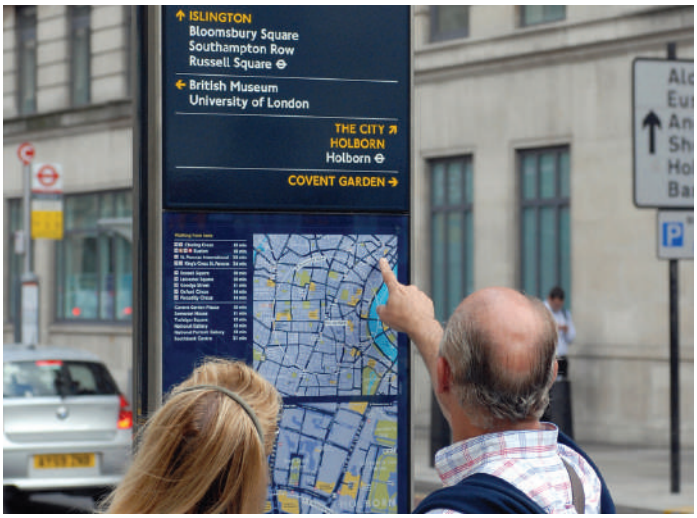
The wide variety of uses and conditions within the program require a range of signs. The intent is to control sign clutter and to simplify implementation. To meet this goal, the sign program works to create multi-purpose signs that integrate layers of content into a single sign location.



Verticality for Multiple Viewers



Icons for Universal Communication



Hierarchy of Directional Information



Trail Network Maps & Distances



Painted Aluminum



Recycled Solid Surfacing



Weathered Steel



Wood & Faux Wood



Boardform Concrete



Solid Stone

SIGNAGE & WAYFINDING MATERIAL PALETTE

6.6.3 SIGNAGE ELEMENTS

This chapter provides guidelines for a consistent treatment of signage elements throughout The Baylands.

Materials Overview

Signage materials will be inspired by the natural materials found throughout the region and environment. Material selections shall be sustainable and feel as though they have always been there, juxtaposed with a contemporary design aesthetic.

Sign material technology is continually evolving. New materials may be used if they have been sufficiently tested to demonstrate that they meet or exceed the performance characteristics of materials currently in use. Materials and sign designs should be coordinated to align with the general scale and materiality of the architectural and landscape context. Fabrication should focus on quality materials and finishes for longevity and reduced maintenance needs. Below are the preferred materials for signage.

Primary Materials

METAL: PAINTED ALUMINUM
Painted aluminum should only be used when an automotive grade finish can be applied. Color palettes will be restricted to neutral and/or natural tones, with minimal use of bright/intense color ranges.

RECYCLED SOLID SURFACING
Treated solid surface materials and high pressure laminates with recycled content and/or waste reduction programs. Color palettes will be restricted to neutral and/or natural tones, with minimal use of bright/intense color ranges.

WOOD & FAUX WOOD
Teak, Ipe or similar very hard wood will be treated to prolong life and avoid maintenance issues. Faux or composite wood beams with recycled content and/or waste reduction programs will be recommended.

Secondary Materials

METAL: WEATHERED STEEL
Weathered steel or the smoother finish, cold-rolled steel may be used. Clear coat should be applied to all surfaces to seal and protect.

STONE
Native stone slabs to be left natural in color. Stone finish should be rough or split-face to maintain a more natural character. Joints or seams should be left rough. Low stone walls may be used as an integrated sign base.

CONCRETE
Concrete with smooth or boardform finishes may be integrated into sign bases to prevent damage. Exposed concrete sign foundations are prohibited.

Restricted Materials

- Sintra, MDF or MDO
- Cardboard
- Colored plastics or acrylics
- Trim cap retainers
- Plastic laminate and wall covering
- Digitally printed vinyl such as the stick-on or decal type

Lighting Overview

VEHICULAR SIGNS
Vehicular signage will utilize ambient site lighting and/or reflective messaging. At Geneva Avenue between Bayshore Boulevard and Frontage Road signage may utilize internal and/or external illumination for traffic control and safety.

PEDESTRIAN SIGNS
Internal and indirect illumination for pedestrian signage will be restricted to High Density Residential and High Density Commercial districts as well as Urban Plazas. In other areas pedestrian signage will utilize ambient site and landscaping lighting, except for emergency and/or safety requirements.



Confusing Over-signed Areas



Billboard Signage



Signs that are not properly maintained



Portable/Inflatable Signage

PROHIBITED SIGNAGE

Prohibited / Restricted Signage

- Confusing Over-signed Areas
- Billboard Signage
- Flashing and/or color-changing lighting
- Moving or rotating signage
- Portable/Inflatable signage
- Signs that emit sounds or smells
- Signs attached to trees or other landscaping
- Sign locations that restrict traffic flow
- Signs that are not properly maintained
- Exposed sign foundations

Temporary Signage

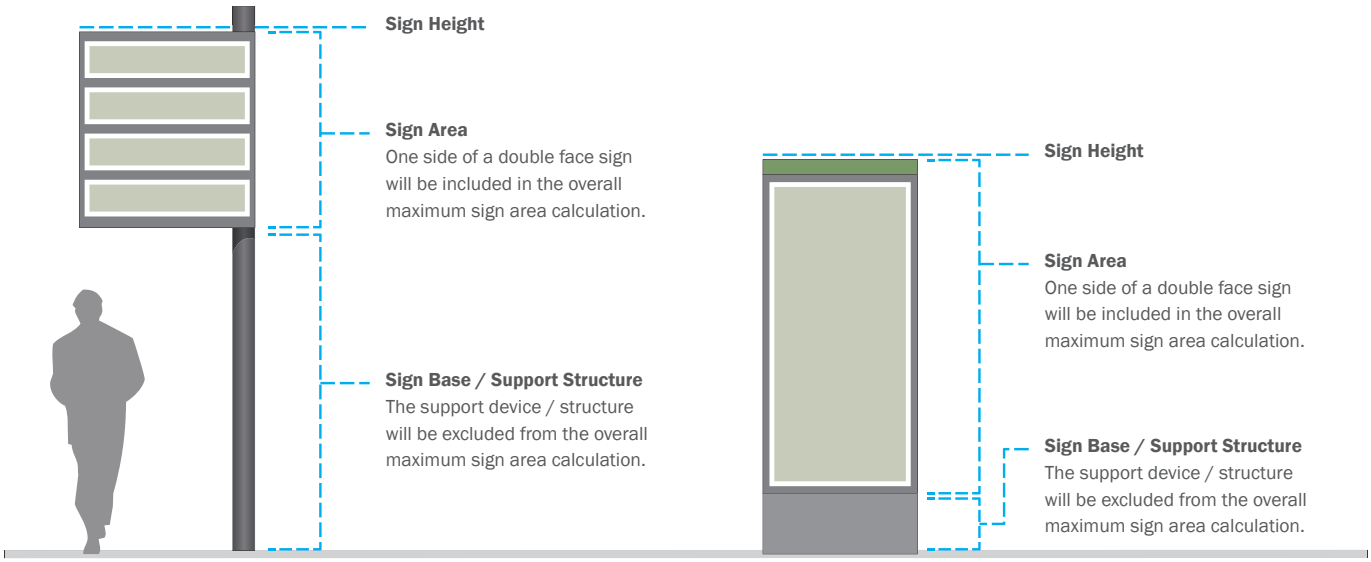
- Temporary Banners – temporary fabric signs intended for special events or announcements. Banners for special events may be posted up to two (2) consecutive weekends preceding the event and must be removed within twenty-four (24) hours following the events conclusion.
- Temporary Real Estate Signs – "for lease" or "for rent" signs pertaining to the property they are placed on and limited to four (4) square feet in area.
- Temporary Business Banners – signs announcing a new business that, in aggregate, do not exceed twenty (20) square feet. Such signs may be erected for a maximum of thirty (30) days during the opening of a new business.

Exempted Signs

- Governmental signs providing general information to the public for the control of traffic or similar regulatory purposes may include, but are not limited to street signs, danger signs, landside and water side warning signs.
- Signs required to be maintained by law or governmental order, rule or regulation, with a total surface area not exceeding ten (10) square feet.
- Signs not visible beyond either the boundaries of the leasehold on which they are located or from any public right-of-way or from any parking area or circulation area open to the general public.

Sign Area Calculation

- The visible surface of the sign, exclusive of support devices, shall be included in area calculations. Only one (1) face of a double-faced sign shall be counted.
- Only messaging areas shall be included. Decorative graphics not conveying a readily apparent message are not counted in the area of the sign.



SIGN AREA DIAGRAM

SIGNAGE & WAYFINDING CATEGORIES

STREETSCAPE SIGNAGE

Signage that is primarily placed within the right-of-way to inform road users of selected traffic laws or regulations. Includes vehicular wayfinding and street identity signage.



URBAN SIGNAGE

Signage to assist pedestrian wayfinding and mobility. Signage located within High Density Residential and High Density Commercial districts as well as Urban Plazas. Sign locations to be coordinated and placed within the Site Furnishing Zone of the sidewalks or shared use paths.



OPEN SPACE SIGNAGE

Pedestrian focused signage located adjacent to shared use paths within Active Recreation Areas, Community Greens and Ecological Greenspaces.



6.6.4 STREETSCAPE SIGNAGE

Streetscape Signage Overview

Streetscape signage at The Baylands shall clearly communicate vehicular safety standards with consistent use of materials, colors, fonts and arrows. Signs should be placed adjacent to roadways with unobstructed views.

General Conditions

All streetscape signage within the right of way for The Baylands must abide by the Brisbane, CA Municipal Code, Guidelines for Advertising Signs and Caltrans Sign Specifications. All regulatory signage must abide by the Manual on Uniform Traffic Control Devices (MUTCD) sign standards. All signs placed within the right-of-way to be located in the streetscape furnishing zone. All sign locations to maintain a minimum 5' clear pedestrian path.

Special Conditions

At Geneva Avenue between Bayshore Boulevard and Frontage Road additional traffic control directional signage will benefit wayfinding and traffic flow to address:

- Cars needing to make an immediate turn into Baylands, and cars looking for available parking at the Frontage Road and local streets.
- Safety of pedestrian and bikes at major multi-modal intersections.

Typical Sign Types

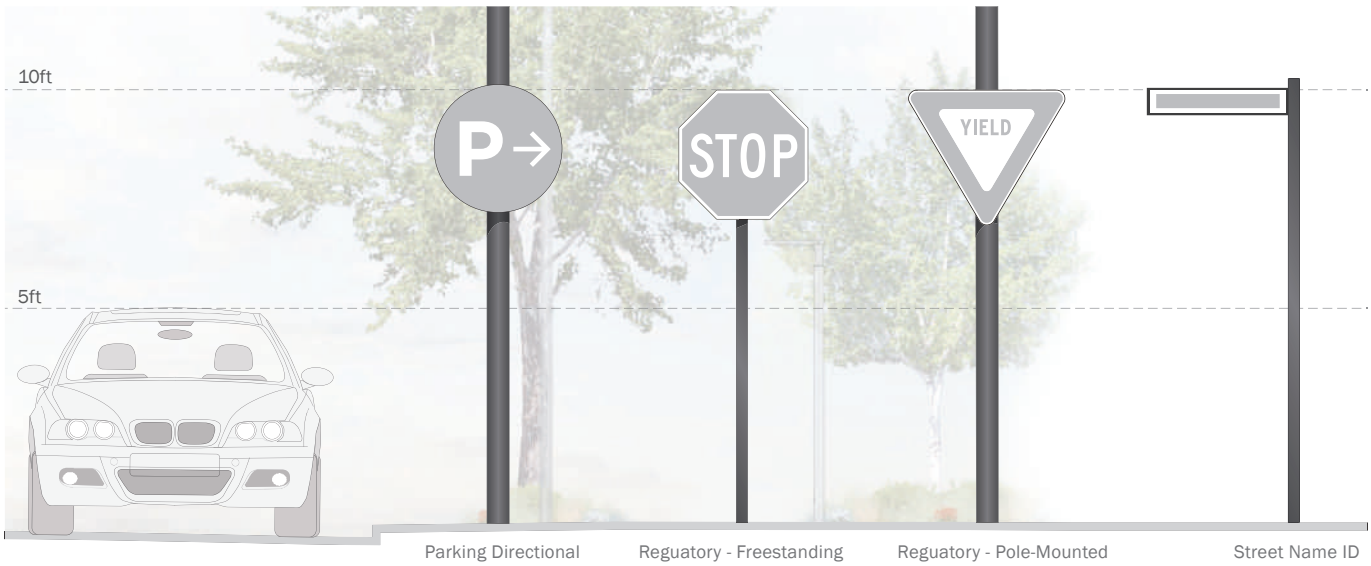
All signs shall be finished and maintained to give a professional appearance and to assure durability. Streetscape signage will typically consist of the following:

- **Parking Directional -** Located near vehicular access to public parking lots and/or garages. Parking "P" icon to be used consistently on all locations.
- **Regulatory Signage -** Located per MUTCD requirements. Locations with multiple signage needs should be combined onto a single sign post whenever possible.
- **Street Name Identity -** Located for vehicular visibility at all street intersections. Font type, weight and width must be consistent across all signs within reason.
- **Vehicular Guide Sign** - See following pages for details.
- **Multi-Modal Transport Sign** - See following pages for details.

Appropriate Pole Types

Whenever possible streetscape signage should be integrated into existing street poles to avoid clutter.

- Road Light Pole
- Sidewalk Light Pole
- Painted Square or Round Pole



A1: Vehicular Guide Sign

Sign Type Narrative

These signs highlight important destinations paired with directional arrows to support high volumes of traffic. These signs are strategically located for vehicular visibility with time to view and respond to directional information. Signage may be illuminated and should be scaled appropriate for the speed of traffic. Wherever possible signage should be two-sided to address multiple directions and/or viewers.

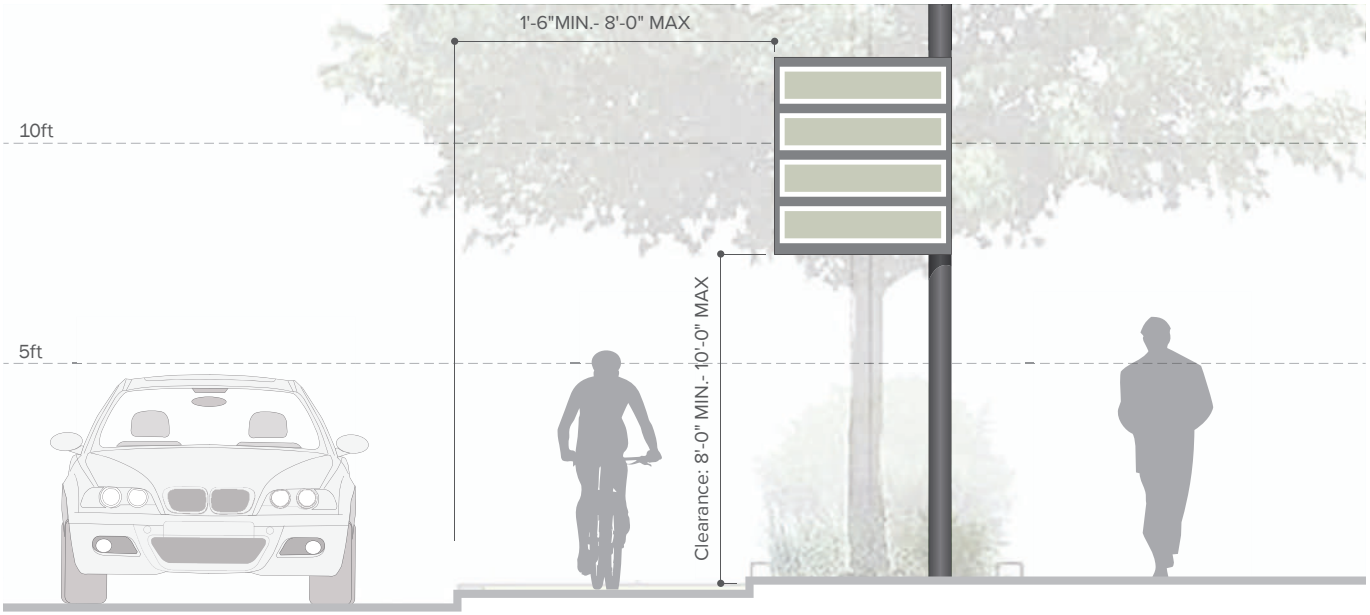
Sign Locations

Restricted to Geneva Avenue between Bayshore Boulevard and Frontage Road. Signage should be located adjacent to roads and placed visible for approaching traffic. The design may be incorporated into site road light poles, as not to block views at eye level. Signs located within the right-of-way in the furnishing zone.

Messaging Approach

Signage to include a recommended maximum of 4 directional messages. Messaging to focus on primary site destinations and vehicular parking access. Sequence of messaging to be based on relative distance to destination from closest to furthest.

Recommended Maximum Height	12'-0"
Recommended Maximum Sign Area	30 Sq.Ft.
Illumination	External / Ambient
Installation Location	Pole Mounted
Applicable Streets	Geneva Avenue between Bayshore Boulevard and Frontage Road



A2: Multi-Modal Transport Sign

Sign Type Narrative

These signs highlight important destinations paired with directional arrows. This also allows for users to discover easy routes that can be taken by cycling in place of busy routes taken by personal vehicles.

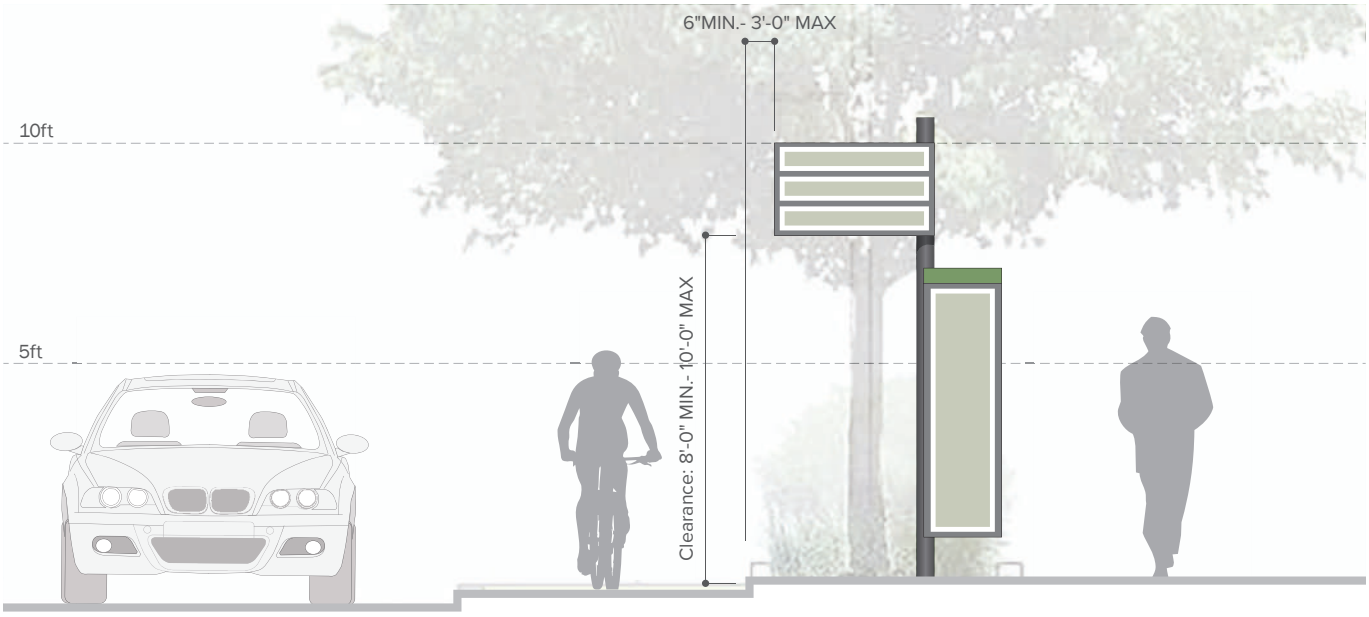
Sign Locations

Restricted to Regional Arterial, Minor Arterial and Collector Street types. The design may be incorporated into site road light poles, as not to block views at eye level. Signs located within the right-of-way in the furnishing zone.

Messaging Approach

Signage to include a recommended maximum of 4 directional messages. Messaging to focus on primary site destinations and major off-site regional destinations, paired with distances and/or approximate travel times. Additional map panels may be added at primary intersections on Regional Arterial and Minor Arterial roads.

Recommended Maximum Height	12'-0"
Recommended Maximum Sign Area	20 Sq.Ft.
Illumination	External / Ambient
Installation Location	Freestanding
Applicable Streets	Tunnel Ave., Sierra Point Pkwy., Baylands Blvd., Frontage Rd., Campus Rd, Main St., Park West St., Park East St.



6.6.5 URBAN SIGNAGE

Urban Signage Overview

Signage to assist pedestrian wayfinding and mobility. Signage located within High Density Residential and High Density Commercial areas as well as Urban Plazas. Sign locations to be coordinated and placed within the Site Furnishing Zone of the sidewalks or shared use paths.

General Conditions

All signage and wayfinding elements placed within the right-of-way for pedestrian audiences is to be located within the furnishing zone, preferably on-center, see Chapter 6, Streetscape Guidelines for furnishing zone details. All sign locations to maintain a minimum 5' clear pedestrian path and not interrupt any vehicular travel lane.

Special Conditions

Urban Directory signage and Pedestrian Directional sign locations also allowed within open space areas, specifically Urban Plazas, to address wayfinding and site navigation for high volume of arriving users.

SIGNAGE CHARACTER: URBAN



Modern Sign Forms



Digital Access for Up-to-Date Information



Mapping that Connects On-Site & Off-Site Features



Integrated into Sign Post & Light Poles

B1: Public Transport / Digital Signage

Sign Type Narrative

Signage at Mobility Hubs with incorporated shuttle stop and transit shelter. Signs to communicate real-time transportation schedules, routes and availability. Chapter 6 of the Specific Plan outlines the extent of shuttle routes and locations of Mobility Hubs.

Sign Locations

Restricted to locations at mobility hubs with integrated site shuttle stops and transit shelters.

Messaging Approach

Internally illuminated and/or digital messaging display with up-to-date site transit information and schedules.

Recommended Maximum Height	9'-0"
Recommended Maximum Sign Area	30 Sq.Ft.
Illumination	Internal / External / Ambient
Installation Location	Freestanding



B2: Urban Directory

Sign Type Narrative

Multi-use freestanding signage located within furnishing zones and Urban Plazas. Messaging to include area map, amenity locations and pedestrian directionals.

Sign Locations

Restricted to locations within Urban Plazas and at mobility hubs without integrated site shuttle stop. Mobility hubs with Urban Directory signs should include at least one of the following supportive amenities:

- Short- and long-term bike parking
- Bicycle share and/or scooter share parking
- Car share passenger pickup/drop-off areas
- Electric vehicle charging stations

Messaging Approach

Signage to include a recommended maximum of 6 directional messages. Messaging to focus on primary site destinations, paired with distances and/or approximate travel times. Map panels should be integrated to illustrate site context, primary destinations and amenities and off-site connectivity.

Recommended Maximum Height	9'-0"
Recommended Maximum Sign Area	20 Sq.Ft.
Illumination	External / Ambient
Installation Location	Freestanding



B3: Neighborhood Directory

Sign Type Narrative

Non-illuminated signage that highlight important site destinations paired with directional arrows and/or area map. These signs are strategically located within furnishing zones for pedestrian visibility.

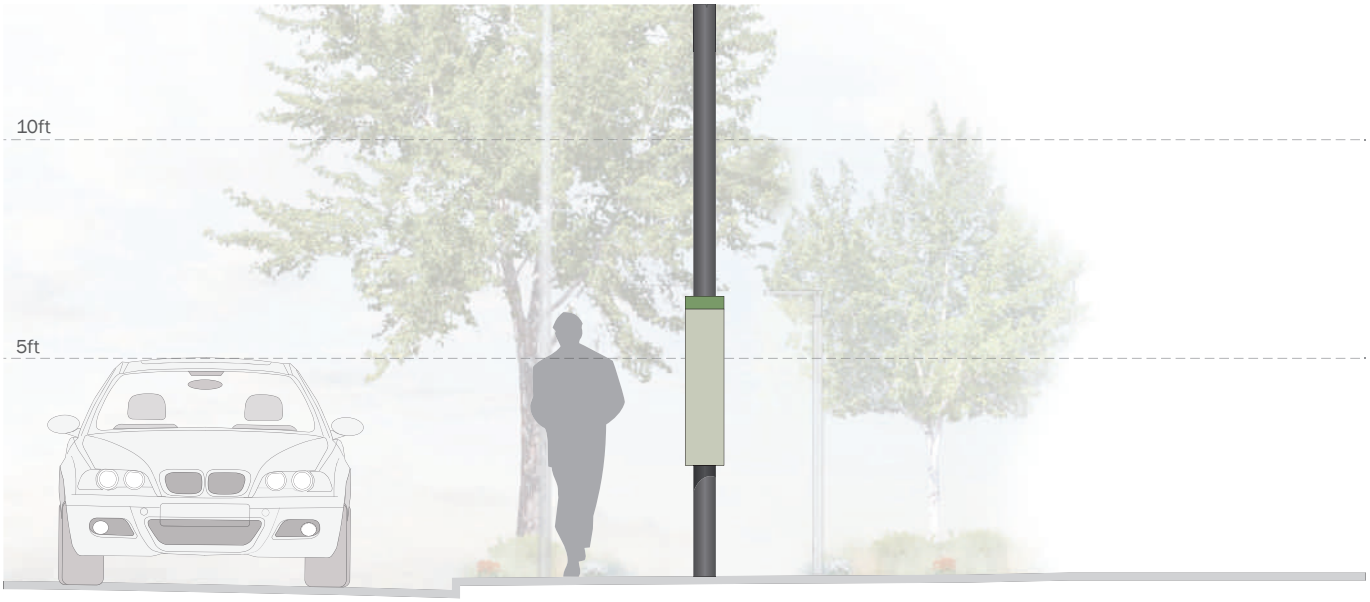
Sign Locations

Located near pedestrian crosswalks and at pedestrian decision making locations, integrated into site road light poles and sidewalk light poles at or adjacent to furnishing zones.

Messaging Approach

Signage to include a recommended maximum of 2 directional messages. Messaging to focus on primary site destinations, paired with distances and/or approximate travel times. Map panels may be integrated to illustrate site context, primary destinations and amenities and off-site connectivity.

Recommended Maximum Height	6'-0"
Recommended Maximum Sign Area	10 Sq.Ft.
Illumination	None
Installation Location	Freestanding / Pole Mounted



B4: Pedestrian Directional

Sign Type Narrative

Non-illuminated signage that highlight important site destinations paired with directional arrows. These signs are strategically located within furnishing zones and Urban Plazas for pedestrian visibility.

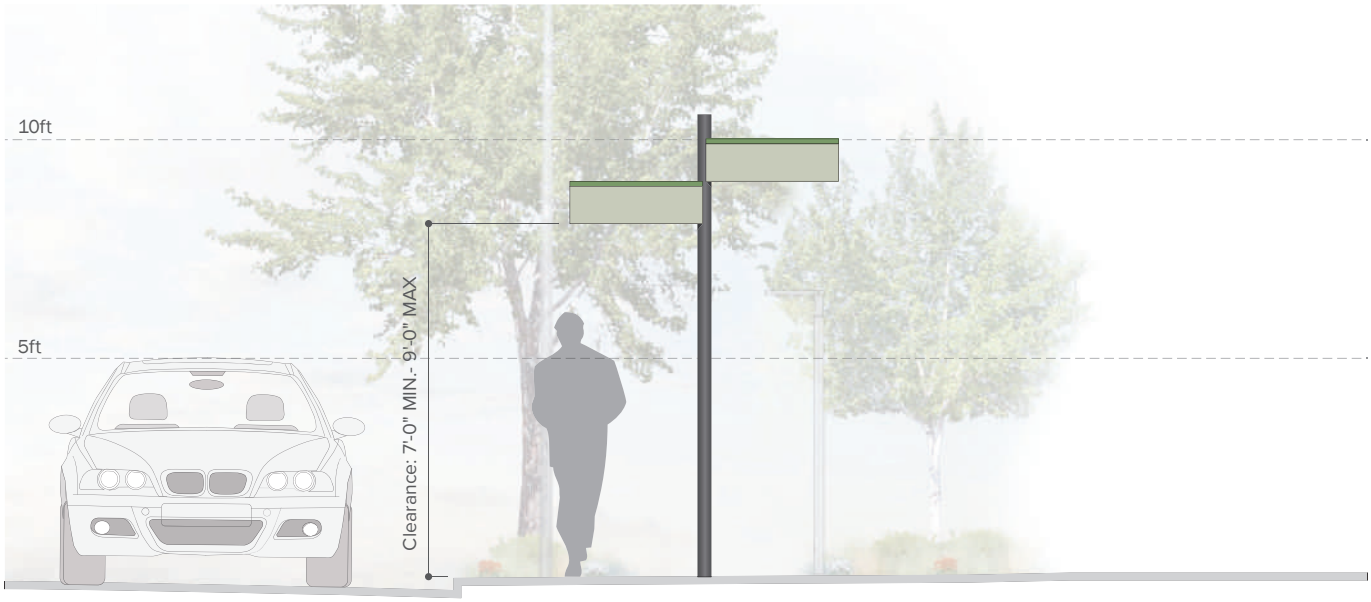
Sign Locations

Freestanding locations near pedestrian crosswalks and at pedestrian decision making locations at or adjacent to furnishing zones and Urban Plazas.

Messaging Approach

Signage to include a recommended maximum of 6 directional messages. Messaging to focus on primary site destinations, paired with distances and/or approximate travel times.

Recommended Maximum Height	10'-0"
Recommended Maximum Sign Area	10 Sq.Ft.
Illumination	None
Installation Location	Freestanding



6.6.6 OPEN SPACE SIGNAGE

Open Space Signage

The smallest signs in the system help integrate recreational paths into the park areas. Signage for Open Space includes Active Recreation Areas, Community Greens and Ecological Greenspaces, but excludes Urban Plazas.

General Conditions

All signage within the designated Bay Trail area must abide to the San Francisco Bay Trail Design Guidelines and Toolkit. Illuminated signage within designated habitat areas will be strictly prohibited. All sign locations to maintain a minimum 5’ clear pedestrian path and not interrupt any vehicular travel lane.

Special Conditions

Trail signage to extend into right-of-way and placed with furnishing zone to match Bay Trail when connecting directly to designated trail path. At street crossings with vehicular right-of-way rectangular rapid flashing beacons or pedestrian hybrid beacons should be considered for pedestrian safety.

SIGNAGE CHARACTER: OPEN SPACE



Integrated into Hardscape Features



Low Signage to Maximize Sightlines



Highlight Pedestrian Pathways & Distances



Ecological Awareness and Considerations

C1: Freestanding Park ID

Sign Type Narrative

Identity signage for the individual parks and open space areas. Design of signs to reflect use and scale of each park or open space area.

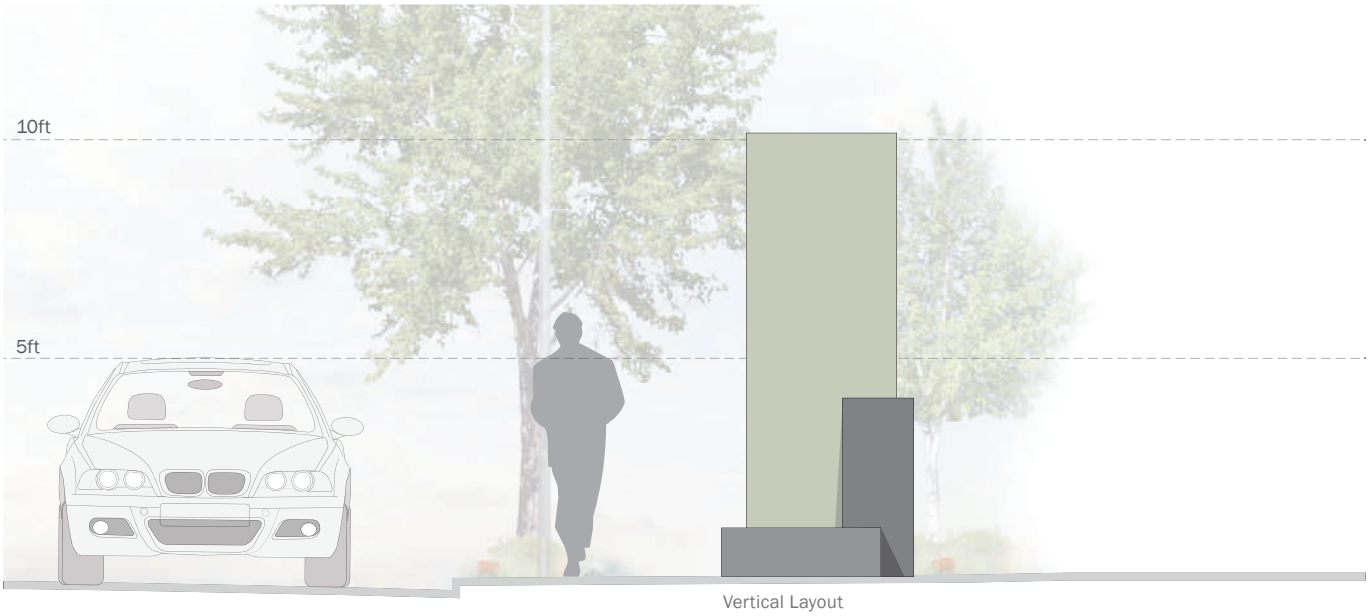
Sign Locations

Limited to one sign location per featured park or open space area. Located with visibility from primary pedestrian and/or vehicular entry points.

Messaging Approach

Messaging will be limited to open space name and identity elements.

Recommended Maximum Height	10'-0"
Recommended Maximum Sign Area	300 Sq.Ft.
Illumination	Internal / External / Ambient
Installation Location	Freestanding



Vertical Layout

SIGNAGE CHARACTER: PARK IDENTITY



Integrated Low Level Lighting



Non-Illuminated at Preservation Areas



Low Signage to Maximize Sightlines



Highlight Pedestrian Arrival Paths

C2: Emergency Call Station

Sign Type Narrative

An Emergency Call Station is ideally used in a high traffic area as an additional security measure for public use. By having these stand alone call stations, people are continually reassured that police assistance is just a push of a button away. They should be easily visible from long distances, and unlike cell phones are capable of giving the dispatch center your exact location for a faster response.

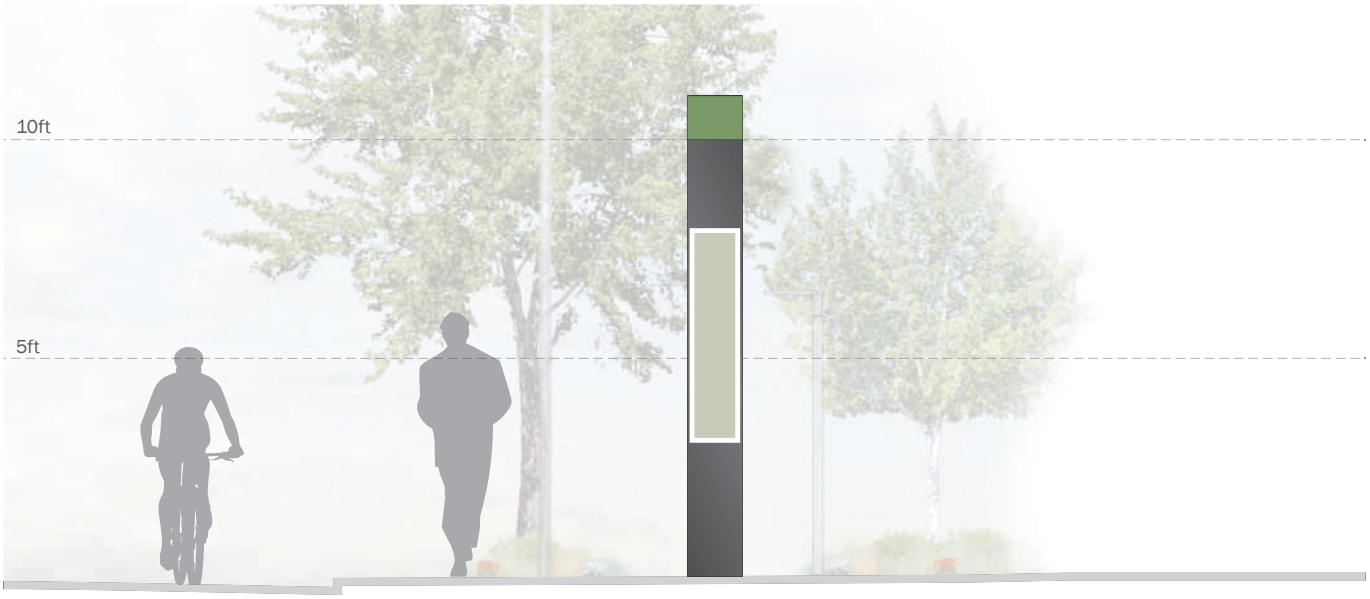
Sign Locations

Highly visible locations adjacent to pedestrian paths and near parking areas.

Messaging Approach

Messaging to be focused exclusively on emergency contact information. Messaging should include multiple languages and icons for universal usage.

Recommended Maximum Height	11'-0"
Recommended Maximum Sign Area	10 Sq.Ft.
Illumination	Internal / External / Ambient
Installation Location	Freestanding



C3: Rules and Regulations

Sign Type Narrative

Signage to communicate site or area rules and regulations. Signs to be located visible from primary area entries not to block guest views.

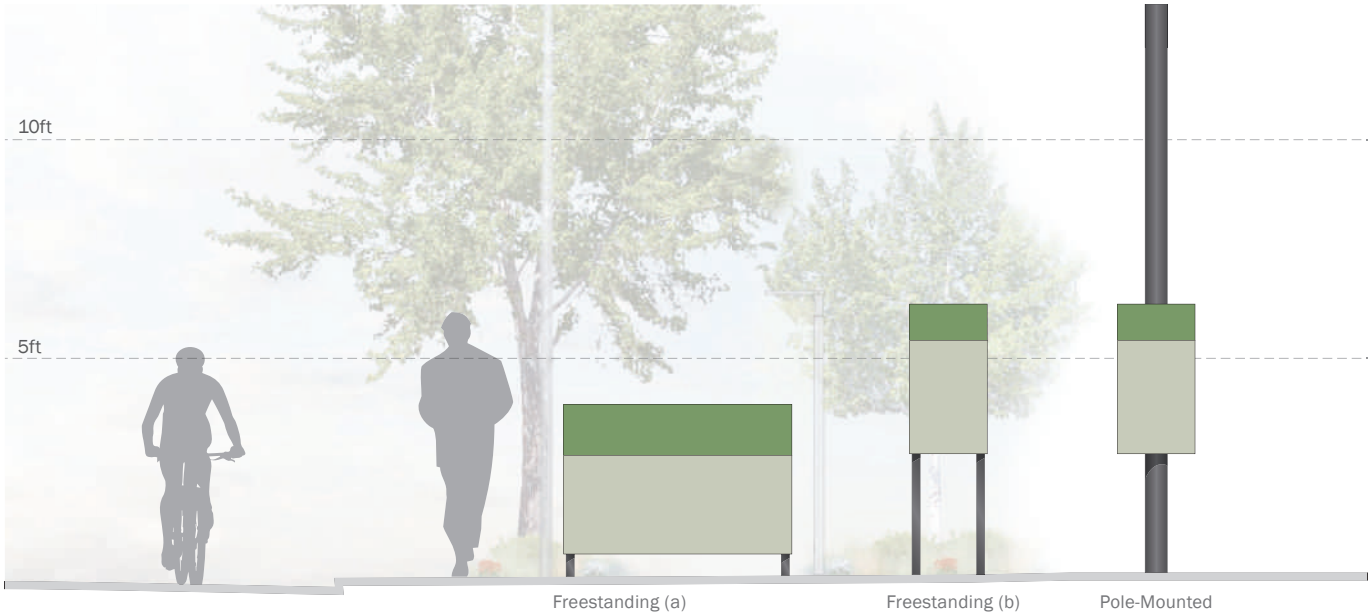
Sign Locations

Signs to be located near all primary pedestrian access points to open space areas.

Messaging Approach

Text panels for pedestrian legibility between 2-6 feet away.

Recommended Maximum Height	6'-0"
Recommended Maximum Sign Area	10 Sq.Ft.
Illumination	None
Installation Location	Freestanding / Pole Mounted



C4: Trail Signage

Sign Type Narrative

Sign types that communicate to trail users maps of the trail network, connection to area trails, distance markers and directionals to nearby amenities.

Sign Locations

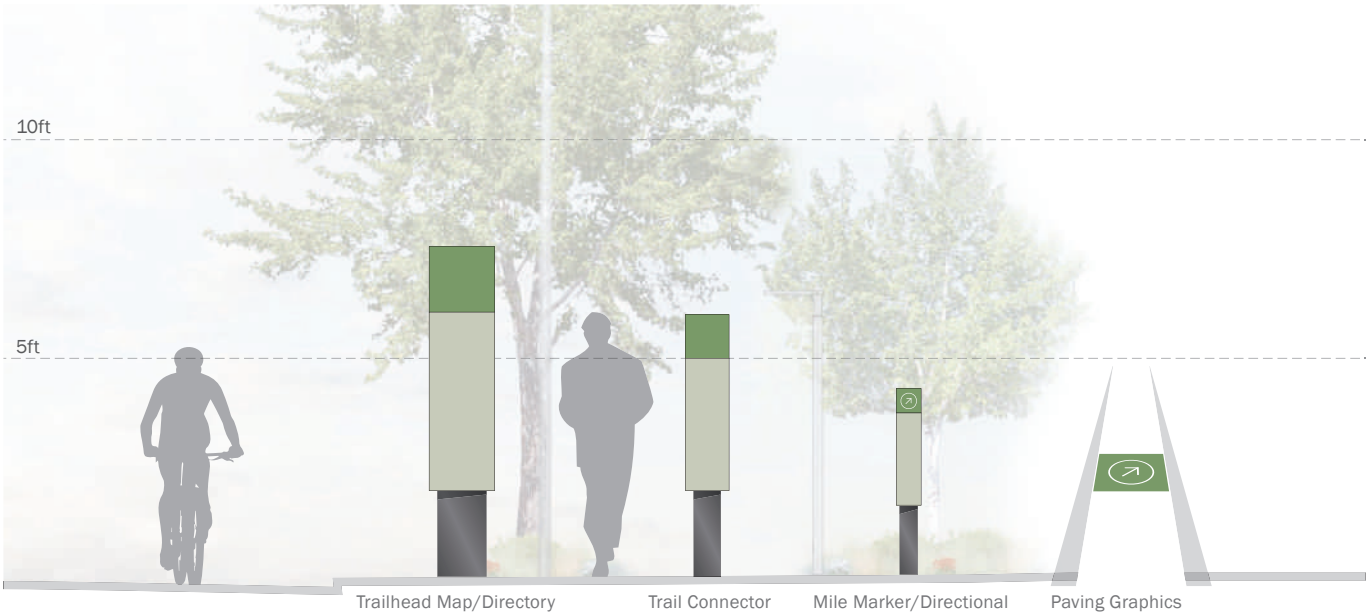
Locations will be placed near trailheads and trail intersections, as well as secondary locations along long stretches of uninterrupted trail to communicate regular mileage intervals.

Trails must indicate at each trailhead where the trail begins or where major sections of the trail begin and provide specific information about the accessibility of the trail. Additional information including a map, destinations, trail etiquette, etc. can be added.

Messaging Approach

Signage to include a recommended maximum of 6 directional messages. Messaging to focus on primary trail destinations and connections, paired with distances and/or approximate travel times. Map panels may be integrated to illustrate trail context, primary destinations and amenities and off-site connectivity.

Recommended Maximum Height	7'-0"
Recommended Maximum Sign Area	10 Sq.Ft.
Illumination	None
Installation Location	Freestanding



C5: Educational Signage

Sign Type Narrative

Freestanding Interpretive Signs, located adjacent to pedestrian trails and walkways. Signage forms and scale to reflect narrative content and integration into site landscape and hardscape features. Signage to be kept below 5'-0" to maintain pedestrian sightlines.

Messaging to be restricted to historical and/or educational information about the site and its features.

Sign Locations

Sign to be located adjacent to pedestrian pathways with minimum 5' clear pedestrian path.

Messaging Approach

Text panels for pedestrian legibility between 2-6 feet away.

Recommended Maximum Height	6'-0"
Recommended Maximum Sign Area	15 Sq.Ft.
Illumination	None
Installation Location	Freestanding



6.6.7 SIGNAGE CONSIDERATIONS

Color Palette

Ease of reading is greatly affected by the contrast between background and foreground. The greater the contrast, the better the readability. Remember that the environment in which the sign will be displayed is another contrast factor to consider. Black or dark sign backgrounds will make messaging stand out more than on other background colors. There should be at least a 70% contrast between the letters and the background.

Type Styles

Typography and font styles will be used in a consistent manner across all site wayfinding. Fonts should be selected to maximize clear legibility and adaptability for various messaging conditions. A san-serif font family with a variety of weights and widths is recommended.

Interline spacing should be approximately three fourths the average of capital or uppercase letter heights in adjacent lines of letters.

Lateral and Vertical Clearances

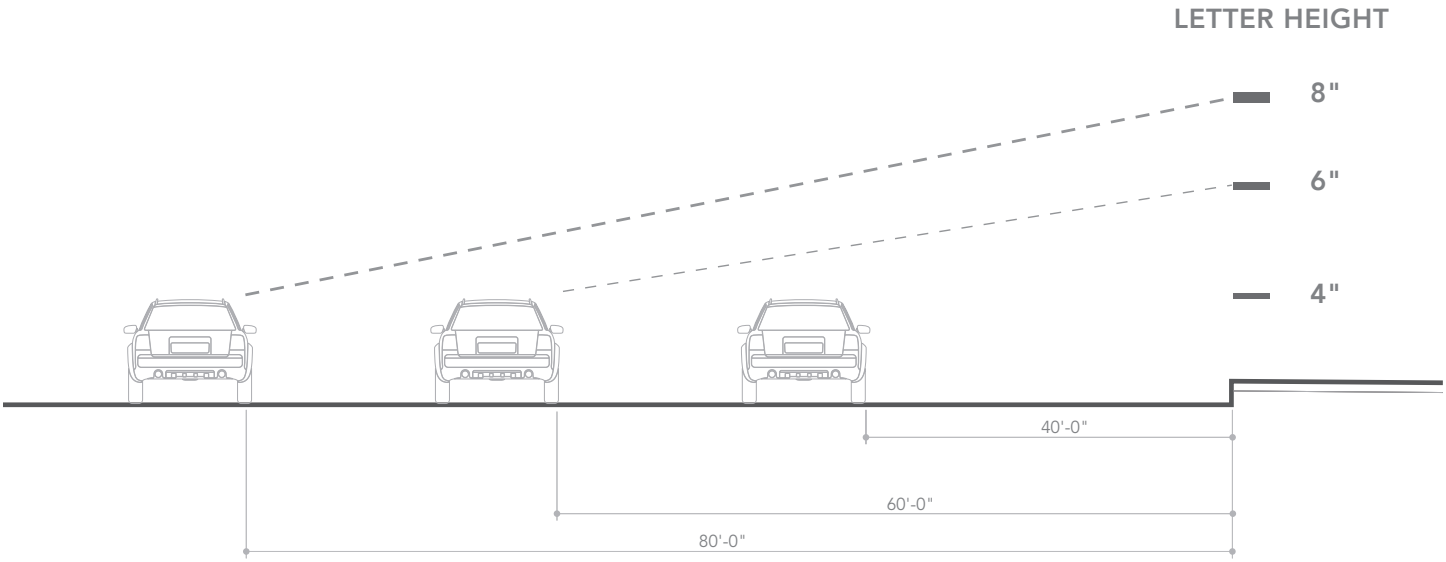
All signage to follow ADA and Brisbane, CA Municipal Code for vehicular and pedestrian clearances. All sign locations to maintain a minimum 5' clear pedestrian path and not interrupt any vehicular travel lane.

Legibility

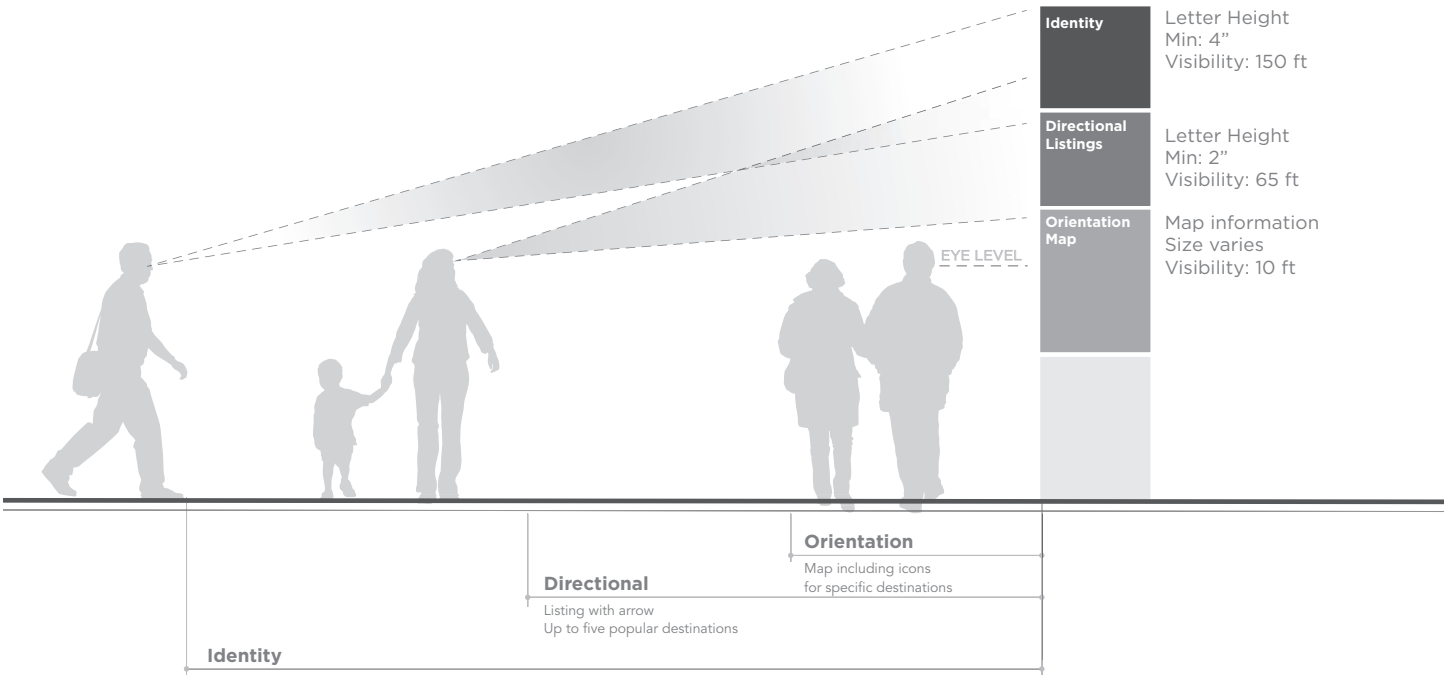
Size and other dimensions create a framework for good legibility, which will be further enhanced through the type, color & contrast, information hierarchies and illumination. An accepted "rule-of-thumb" to follow for legibility for signs is to have 1 inch of letter height for every 40 feet of desired legibility. Refer to diagrams to the right for recommended guidelines.

VEHICULAR SIGNS
Size of road and speed of travel should be considered for legibility of vehicular signage. Viewing distances typically range from 40-100 ft.

PEDESTRIAN SIGNS
Signage can be designed for multiple users and viewing distances. Directional information should be placed above eye-level for quick legibility from 10-50ft., whereas maps and detailed information should be placed at eye-level with type sizes appropriate for viewing from 2-10ft. away.



VEHICULAR LEGIBILITY



PEDESTRIAN LEGIBILITY

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07
INFRASTRUCTURE

07 | INFRASTRUCTURE

7.1 PURPOSE AND OVERVIEW

This chapter describes the grading, stormwater, potable water, sanitary sewer, recycled water, energy and telecommunications infrastructure improvements within The Baylands.

Earthwork, soil remediation and utility infrastructure improvements are needed for development of The Baylands. These site improvements are designed to comply with the General Plan and principles of the Sustainability Framework in Chapter 04.

To address the General Plan goals, The Baylands' earthwork, storm drainage and site remediation primarily use current best practices to provide a safe and resilient site. Utilities, including water supply, sewage management and energy systems, incorporate technology and performance monitoring to provide sustainable infrastructure to support safe development of the site.

Infrastructure in the public realm, including open spaces, open areas and streets, are designed as a synthesis of the grading and utility infrastructure designs and locations, lighting, planting, furnishings, habitat, ecology and connectivity improvements to enhance the character and dynamic goals of The Baylands. The Baylands Infrastructure Report provides a detailed description of the environmental, geotechnical, and infrastructure summarized herein.

7.2 INFRASTRUCTURE GOALS

The Baylands' infrastructure is guided by the following General Plan goals, as well as the principles of the Sustainability Framework for The Baylands as described in Chapter 04. These goals are designed to promote a safe, resilient and sustainable site.

GOAL 7.2.1: DEVELOP A RESILIENT SITE, RESPONSIVE TO CLIMATE CHANGE AND ASSOCIATED HYDRAULIC CONDITIONS

This goal addresses the following General Plan requirements:

- *"Development shall be designed to protect uses from the 100-year flood, including 100 years of projected sea level rise as determined based on regulatory standards or guidelines in effect at the time of project construction, with the reference to guidelines and sea level rise projections approved by the Director of Public Works/City Engineer based on context-specific considerations of risk tolerance and adaptive capacity." (GP-1-18, 3(J))*

To develop a resilient site, grading standards and adaptive approaches are established for buildings, roadways and open space area in this Specific Plan to address risk-based sea level rise (SLR) and associated flooding potential. Consistent with the Baylands program Final EIR (2015) mitigations (4.H-4a and 4H-4b), these measures include increasing site elevations at key locations to ensure the lowest finish floors of all new structures will remain at least one foot above 100-year storm event hydraulic grade line inclusive of the projected year 2100 Medium-High risk SLR.

GOAL 7.2.2: PROMOTE CREATION OF A SAFE SITE THROUGH EARTHWORK AND SOILS REMEDIATION

This goal addresses the following General Plan requirements:

- *"The single specific plan and development agreement subject to City review and approval referenced above shall include:*

  (i) detailed plans for Title 27 compliant closure of the landfill and Remedial Action Plans (RAPs)

for OU-1 and OU-2 that have been approved by all appropriate regulatory agencies, which include, but shall not be limited to, CalRecycle, the San Mateo County Environmental Health Department, the California Department of Toxic Substances Control, the California Regional Water Quality Control Board

(ii) a specific schedule establishing time frames by which (i) the landfill must be closed in full compliance with Titles 27 and (ii) the remediation of OU-1 and OU-2 must be completed; and

(iii) specific means by which the City may enforce the applicant's adherence to the schedule for closure and remediation and specific consequences, e.g., monetary penalties, suspension of building permits, etc., that the City may impose on the applicant for failing to adhere to the schedule." (GP1-18, 3(A))

and:

- *"All residential development shall be designed and remediated to accommodate ground level residential uses and ground level residential-supportive uses such as daycare, parks, schools, playgrounds, and medical facilities." (GP-1-18, (3C))*

and:

- *"Sufficient assurances for the satisfactory ongoing performance of site remediation and site development (e.g. site monitoring, performance bonds, environmental insurance) shall be provided as determined by the City." (GP-1-18, 3(F))*

and:

- "Prior to issuance of a grading permit to export soil or move soil from the existing landfill area for incorporation in a remediation or grading plan, the soil shall be tested in a manner approved by the City." (GP-1-18, 3(K))

OU-SM was previously known as OU-1 and is subsequently named by California Department of Toxic Substances Control (DTSC) as "OU-SM" and is indicated as such herein.

To promote a safe site for all planned uses, Feasibility Study/Remedial Action Plans (RAPs)[1][2], ~~and~~ and the Title 27 Landfill Closure Plan have been developed and approved by the applicable regulatory agencies. ~~A Landfill Closure and Post-Closure Maintenance Plan[3] has been submitted to the Regional Water Quality Control Board and the County of San Mateo for approval.~~ Adherence to the remediation efforts is overseen by the applicable regulatory agencies in conformance with Chapter 6.8 of the California Health and Safety Code. The landfill closure and post closure maintenance plans are overseen by the applicable agencies pursuant to Title 27 of the California Code of Regulations. The phasing schedule of remediation activities is described in Section 9.2 – Phasing.

GOAL 7.2.3 PROTECT AND ENHANCE SURFACE WATERS

This goal addresses the following General Plan requirements:

- *"Require erosion controls to mitigate soil disturbance" (General Plan, Policy 129)*
- *"Reduce the amount of sediment entering waterways." (General Plan, Policy 133)*
- *"Reduce the amount of pollutants entering waterways." (General Plan, Policy 134)*

To protect and enhance surface waters, stormwater protection and treatment in conformance with the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit standards adopted by San Francisco Regional Water Quality Control Board (SFRWQCB) with authorization of the United States Environmental Protection Agency are required during soil-disturbing construction activities and future operation of the Specific Plan area once developed. The requirements of a Stormwater Pollution Prevention Plan (SWPPP) will be adhered to during the construction phase. Developed

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1 Geosyntec, Feasibility Study/Remedial Action Plan (FS/RAP) for the San Mateo County Portion of Universal Paragon Operable Unit (UPC OU-SM) (October 11, 2021)

2 Geosyntec, Feasibility Study/Remedial Action Plan (FS/RAP) for the Brisbane Baylands Operable Unit 2 (OU-2) (December 22, 2021)

3 ~~ENGEO, Closure and Post-Closure Maintenance Plan – Brisbane Baylands Landfill (December 8, 2021, revised November 16, 2022) (pending agency approval)~~ ENGEO, Baylands Closure and Post Closure Maintenance Plan Volume 1 (January 25, 2023, revised January 8, 2025)

areas include treatment of runoff from pollution-generating surfaces and use of Low Impact Development (LID) techniques to mimic natural stormwater runoff and provide filtration prior to release of stormwater into the surface waters of Visitacion Creek, the Brisbane Lagoon and the San Francisco Bay.

GOAL 7.2.4: SUPPORT SUSTAINABLE WATER SUPPLY AND USE

This goal addresses the following General Plan requirements:

- *"A reliable water supply approved by the City of Brisbane to support purposed uses within the Baylands shall be secured prior to site development." (GP-1-18, 3(B))*
- *"Encourage conservation of domestic water." (General Plan, Policy 138)*

To support sustainable water supply and use, The Baylands water supply and demands identified in this chapter identify a secure source of water. Water use at The Baylands complies with water conservation and recycling measures in the Sustainability Framework described in Chapter 04.

GOAL 7.2.5: PROMOTE ENERGY CONSERVATION

This goal addresses the following General Plan requirements:

- *"Promote the conservation of non-renewable energy resources" (General Plan, Policy 139)*
- *Encourage energy-efficient building design and site planning." (General Plan, Policy 140)*

The Baylands achieves these goals by requiring on-site generation and storage of renewable electricity and the use of renewable electricity supplied by Peninsula Clean Energy, as well as limiting the use of natural gas, as described in Section 7.9 of this chapter. The Baylands will also include all-electric, efficient building design and the site plan includes sustainability features, including active transportation, transit strategies and Development Standards as outlined in Chapter 04 Sustainability Framework.

7.3 GRADING AND GEOTECHNICAL

7.3.1 SUMMARY

The Baylands topography varies across the site[4], with elevations at Visitacion Creek being the lowest, and at Icehouse Hill, the highest. Approximately 2.9 million cubic yards of soil will be removed from the East Side and transferred to the West Side. This volume of soil is necessary to establish finished pad and road elevations to comply with the approved remediation and landfill closure plans and to address settlement, storm events, SLR and flood risks. Earthwork is expected to occur within The Baylands with no import or export of materials to or from off-site locations.

Required remediation applies to the West Side and Title 27 landfill closure activities. On the West Side, remediation requirements for two areas (OU-SM and OU-2) are set forth in RAPs approved by the DTSC and the SFRWQCB, respectively.

On the East Side, waste disposal occurred over a period of decades, resulting in a net increase of approximately 12.5 million cubic yards of non-hazardous waste. Following the end of landfill activities in the late 1960s until 2017, the site was used for soil recycling purposes. During that period, approximately 5 million cubic yards of soil was imported to the East Side. ~~The CPCMP has been submitted to the SFRWQCB and the County of San Mateo for approval.~~

7.3.2 EXISTING GEOTECHNICAL CONDITIONS[5,6]

Historically, the majority of The Baylands was part of the San Francisco Bay and consisted of open water marshlands and mud flats.

By 1935, fill on the West Side included soil, rock and rubble and some debris from the 1906 San Francisco Earthquake, placed on most of the area between what is now Bayshore Boulevard and Tunnel Avenue.

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4 BKF et all, The Baylands Infrastructure Report (April 8, 2022, revised January 2023), Appendix A

5 ~~ENGEO, Final Landfill Closure Geotechnical Report, Brisbane Baylands Landfill (December 8, 2021, revised May 19, 2022)~~ ENGEO, Baylands Closure and Post Closure Maintenance Plan Volume 1 (January 25, 2023, revised January 8, 2025)

6 ENGEO, Geotechnical Exploration, Brisbane Baylands, Railyard (March 31, 3021, revised January 21, 2022)

This portion of the site (west of the JPB corridor) is underlain by roughly 6 to 22 feet of this variable undocumented fill overlying Holocene Bay Deposits. These deposits include a layer of compressible clay (locally known as Young Bay Mud) up to 50 feet thick.

The East Side of The Baylands is underlain by a 3-to 70-foot-thick layer of fill. Underneath the fill is a 15- to 35-foot-thick layer of waste that was placed between the early 1930s and 1967, when the area was used as a Class III landfill. The waste is underlain by Holocene Bay Deposits that include a 20- to 60-foot-thick layer of Young Bay Mud.

A layer of Pleistocene aeolian, alluvial and marine deposits up to 200 feet thick underlies the Holocene Bay Deposits on both the West Side and the East Side. The soil overlies bedrock of the Franciscan Formation that is typically composed of interbedded mélange matrix and siltstone/ sandstone.

Shallow groundwater is present throughout the site. With the modeled SLR, groundwater levels on the East side of the project are projected to decrease as a result of the landfill closure designs and to increase on the West Side of the site by up to two feet.[7]

7.3.3 GEOTECHNICAL ISSUES

Geotechnical-related development issues within The Baylands are common in the San Francisco Bay area[8,9]. These geotechnical issues include:

- *Potential seismic-induced settlement of existing fill and native deposits and potential building foundation and slope failures associated with liquefaction*
- *Long-term consolidation settlement of the soft and highly compressible Young Bay Mud*
- *On-going settlement due to the compression/ decomposition of the waste layer on the East Side*

Static settlement of the Young Bay Mud and waste material on the East Side has been reduced due to the ongoing compression/decomposition of the waste and consolidation and Young Bay Mud layers provided by the weight of long-term storage of millions of cubic yards of fill above the waste layer.

To address these geotechnical conditions at The Baylands, geotechnical stability[10] of buildings, and settlement sensitive infrastructure in The Baylands shall be achieved through performance of the following:

- *Ground stabilization shall be performed through surcharging underlying waster and compressible soils using temporary soil embankments with wick drains, or Deep Soil Mixing (DSM).*
- *Ground stabilization to densify potentially liquefiable soil shall be performed using Deep Dynamic Compaction (DDC), Deep Power Compaction (DPC), Drilled Displacement Columns, vibro-compaction, stone columns, rammed aggregate piers or DSM.*
- *Compensation Loading with Lightweight Fill shall be implemented by removing existing fill and replacing it with a lightweight cellular concrete (LWC) as a means to compensate the load being added (either by adding new fill or a relatively light structural load). Cellular concrete is a cement and water mixture mixed with a stable foam to create a low-density material that cures in place without compaction.*
- *Foundation designs for new buildings either shall be constructed directly on stabilized ground meeting state building code requirements or shall be supported on deep foundation systems, such as driven concrete piles, auger caste piles or drilled shafts that derive support in competent soil beneath the liquefiable soil and compressible Young Bay Mud. The foundation type will be based on final stabilized conditions at the time of construction.*
- *Settlement sensitive surface improvements, such as paving, sidewalks, parks and open space infrastructure and utility infrastructure shall be designed with strategies in response to anticipated settlement.*

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7 Geosyntec, Groundwater Modeling to Evaluate Potential Influence of Sea Level Rise on Groundwater Levels The Baylands (3/23/2022)

8 ENGEO, Final Landfill Closure Geotechnical Report, Brisbane Baylands Landfill

9 ENGEO, Closure and Post-Closure Maintenance Plan – Brisbane Baylands Landfill

10 Geotechnical stability refers to the ability of underlying and surrounding soil to support building foundations and/or related improvements for long-term static performance and during expected short term seismic events based on the current building code

7.3.4 SITE REMEDIATION

Site grading is also designed to meet applicable remediation requirements (for the West Side) described in the RAPs and landfill closure requirements (for the East Side). The Remedial Action Plans for OU-SM and OU-2 were approved by the applicable regulatory agencies, including completion of CEQA documentation, ~~and the Title 27 Landfill Closure Plan has been provided to the agencies for review and approval~~ as well as the Title 27 Landfill Closure Plan. The following is a summary of the grading approaches outlined in these documents:

- *West Side (OU-SM and OU-2): Five feet of soil meeting environmental agency-approved clean soil standards or hardscape, such as building foundations or asphalt/concrete paved areas, must be placed above any residual legacy conditions as the surface for new building, street, park and other development uses.*
- *East Side: A landfi ll cover must be completed over legacy conditions, as specifi ed in the landfi ll closure plan and in accordance with the Title 27 landfill closure plan ~~review and approval process~~.*
- *Sitewide: Underground utilities will be placed within "clean soil corridors" that will underlie the width of utility corridors to sufficient depths to prevent exposure to contaminated soils during maintenance and repair activities. Soil corridors will be constructed of material meeting environmental agency-approved soil standards.*

7.3.5 FLOOD RISK AND SEA LEVEL RISE

The existing site is susceptible to flooding associated with a 100-year storm event. Mitigation or accommodation is required to address flooding based on existing conditions and projected climate change impact of SLR.

The Baylands is designed to accommodate projected SLR through a combination of permanent SLR designs and adaptive approaches that allow the infrastructure to be adjusted over time in response to measured SLR. The minimum design elevations for the development areas are informed by the projected future SLR estimates for San Francisco Bay as defined by State of California Sea-Level Rise Guidance, 2018 Update (SLR Guidance), published by the Ocean Protection Council and California Natural Resources Agency in context with tidal conditions. The SLR Guidance identifies the following SLR estimates for the San Francisco Bay near the site:

- *2050 Medium-High Risk Aversion (1:200 Chance): 1.9-feet (~23 inches)*
- *2100 Medium-High Risk Aversion (1:200 Chance): 6.9-feet (~83 inches)*
- *2050 Low Risk Aversion (<1:2 Chance): 1.1 feet (~13 inches)*
- *2100 Low Risk Aversion (<1:2 Chance): 3.4 feet (~41 inches)*

To address flooding and sea level risks, the following grading and building design criterion apply:

- ***New buildings and the reconstructed Roundhouse:***

  (i) Lowest finished floors – one foot of freeboard above 100-year storm event with tidal flow and SLR for 2100 Medium-High Risk Aversion Scenario, or

  (ii) If below one-foot freeboard, be designed to allow entrances and interior spaces to be protected for occupants to enter and leave buildings.

  (iii) Where development parcels are parallel to the Caltrain right-of-way or are adjacent to existing conditions that are proposed to remain, such as existing properties along Bayshore Boulevard, the US 101 freeway, and Tunnel Avenue, building entrances fronting these rights-of-way or on proposed street blocks transitioning to the existing streets are proposed to conform to existing grading conditions at the time of construction. Basements without access are acceptable below the 1-foot of freeboard above the 100-year storm event HGL water elevation with tidal flow and estimated SLR for the 2100 Medium-High Risk Aversion estimate.

- ***New Streets:*** *All new streets within the Baylands will be constructed to contain stormwater within the roadways during a 100-year storm event including SLR for the 2100 Medium-High Risk scenario, except for grade adjustments required to connect to existing streets at Tunnel Avenue, Lagoon Road, Beatty Avenue, Sierra Point Parkway, Industrial Road, and Bayshore Boulevard.*

Where streets serve proposed finished floor elevations for new buildings within the transition between proposed and existing grades, which are below one foot of freeboard standard, grades will be adjusted to provide access to the existing buildings and may require adaptations, such at-grade adjustments and pump stations, to respond to adjacent development and future SLR. As settlement varies across the site, freeboard provisions for waste settlement are based on the anticipated settlement for a given location and adjacent building finished floor elevations.

- ***Historical Structures:*** *Where feasible, modifications to historical structures will be completed to elevate lowest finish floors at least one foot above the 100-year storm with tidal flows and Medium-High risk SLR. Where this is not feasible, adaptive strategies, including floodproofing, will be used.*

- ***Open Space Areas:*** *Newly constructed public parks and publicly accessible open space included in the associated acreage calculations, shall meet the one-foot freeboard standard with 2050 Medium-High Risk Aversion SLR except as appropriate to safely transition to designated open space maintained at existing grades and created wetlands at Brisbane Lagoon and along the side slopes of Visitacion Creek.*

- ***Visitacion Creek:*** *Visitacion Creek conveys stormwater runoff and is graded to maintain a path for overland flow from the culverts within the JPB corridor to the culvert beneath U.S. Highway 101. Subject to inundation by SLR, the Creek's bottom and side slopes support intertidal wetlands and create a transitional or ecotone slope between the tidal and freshwater wetlands up to elevation of approximately 13.6 to 17 feet.*[11] *Created freshwater wetlands are designed to accommodate the "low risk aversion" category of SLR Guidance, thus these areas are graded to protect against the estimated SLR for the 2100 Low Risk Aversion estimate of approximately 41 inches. This Visitacion Creek design establishes salt marsh migration and transition areas that are separated from the freshwater wetland areas by a seepage berm.*

- ***Brisbane Lagoon:*** *The north shoreline of Brisbane Lagoon integrates with Lagoon Park to blend landscaping, habitat and hydrology design solutions. Lagoon Park will be graded with low lying areas for wetland creation. As these low-lying areas fall under the "low risk aversion" category of SLR Guidance, tidal flats and marsh areas are graded to protect against the estimated SLR for the 2100 Low Risk Aversion estimate of approximately 41 inches. At the northern edge of Lagoon Park, stormwater treatment is placed closer to Lagoon Road at higher elevations above the 100-year storm event hydraulic grade line, as described in Stormwater Section 7.4.*

- ***Stormwater Detention Area:*** *The stormwater detention area is proposed between the JPB corridor, Tunnel Avenue, the Kinder Morgan Tank Farm and the independent parcels for the potential on-site water storage and the WRF. This area is graded with a bottom elevation of approximately 1.5 surrounded berms on three sides set at elevations-based future 100-year storm event hydraulic grade line elevation with tidal flow and estimated Year 2100 Medium High Risk SLR. This area has been sized in response to the hydraulic modeling criteria for the Baylands and connects to Visitacion Creek. The Stormwater detention area will be isolated from tidal influence at the Tunnel Avenue crossing.*

- ***Existing ~~Adjacent~~ Use Properties:*** *Existing Use Properties ~~adjacent to~~ in The Baylands ~~but not part of the Specific Plan, including, for example, the Kinder Morgan Tank Farm ("Tank Farm"),~~ and properties outside of The Baylands, such as the ~~JPB~~ Peninsula corridor, ~~City of Brisbane Public Works Yard, Bayshore Sanitary Pump Station and an adjacent property, and Golden State Lumber,~~ are either below or partially below future 100-year storm event hydraulic grade line elevation with tidal flow and estimated Year 2100 Medium-High Risk SLR. Existing buildings on these existing use sites will remain at their current elevations with property access provided at the existing grades of these sites. ~~These properties will require measures by others to adapt to future conditions.~~*

7.3.6 THE BAYLANDS GRADING SEQUENCE

Grading activities will be phased and start with site preparation, including demolishing existing structures, removing existing underground utilities, and clearing and grubbing the surface soil. Site grading will comply with

11 Elevations in this chapter are based on the North American Vertical Datum of 1988 (NAVD88) unless otherwise indicated. In The Baylands at the time of the writing of this Specific Plan NAVD88 Elevation 0 converts to Mean Sea Level elevation 3.31.

applicable remediation (West Side) and landfill closure (East Side) requirements.

To achieve conceptual proposed finished grades on the East Side, the mass grading operation is anticipated to involve approximately 4,300,000 cubic yards of cut and approximately 1,800,000 cubic yards of fill. This has a total net export of approximately 2,500,000 cubic yards of fill. Upon completion of soil export activities to the East Side, geotechnical improvements and Title 27 landfll closure implementation will occur on an area-by-area basis. The remaining 1,800,000 cubic yards of soil will be moved and graded in support of the landfill closure process and mass grading on a phased basis. ~~Mass grading activities will commence in the Sustainability District of the East Side and proceed to the created wetlands, stormwater, and wastewater treatment and recycling facilities in the Visitation Creek area. Then, mass grading continues in the sustainable infrastructure district at the southeast area of the site. The last area to be graded for development purposes following landfill closure is the East Campus Area, which is Phase 2 of The Baylands development.~~

To achieve conceptual proposed finished grades on the West Side, the mass grading operation will include approximately 10,000 cubic yards of cut and approximately 2,450,000 million cubic yards of fill. This earthwork results in a total net import of approximately 2,440,000 cubic yards of fill. ~~Fill and surcharge operations on the West Side will commence on a phased basis from South to North. At a District level, active remediation will first commence at the Icehouse District followed by fill and surcharge activities. Remediation followed by fill and surcharge activities will then commence at the Roundhouse District, to be followed by remediation and then fill and surcharge at the Bayshore District.~~ Grading operations within the western portion of the site will be carried out in phases.

Due to potential soil loss upon completion of the soil surcharging program on the West Side and earthwork operations, grading operations may require an additional 460,000 cubic yards of soil import from the East Side, which would include the 60,000 cubic yards of export anticipated in the mass grading analysis. Pad grades on the East Side would be lowered in response to the additional export to the West side by approximately 1-2 feet.

Combining the mass grading earthwork and soil surcharge import volumes for the West Site, earthwork operations include the export of approximately 2,900,000 cubic yards of soil from the East Side to the West Side during mass grading operations. Import or export of fill material into or outside of The Baylands is not anticipated.

7.3.7 THE BAYLANDS GRADING CONCEPT

THE EAST SIDE

On the East Side, finished pad and open space grades vary between elevation 20 and 51 feet at construction and prior to settlement occurring, with some grades set lower to match existing grades. Roadway grades generally range between elevation 12 and 58 feet, and release towards the following areas:

- *The Brisbane Lagoon, which will remain at the current elevation*
- *The Caltrans drainage channel adjacent to U.S. Highway 101, which is at lower elevations and will not be modified*
- *The restoration of the Visitacion Creek park area, which will result in bottom of creek elevations varying from approximately 3 feet at the Tunnel Avenue undercrossing to elevation -1 feet at the Sierra Point Parkway undercrossing*
- *Tunnel Avenue and Beatty Avenue*

THE WEST SIDE

On the West Side, finished grades will vary from higher than elevation 190 feet at Icehouse Hill to elevation 9 feet at the lowest point along Bayshore Boulevard. The Bayshore and Roundhouse District areas north of the Roundhouse generally slope from high points along Baylands Boulevard Avenue at Geneva Avenue to the west along Bayshore Boulevard. South of the Roundhouse in the remaining Roundhouse District, and Icehouse Hill District, finished grades generally slope from the southwest near Icehouse Hill to the railroad tracks. Overland release for proposed development parcels at The Baylands is provided through site streets, open spaces, the railroad tracks and Visitacion Creek to the east of the railroad tracks.

7.3.8 GRADING AND GEOTECHNICAL CRITERIA

Grading for The Baylands shall implement solutions to address the following:

- *Earthwork shall comply with an approved NPDES General Construction Permit through implementation of approved site-specific SWPPP.*
- *Grading shall conform to requirements of an approved Soil and Groundwater Management Plan.*
- *Grading shall adhere to requirements of approved Remedial Action Plans (West Side) and Landfill Closure and Post-Closure Maintenance Plan (East Side).*
- *New buildings, historic buildings, and publicly and non-publicly accessible open space areas shall be graded consistent with Section 7.3.4*
- *All manufactured slopes within The Baylands shall be designed with a factor of safety against failure of at least 1.5 for static loading during a seismic event and lateral deformation that does not exceed 6 inches where future buildings are planned.*

7.4 STORMWATER

Stormwater infrastructure described here is designed to support protection of the site and surface waters and create a sustainable system of storm and surface water infrastructure to serve The Baylands. ~~The Baylands Infrastructure Report provides a detailed description of the storm drainage system.~~[12]

7.4.1 OVERVIEW

The Baylands storm drainage and surface water designs emphasize a combination of built and naturalized stormwater infrastructure including LID techniques and filtration-based stormwater treatment. The realigned Visitacion Creek serves as the centerpiece for the on-site portion of the Bayshore basin and includes stormwater detention, created wetlands and habitat areas to serve the larger Baylands Specific Plan Area open space network.

~~12~~ ~~Ibid~~

7.4.2 THE BAYLANDS STORM DRAINAGE

The ~~520~~ 532.3 acres ~~(including 26 acres lost to future SLR)~~ of developable land ~~of~~ in The Baylands, plus the 26 acres lost to future sea level rise, is located within three existing drainage areas:

- *Bayshore ~~(422 acres)~~*
- *Brisbane Lagoon ~~(52 Acres)~~*
- *Beatty Avenue ~~(46 acres)~~*

The existing conditions and planned improvements for each of the three basins are discussed in the following sections (refer to Figure 7.1 for the existing storm drainage conditions).

BAYSHORE DRAINAGE AREA

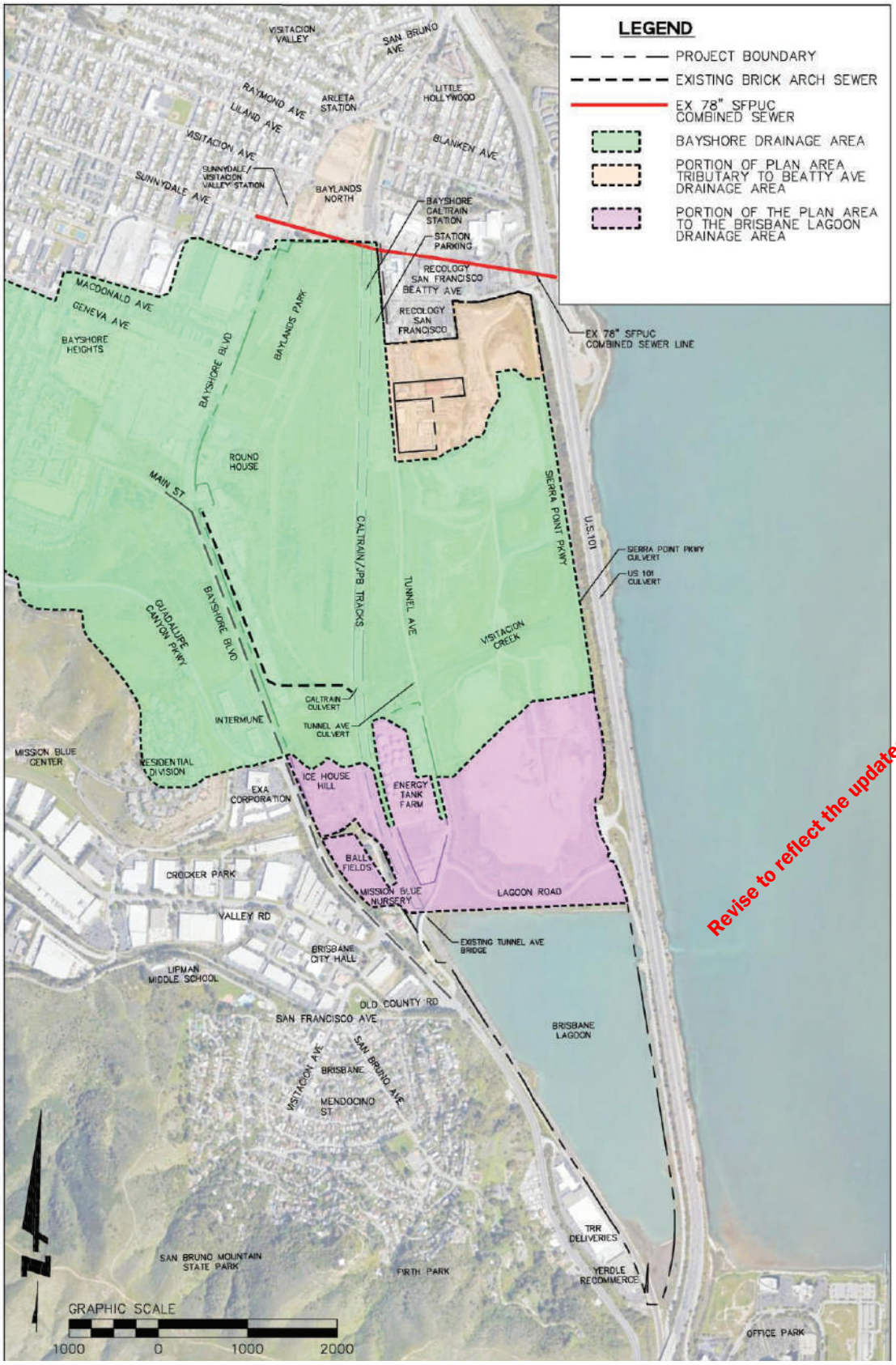
The Bayshore drainage area covers the majority of The Baylands and receives incoming stormwater from portions of Daly City, Brisbane and the San Francisco watershed east of Bayshore Boulevard. Upon reaching The Baylands, the stormwater flows through the Specifi c Plan area through a series of underground and open systems and discharges onto U.S. Highway 101 right-of-way east of The Baylands. Ultimately, the storm drainage and surface water enter San Francisco Bay through an existing culvert under U.S. Highway 101.

Bayshore Drainage Area Existing Conditions

Stormwater flows onto The Baylands from the east as it enters an 8-foot by 5-foot brick arch sewer[13] located under Bayshore Boulevard. The brick arch culvert is in disrepair and lacks adequate capacity. The brick arch sewer carries the flows south and east through the West Side of The Baylands and receives additional runoff from a 2,400-foot-long, six-foot-deep earthen drainage channel parallel with Industrial Way within the West Side of The Baylands. The brick arch sewer crosses under the JPB rail corridor right-of-way and discharges to a timber box culvert west of the JBP onto the East Side of The Baylands. The timber box culvert has limited capacity and is in disrepair.

East of the JPB crossing, the timber box culvert drainage outfalls to an open channel westerly of Tunnel Avenue and

13 Although this drainage structure is called a “brick arch sewer” here to be consistent with referenced Infrastructure Report and graphics, it only conveys storm drainage and is not a sanitary sewer facility.



Revise to reflect the updated Specific Plan Boundary.

FIGURE 7.1 EXISTING STORM DRAINAGE CONDITIONS

then enters two 78-inch diameter culverts and crosses under Tunnel Avenue where it outfalls to the 2,400-foot-long, approximately 17-foot-deep earthen channel that contains Visitacion Creek. Visitacion Creek flows easterly to an existing 96-inch diameter culvert under Sierra Point Parkway where the drainage leaves The Baylands and flows through existing culverts under U.S. Highway 101 to San Francisco Bay.

Bayshore Drainage Area Proposed Improvements

On-site Storm Systems

Existing storm drain pipes, structures, and pumps in the East Side will be removed and/or replaced to allow for installation of the proposed landfill Low Hydraulic Conductivity Layer (LHCL) and other measures required to complete the landfill closure.

Existing pipes and structures on the West Side will be removed as needed to support re-grading and development of The Baylands and to support actions and requirements of the Remedial Action Plans for OU-SM and OU-2.

New stormwater infrastructure for new roads, developed pads and open space will be installed and runoff will be collected and conveyed through a network of inlets and storm drain pipes to connect to the main open channel/underground backbone line along Road A and to Visitacion Creek on the East Side. Grading and storm drainage designs supporting The Baylands result in the transfer of 19 acres of tributary area to the Bayshore drainage area from the Beatty Avenue drainage area.

Visitacion Creek Corridor

Within The Baylands, the brick arch sewer and timber box culvert will be replaced with an open channel and underground storm drainage system throughout the West Side and convey runoff through a new culvert crossing under the JPB corridor.

After crossing under the JPB corridor, storm drainage will outfall to a 45.2-acre-foot capacity surface stormwater detention area between the JPB corridor and Tunnel Avenue. The design of the culverts under the railroad tracks and the adjacent detention area will include backflow prevention solutions through natural or mechanical solutions to prevent tidal influence from reaching the West Side and detention area. In addition, the detention area was sized to both replace lost surface storage within the Railyard due to implementation of the Baylands and to reduce the depth and duration of ponding during large storm events at the Bayshore Boulevard Industrial Way intersection. Upon exiting the detention area by flowing through a new bridged or culvert crossing to be constructed as part of the the Baylands, under Tunnel Avenue, surface water will continue easterly through Visitacion Creek, under a clear span bridge at Sierra Point Parkway, and through the existing culvert underneath Highway 101 prior to discharge into the San Francisco Bay.

Maintenance of the Stormwater Detention Area is focused on preserving the integrity of the ecological focused planting through selective pruning and minimized root system disturbance, maintaining hydraulic capacity, and ensuring side slope stability through non-invasive activities.

Visitacion Creek east of the Tunnel Avenue undercrossing will be improved with an open channel design integrated with salt marsh and freshwater wetlands, as described in Chapter 05 Conservation and Open Space,[14] that, as a system, accommodates the overlapping of a 100-year design storm event with tidal flow, and with consideration of estimated SLR.[15] Created wetlands will be planted as part of a cohesive ecological and habitat improvement strategy, while providing slope stability. An impermeable liner is proposed below the channel bottom and side slopes to isolate landfill leachate from the Creek flows.

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14 Biohabitats, The Baylands Wetlands Mitigation Plan (February 2022)

15 To represent the current sea level conditions and consistent with the City's Master Plan, the tide elevation of 8.69 was used for hydraulic modeling. Adding the baseline to the anticipated State of California Sea-Level Rise Guidance, 2018 Update SLR estimates of approximately 24 inches by mid-century and 84 inches by the end of the century for the medium- high risk aversion scenario) by the end of the century. To accommodate the end of century HGL and the effects of sea level rise and anticipated settlement, portions of the banks containing the Visitacion Creek potentially have to be raised to provide freeboard, thus the top of banks on either side of the Visitacion Creek are designed as adaptable. Incorporating adaptable bank design measures as part of the Visitacion Creek enables the top of bank elevations to be easily raised over time based on the freeboard requirements and Visitacion Creek water level conditions.

BEATTY AVENUE DRAINAGE AREA

Beatty Avenue Drainage Area Existing Conditions

At the northern portion of the East Side of The Baylands, approximately 46 acres drain into the Beatty Avenue storm drain basin infrastructure north of The Baylands. Stormwater runoff is captured by a series of inlets in the local streets and conveyed off-site to a succession of 30-inch and 42-inch reinforced concrete pipes. The San Francisco Public Utilities Commission (SFPUC) off-site system north of The Baylands traverses under U.S. Highway 101 and discharges to the Harney Way Box Culvert and into the Sunnydale pump station, located east of U.S. Highway 101 on Harney Way in San Francisco. This system currently experiences combined sewer overflows in the Harney Way box culvert.

Beatty Avenue Drainage Area Proposed Improvements

Roadway alignments and grading changes for The Baylands shift approximately 19 acres of Beatty Avenue basin away from the Beatty Avenue drainage area and into the Bayshore drainage area. This change reduces The Baylands' contribution to the Beatty Avenue watershed from 46 acres to approximately 27 acres, which helps alleviate existing downstream combined sewer overflows in the Harney Way box culvert. Existing storm drain infrastructure within the 19 acres being transferred to the Bayshore drainage area will be removed and reconstructed based on regrading of the area.

Within the remaining 27 acres of The Baylands that will continue to drain to the Beatty Avenue area, existing storm drain infrastructure will be retained unless removal or relocation is needed for new development. This infrastructure connects to the existing 42-inch diameter storm drainage infrastructure in Beatty Avenue.

BRISBANE LAGOON DRAINAGE AREA

Brisbane Lagoon Drainage Area Existing Conditions

In the southern upland area of the East Side of The Baylands, 52 acres drains into the Brisbane Lagoon. Flow from the existing ground surface is conveyed through a series of shallow swales adjacent to Lagoon Way and discharges through small culverts under Lagoon Way. Upon exiting the Lagoon Way culverts, the flows continue overland southerly to the Brisbane Lagoon.

Brisbane Lagoon Drainage Area Proposed Improvements

The existing culverts under Lagoon Way are proposed for removal as part of the Title 27-compliant Landfill Closure process. In support of proposed improvements, a minimum of two new outfalls to the Brisbane Lagoon will be installed to discharge runoff captured in the tributary catchment areas. Installation of the new Brisbane Lagoon outfalls will be coordinated with landfill closure activities and adjacent Kinder Morgan infrastructure.

7.4.3 SYSTEM-WIDE STORM DRAINAGE

DESIGN PARAMETERS

The on-site storm drain system is designed to contain the existing 25-year storm runoff event entirely within the underground piping or open channel system such that conveyed flows do not inundate The Baylands roadways and recreational facilities.

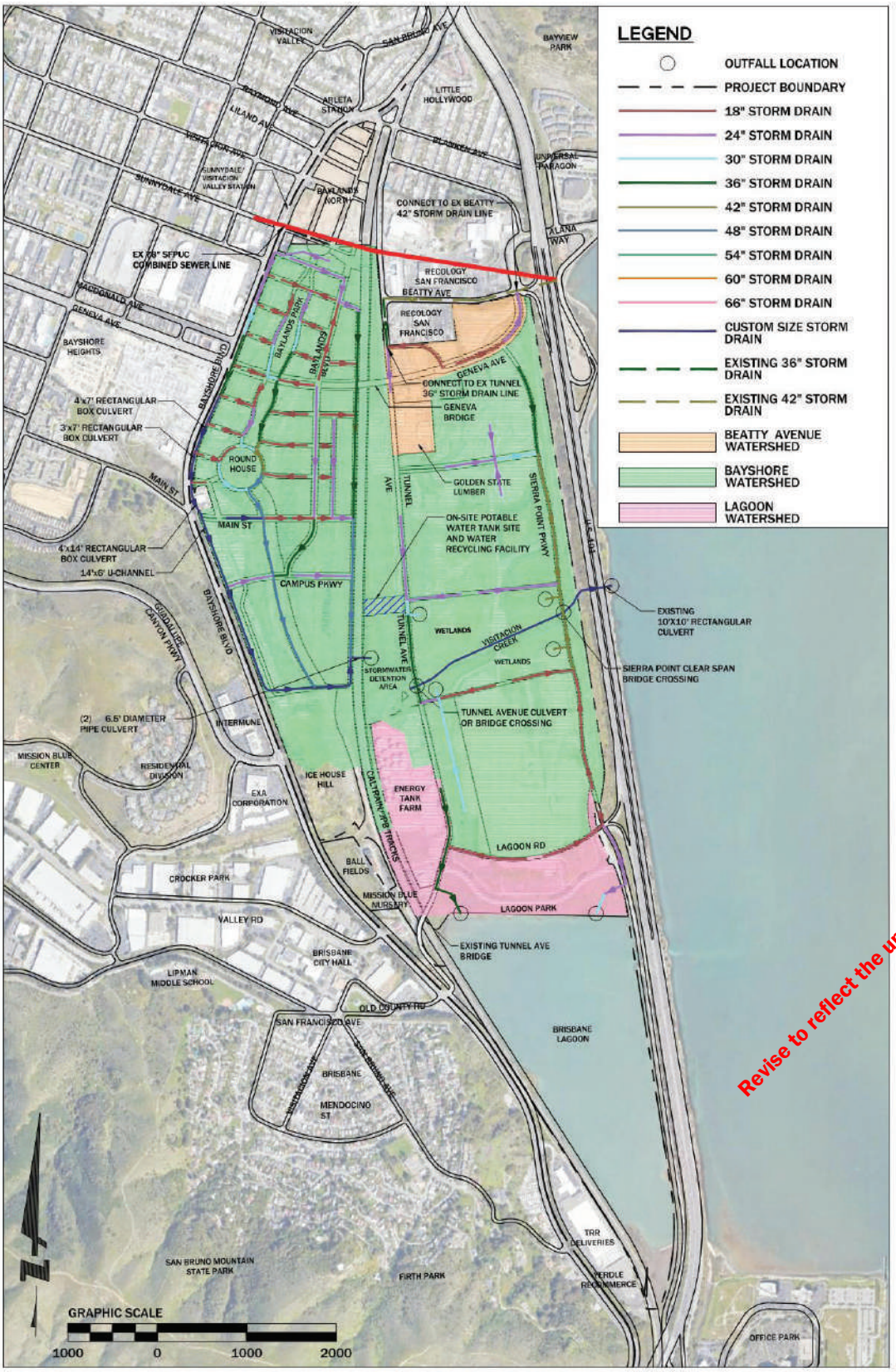
For a 100-year storm event, storm drainage will be contained within new streets. Key roadways — Lagoon Road, Tunnel Avenue, Geneva Avenue, and proposed Sierra Point Parkway — will remain usable as evacuation routes in a 100-year storm event.

Connections to existing streets that provide access to properties adjacent to The Baylands and are below current or projected flooding levels will remain subject to flooding. Grading and drainage improvements such as raising grades, installation of sump pumps, or installation of stormwater lift stations can be installed by others to address flooding in these areas.

STORM DRAIN MATERIALS

The on-site system includes use of fusion-welded high-density polyethylene (HDPE) pipes with flexible connections at structures and special manhole and inlet designs to minimize inflow and infiltration and provide flexibility to accommodate settlement.

To minimize excavations and storm drain installations that may disturb the underlying LHCL, storm drain infrastructure will include special manholes and lift stations to keep the system as shallow as possible (refer to Figure 7.2 for the conceptual storm drainage system improvements).



Revise to reflect the updated Specific Plan Boundary.

FIGURE 7.2 CONCEPTUAL STORM DRAINAGE SYSTEM IMPROVEMENTS

7.4.4 STORMWATER QUALITY AND SURFACE WATER PROTECTION

TREATMENT FOR STORMWATER QUALITY

Stormwater treatment for runoff from pollution-generating surfaces within The Baylands will be provided to meet the requirements of Provision C.3 of the NPDES Municipal Regional Stormwater Permit, as implemented by the SFRWQCB.

Stormwater runoff is treated prior to discharge to wetlands, Visitacion Creek, Brisbane Lagoon and the San Francisco Bay in compliance with Provision C.3. In addition, stormwater treatment includes pre-treatment of development runoff before flow is directed to created wetlands as part of the larger sustainable stormwater strategy.

Stormwater entering The Baylands from upstream Bayshore Avenue does not receive treatment within The Baylands except for incidental filtration or settlement associated with flows through open channels, the in-line stormwater detention area, and Visitacion Creek as the runoff traverses The Baylands.

Stormwater treatment in The Baylands includes LID strategies that promote landscape, habitat focused and infiltration solutions where permitted. To support physical stormwater management designs, The Baylands operations include source control measures, such as community outreach, stormwater management literature and stormwater inlet stenciling.

The final detailed selection, design and approval of stormwater treatment measures occurs with the City of Brisbane during the permitting process to inform the development of the Stormwater Management Plan (SMP).

LOW IMPACT DEVELOPMENT STRATEGIES

The Baylands will incorporate LID strategies in accordance with Provision C.3, as well as the San Mateo Countywide Water Pollution Prevention Program C.3 Stormwater Technical Guidebook (Guidebook). These practices are intended to protect surface waters by mimicking natural runoff processes.

Given the presence of clay soil in the West Side, and waste and clay in the East Side, opportunities to infiltrate may be limited. Where infiltration is limited due to site conditions and high groundwater levels are present, stormwater treatment measures will be underlain with perforated storm drain pipe on top of an impermeable liner to prevent both water infiltration into underlying soil and groundwater, and leachate creation. In addition, the Baylands Water Recycling Facility provides recycled water for irrigation, cooling and commercial building uses (toilet flushing, etc.), thus stormwater reuse may be, but is not presently, anticipated. To the extent feasible, clean treated stormwater may be released into created wetlands where appropriate to support function of these wetlands.

Proposed LID strategies emphasize the use of natural and landscape-based stormwater control measures as the preferred means of providing stormwater management. The stormwater run-off from The Baylands is managed by a combination of volume- and flow-based treatment concepts, which includes one or a combination of the following options:

- *Vegetated Swale (Flow-based)*
- *Vegetated Buffer Strips (Flow-based)*
- *Tree Well Filters (Flow-based)*
- *Flow-through Planter Boxes (Flow and Volume-based)*
- *Bio-retention Areas (Flow and Volume-based)*
- *Extended Detention Basins (Volume-based)*
- *Wetlands (Volume-based)*
- *Pervious Pavements (Volume-based)*
- *Green Roofs (Flow and Volume-based)*

CONSTRUCTION-PHASE SURFACE WATER PROTECTION

Construction activities that create potential for erosion and siltation of surface waters are subject to additional stormwater pollution prevention planning requirements as required per NPDES Construction General Permit and are applicable to grading and construction activities. Construction-phase SWPPPs are required to support related permits and construction activities, but are not part of permanent stormwater infrastructure for the site.

7.4.5 STORM DRAINAGE CRITERIA

The storm drainage system within The Baylands shall implement solutions to address the following:

- *Storm drainage collection facilities shall have capacity to convey the peak flow rate from a 25-year storm event entirely within the piping system such that Baylands roadways and recreational facilities are not flooded.*
- *The stormwater system shall accommodate the 100-year peak storm event within the piping system and within streets such that building finished floor elevations have a minimum of 1-foot of freeboard above the 100-year storm event hydraulic grade line water elevation with tidal flow and 2100 Medium-High Risk SLR.*
- *Stormwater conveyance and storage capacity shall be sufficient to keep key roadways, including Sierra Point Parkway, Lagoon Road and Tunnel Avenue, available as evacuation routes in the event of a 100-year storm event with tidal flows.*
- *Existing drainage inlets fronting Levinson Overflow Area and the PG&E substation shall be hydraulically isolated from the existing Brick Arch Sewer system.*
- *Underground stormwater installations shall be designed to minimize impacts to the underlying Low Hydraulic Conductivity Layer for landfill closure.*
- *Storm drain materials and design shall include materials and installation techniques that address anticipated settlement due to compression/ decomposition of the waste material.*

7.5 POTABLE WATER

The Baylands potable water system is designed to provide, store and distribute adequate potable water to all planned uses in The Baylands. The Specific Plan identifies a secure supply and presents a system of storage and distribution to meet consumption, fire flow and adequate water pressure throughout The Baylands. ~~The Baylands Infrastructure Report provides a detailed description of the potable water system.~~[16]

~~16~~ ~~BKF et al, The Baylands Infrastructure Report~~

Water conservation and re-use are key measures to support sustainable water in The Baylands. These are coordinated with in Chapter 04 Sustainability Framework of this Specific Plan and include the following:

- *Water budgeting and auditing*
- *Public education*
- *Efficient appliance rebates*
- *Multi-family unit sub metering*
- *Water-efficientlandscaping*
- *Water-efficient bathroom and kitchen fixtures*
- *Dual plumbing non-residential buildings for recycled water*
- *Recycled water production from on-site sources*
- *Recycled water use for irrigation*

7.5.1 EXISTING POTABLE WATER SYSTEM

EXISTING SOURCE AND USE

The Baylands is located within the water service areas of the City of Brisbane ~~and Guadalupe Valley Municipal Improvement District (GVMID), operated by the City~~ and served by both SFPUC and the City of Brisbane. The City currently purchases and receives its water from the SFPUC through the Hetch Hetchy Regional Water System. Potable water enters the City through five connections (turnouts) on SFPUC aqueducts that traverse the City of Brisbane.[17]

No groundwater resources, desalination or surface water supplies are currently available to the City of Brisbane.

Current water use from existing development within The Baylands is approximately 18.86 acre-feet per year (AFY).

EXISTING STORAGE AND DISTRIBUTION

The City's water system includes six pressure zones serviced by four booster pumping stations and four storage tanks. These tanks and associated distribution currently have about 2.9 million gallons (MG) of available storage. The City's 2003 Water Master Plan recommended increasing system-wide storage by 1.2 MG to improve fi re and emergency storage but did not account for The Baylands. Since 2003, the City has added 0.2 MG of storage at its Glen Park site.[18]

17 BKF et al, The Baylands Infrastructure Report

18 Brown and Caldwell, Technical Memorandum Baylands Water

7.5.2 THE BAYLANDS POTABLE WATER DEMANDS[19]

While existing land uses on The Baylands are served by both SFPUC and the City of Brisbane, the City does not currently have a water supply allocation or existing storage to serve full buildout of The Baylands.

DEMAND

Total water demand (potable and non-potable) at build-out of The Baylands is calculated to be ~~1,408~~ 1,611 AFY.

To reduce demand for potable water, a portion of the Baylands total demand will be offset through use of recycled water generated from on-site wastewater treatment. The recycled water will be used primarily for irrigation, but will also be used in building cooling tower systems and non-residential flushing demands.

Use of recycled water is calculated to offset annual potable demand by ~~286~~ 462 AFY.

After accounting for generation and use of recycled water, annual potable water demand for the Baylands at build-out is ~~1,122~~ 1,149 AFY.

CONSTRUCTION-PHASE WATER NEEDS

During initial grading and construction activities for The Baylands, potable water will be accessed from the existing Brisbane potable water system. This water will be used primarily for soil compaction, dust control and concrete work. Annual construction needs are estimated to be 16.6 AFY per year and are sufficiently sourced from the 18.86 AFY currently supplied to existing uses within The Baylands as these uses will be removed upon completion of construction of The Baylands.

7.5.3 THE BAYLANDS SUPPLY[20]

~~On December 8, 2021, BDI entered into a Memorandum of Understanding (MOU) with the Contra Costa Water District (CCWD) to acquire water supply water and reserve storage capacity at CCWD's Los Vaqueros Reservoir and conveyance to the Baylands Specific Plan Area through the SFPUC system. The CCWD-BDI MOU provides for anticipated delivery of 2,500 AFY, plus or minus 20 percent depending on final determination of need by BDI. This supply exceeds the 1,122 AFY potable annual demand for The Baylands. The water is conveyed to the South Bay Aqueduct then to the SFPUC regional water system to Brisbane and The Baylands.~~ Water supply for the Baylands is proposed to be provided by the California Water Service Company (Cal Water) using a combination of (1) potable water purchased from the San Francisco Public Utilities Commission (SFPUC) supplemented by five existing off-site groundwater wells and (2) recycled water from the water recycling (WRF) to be constructed within the Baylands. Cal Water potable supplies would be delivered via existing turnouts from the SFPUC regional water system.

7.5.4 THE BAYLANDS WATER STORAGE

The City currently has no storage directly available to the Brisbane 1 and GVMID 1 pressure zones connected to the SFPUC aqueducts. To maintain proper water pressure within The Baylands for new development, a new water distribution system requires additional storage and properly sized interconnecting water mains and control valves within the City Brisbane service areas.

To meet future conditions, including The Baylands, additional storage of approximately 3.16 MG is needed, based on 1.5 times the average daily potable water demand (1.5 X 1.14=1.711 MG) plus a 6,000-gallons per minute (GPM) fire fl ow for four hours (1.44 MG).[21]

ON-SITE STORAGE TANK

As shown on Figure 7.3, the Baylands ~~preferred~~ proposed water storage location is an on-site ground-level water storage tank ~~tank~~ with pumps and sized approximately 125-feet in diameter and 40-feet tall. To operate the on-site water tanks and associated infrastructure, the annual energy demand is estimated at 575,000 Kilowatt hours. Located on a separate parcel north of the stormwater detention area east of the railroad tracks, the proposed water storage tank is sited within the Sustainable Infrastructure ~~Development~~ parcel, adjacent to the planned water recycling facility. This location includes an emergency standby generator to assure pumping continues during power outages. The location has suffi cient size and elevation to accommodate several million gallons of storage to deliver adequate pressure to The Baylands. Operating expenses will be covered in a Mello Roos District or Home Owners Association (HOA)/Commercial Owners Association (COA).

Balance (March 2022 Update to Baylands Water Demand), (March 31, 2022)

19 ~~Ibid~~ EKI Environment & Water, *Water Supply Assessment for the Baylands Specific Plan* (January 2025)

20 Ibid

21 Brown and Caldwell, City of Brisbane Water Master Plan (June 2003)

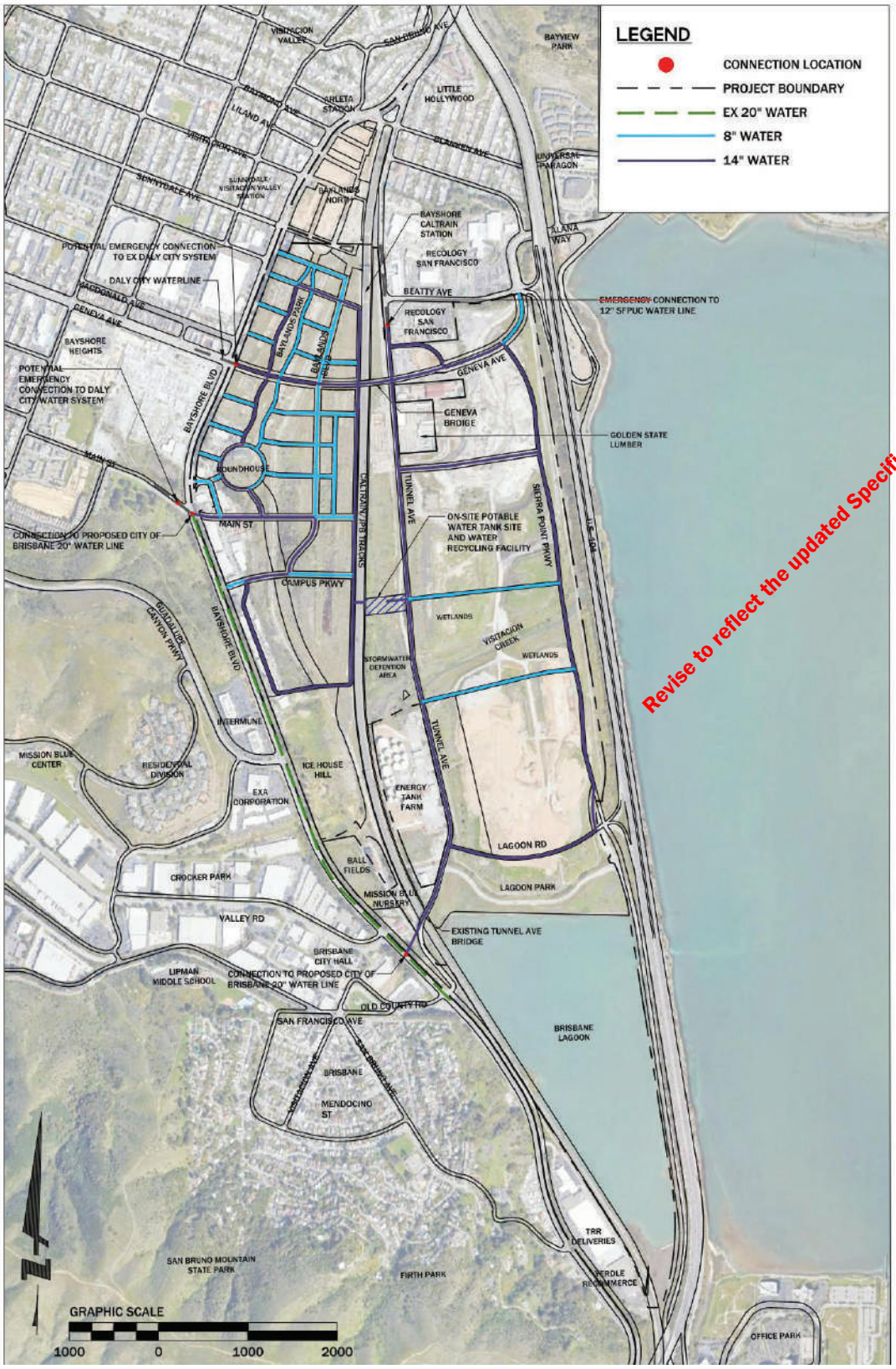


FIGURE 7.3 PROPOSED PORTABLE WATER SYSTEM IMPROVEMENTS

7.5.5 ON-SITE POTABLE WATER DISTRIBUTION SYSTEM

DELIVERY CRITERIA

The California Code of Regulations, Title 22 in the California Waterworks Standards, requires that water distribution systems have capacity to deliver domestic demand coincident with the required fire flow. Thus, the new domestic water system in The Baylands provides the maximum daily demand (1.5 times the average demand) of 1,200 GPM across The Baylands, coincident with 6,000 GPM fi re flow at 20-pounds-per-square inch gauge (psig) residual pressure.

ON-SITE PIPE NETWORK

The proposed on-site water system for The Baylands consists of a grid of 8-inch diameter pipes surrounded by 14-inch diameter loops.

Subject to State of California and City of Brisbane approvals, The Baylands water system is proposed to be constructed with HDPE pipe. HDPE is planned due to its flexibility and capacity to handle anticipated soil settlement within The Baylands, thereby reducing potential for pipe shearing. To accommodate hard edge differential settlement at the interface between a proposed pile-supported building and a HDPE potable or fire water lateral service connection, flexible connections with settlement vaults, as appropriate based on coordination with material specifications, are proposed to mitigate shearing of the utility infrastructure.

A waiver in compliance with Section 64572(f), Title 22, California Code of Regulations to construct water lines on top of the closed landfill is required to be processed for approval. Water system designs are proposed to include appropriate mitigations in support of the waiver approval (refer to Figure 7.3 for the proposed potable water system improvements).

7.5.6 POTABLE WATER CRITERIA

The potable water system within The Baylands shall implement solutions to address the following:

- *A reliable water supply, approved by the City of Brisbane to support proposed uses within The Baylands, shall be secured prior to site development.*
- *Water conservation measures and use of recycled water shall be enacted to reduce demand for potable water.*
- *Water storage shall be provided to assure delivery of potable water and fire flow demand, based on 1.5 times the average daily demand plus 6,000 gallons per minute fire flow for four hours.*
- *Flexible potable water distribution piping shall be used within The Baylands where post-construction ground settlement is anticipated within The Baylands.*
- *Mitigations required to support a waiver to construct water lines on top of the closed landfill area shall be included in design of the on-site water distribution system.*

7.6 RECYCLED WATER

The Baylands includes an on-site recycled water system to reduce demand for potable water and meet the sustainability goals as presented in Chapter 04 Sustainability Framework of this Specifi c Plan. The on-site system is supplied by a Water Recycling Facility (WRF). Recycled water generated by the WRF is distributed to uses by way of a separate piping system from the potable water network to prevent unintended use of recycled water and to avoid contamination of the potable water system. ~~The Baylands Infrastructure Report provides a detailed~~ description of the recycled water system.[22]

7.6.1 THE BAYLANDS RECYCLED WATER DEMAND

To reduce reliance on potable water sources, recycled water in The Baylands will primarily be used to support irrigation of open space areas, rights-of-way, roadside planter areas and landscape water features.

In addition to irrigation, recycled water will also be provided to commercial, offi ce and biotech uses to support industrial cooling, supply non-residential toilet and urinal fl ushing and other Title 22[23] permitted uses.

~~22~~ ~~BKF et al, The Baylands Infrastructure Report~~

23 California Code of Regulations Title 22, Article 2, "Uses of Recycled Water"

~~Maximum recycled water demand in The Baylands is estimated to be approximately 0.22 million gallons per day (MGD) for irrigation use during summer months, and 0.08 MGD for in-building uses year round.[24]~~

7.6.2 THE BAYLANDS RECYCLED WATER SUPPLY[25]

~~The Baylands includes development of a WRF, which is proposed to be owned and operated by the City of Brisbane. The WRF creates recycled water by scalping wastewater generated on-site with the ability to harvest from off-site sources where required or permitted, if sufficient on-site sewage is not sufficient to run the WRF.~~

~~For conceptual sizing of the WRF treatment capacity, the facility is sized for twice the peak daily use for irrigation (0.44 MGD) plus the average of in-building uses (0.08 MGD), for a total design capacity of 0.52 MGD.~~

~~With an average dry weather capacity of 0.52 MGD,~~ The approximately 1.0-MGD WRF is proposed to be constructed within the Baylands east of the Caltrain right-of-way adjacent to the on-site water tank. The WRF will be owned and operated by Cal Water and would generate approximately 0.52 million gallons of recycled water per day (MGD) for the Baylands to meet water demands for existing and approved projects, and approximately 0.43 MGD of recycled water for other users in South San Francisco. (Note: Although WRF capacity is 1.0 MGD, 0.95 MGD of recycled water would be produced. The difference between 1.0 and 0.95 MGD is 50,000 gallons of waste activated sludge that would be generated at the plant and returned to SFPUC). T~~t~~he WRF provides treatment and disinfection of wastewater for safe, reliable recycled water through a multi-stage system consisting of mechanical and biological treatment steps. Storage tanks, pumps and emergency generators are additional components of the WRF design.

~~The WRF is sited in the area east of the JPB corridor adjacent to the on-site water storage tank and is anticipated to require approximately one acre.~~ The process for final selection of the WRF design and phased implementation is based on siting, environmental and economic constraints, with detailed design resolution confirmed during future design and permitting processes

At the WRF, sanitary sewer flows in excess of the volumes needed to generate the recycled water supply for The Baylands are bypassed and routed through gravity and force mains in Tunnel Avenue to the SFPUC combined sewer infrastructure located parallel to the County line.

The SFPUC combined sewer conveys wastewater to the SFPUC's Southeast Water Pollution Control Plant (SEPCP). In addition, the WRF includes infrastructure that pressurizes the on-site recycled supply distribution system, described below, to serve The Baylands.

7.6.3 THE BAYLANDS RECYCLED WATER DISTRIBUTION

Recycled water distribution mains are installed in the public rights-of-way with a grid of 6-inch HDPE pipe surrounded by an 8 to 12-inch HDPE looped system. Fusion-welded HDPE is planned due to its flexibility and capacity to address anticipated settlement within The Baylands, thereby reducing the potential for pipe shearing. Where hard edge differential settlement is anticipated at the interface between a proposed building and a HDPE potable or fire water lateral service connection, flexible connections are planned to mitigate shearing of the utility infrastructure. Services to buildings and open space areas are metered and include code required backflow prevention.

Depending on demands, storage tanks or buildings' internal booster pumps act to maintain flows and pressures within the recycled water system, where required (refer to Figure 7.4 for the proposed recycled water system improvements)

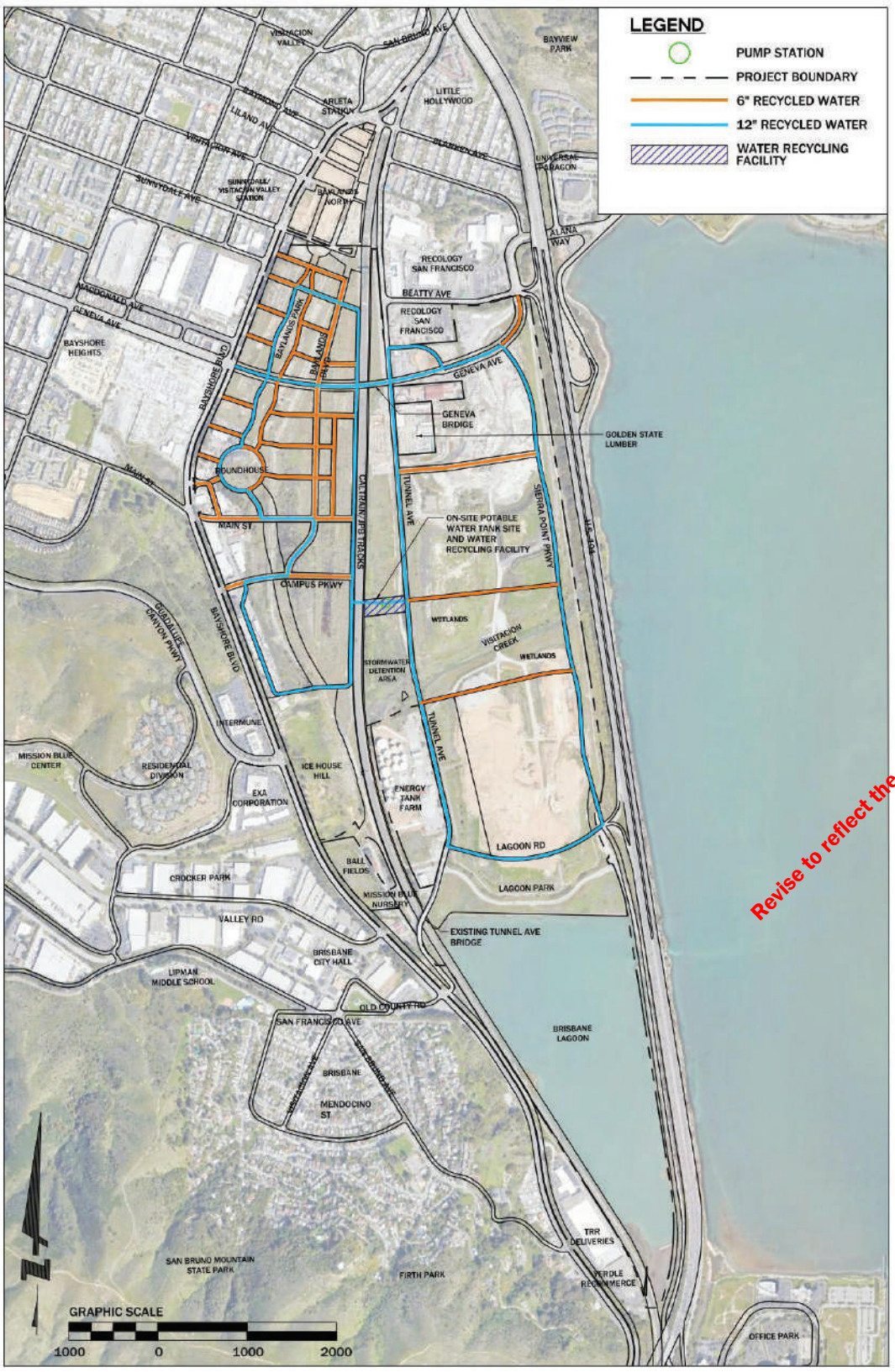
7.6.4 RECYCLED WATER CRITERIA

The recycled water system within The Baylands shall implement solutions to address the following:

- *The WRF shall treat raw sewage to the extent needed to meet proposed on-site demands for "non-potable uses" as allowed under Title 22. If any excess effluent occurs daily, it will discharge through a force main that flows to SFPUC's collection system. ~~If a higher demand occurs and construction is deemed feasible, the WRF design and capacity shall be scaled accordingly.~~*
- *The Wastewater processing tanks and structures shall be covered or fully enclosed in a building with air collected and treated through a two-stage odor scrubbing system, likely biological filtration followed by activated carbon polishing.*
- *All WRF facilities shall be designed to minimize visual impacts, e.g., installing berms to decrease ground-level visibility and structures shall receive exterior architectural treatment consistent with other Baylands development.*
- *Recycled water distribution pipelines, structures and connections shall use construction materials and techniques to address anticipated site settlement.*

~~24 Brown and Caldwell, Technical Memorandum Baylands Water Balance~~

~~25 Brown and Caldwell, Technical Memorandum Baylands Water Recycling Facility (WRF) Conceptual Planning, (March 31, 2022)~~



Revise to reflect the updated Specific Plan Boundary.

FIGURE 7.4 PROPOSED RECYCLED WATER SYSTEM IMPROVEMENTS

7.7 WASTEWATER

The Baylands includes a wastewater collection system designed to handle anticipated sanitary sewer demands for the development through a combination of gravity and force main sewer lines in combination with pump and lift stations. On-site sanitary sewage is generated and routed to the proposed WRF for extraction and treatment of non-potable water to reduce demands for potable water on-site. Sludge from the WRF and sewage that does not go through the WRF is routed to the SFPUC system at the north end of The Baylands. ~~The Baylands Infrastructure Report provides a detailed description of the sanitary sewer system.~~[26]

7.7.1 WASTEWATER SYSTEM

OVERVIEW OF CONTROLLING AGENCIES AND SYSTEMS

The City of Brisbane Sanitary Sewer District, which incorporates the GVMID, and the Bayshore Sanitary District (BSD) own and operate wastewater collection facilities within the Brisbane city limits. Both the City of Brisbane and BSD systems discharge sewer flows to the SFPUC's 78-inch-diameter combined sewer line (SFCS) at the north end of The Baylands, which conveys the flows to the SEPCP.

EXISTING SEWER FACILITIES

Existing BSD sanitary sewer lines serving the Industrial Way buildings and connecting to other existing or demolished buildings on the West Side will be removed due to incompatibility with future street grid and remediation efforts. On the East Side, flow from the existing Tank Farm is pumped from a small lift station within the Tank Farm through a force main to the BSD sanitary sewer main on Tunnel Avenue.

Existing sanitary sewer flows from the West and East Sides are conveyed to the existing SFCS located adjacent to Sunnydale Avenue and underneath portions of the Recology Recycling Plant. Parallel to the SFCS, the SFPUC recently installed a parallel 169-inch combined sewer to increase storage capacity for wet weather storm events. The SFCS main then discharges to the SFPUC Box Culvert in Harney Way before conveying flow through a series of gravity and force mains, and pump and lift stations to the SEPCP.

EXISTING WASTEWATER SYSTEM CAPACITY

The SEPCP currently receives an average dry weather flow of 57 MGD, which accounts for approximately 70 percent of its available dry weather flow capacity of 85 MGD. In addition, the SFPUC upgraded the SEPCP wet weather flow capacity to 250 MGD in 1994 to comply with Federal regulations requiring a reduction in combined sewer overflow discharges to the Bay. To reduce the frequency of combined sewer overflows into the Bay further and increase system capacity, the City of San Francisco recently constructed a new combined sewer line in and adjacent to Sunnydale Avenue that connects to the box culvert in Harney Way.

Under the current contract, the City of Brisbane is allowed to convey sewer discharges to the SEP of up to 6.7 MGD, whereas its current sewer discharges during dry weather and wet weather conditions are approximately 0.34 MGD and 1.5 MGD, BSD has no set capacity allocation at the SEP based on its current contract. Per conversations with BSD, the established protocol dictates that if the development of The Baylands requires service for a demand greater than 0.200 MGD, then the BSD notifies the staff at the SEPCP to confirm that capacity is available.

7.7.2 THE BAYLANDS WASTEWATER SYSTEM

WASTEWATER GENERATION

Sanitary sewer demands are based on a 95 percent return rate of the average daily potable water demand and a 100 percent return rate of the indoor non-potable water demand for The Baylands. Assuming implementation of some water conservation measures, The Baylands, at full buildout, generates an approximately 400 MG per year of sewer with an approximate average daily sewage generation of 1.09 MGD and a peak daily sewage generation of 5.46 MGD.[27]

WASTEWATER RELATIONSHIP WITH WATER RECYCLING FACILITY

~~26~~ ~~BKF et al, The Baylands Infrastructure Report~~

27 BKF Engineers, Preliminary Sanitary Sewer Calculations (April 4, 2022)

The Baylands WRF creates a recycled water supply by scalping wastewater generated on-site with the ability to harvest from off-site sources where required or permitted if sufficient on-site sewage is not sufficient to run the WRF.

Sanitary sewer flows exceeding volumes needed to generate recycled water supply will be bypassed and routed through gravity and force mains in Tunnel Avenue to the SFPUC combined sewer infrastructure located parallel to the County line that conveys wastewater to the SEPCP. During periods of lower recycled water demands, an option to ratchet back the volume of flow treated by diverting "excess" raw sewage to the SFCS via the force main is included as part of the WRF design subject to final approvals. Solids from the WRF are then returned through the force main leaving the WRF for discharge to the SFCS and transported through the municipal sewer system to the SEPCP.

Although not anticipated as part of the WRF, effluent quality from the on-site WRF generally is suitable for discharge under a separate discharge permit, but direct discharge to the Bay is not currently proposed, as it is likely infeasible due to potential time delays associated with obtaining a discharge permit from the SFRWQCB.

~~Phased construction of an on-site WRF will provide wastewater treatment to meet proposed recycled water demand in The Baylands with operation of the WRF commencing once 0.22 MGD of average dry weather sewer flows are generated by the Baylands.~~ The on-site WRF will provide wastewater treatment to meet the projected recycled water demand in the Baylands. It is anticipated that the WRF will be operational prior to occupancy at the Baylands. If permits for the WRF cannot be obtained, construction of an on-site wastewater collection system that discharges to the SFCS line in Sunnydale Avenue for treatment at the SEPCP is proposed for evaluation and feasibility as sanitary sewer demands and modeling conservatively assumes that the WRF is non-operational to account for maintenance and operational repairs.

PROPOSED WASTEWATER COLLECTION SYSTEM

Due to planned street grid and expected settlement, sanitary sewer facilities are proposed to be re-built to match the new alignment of Tunnel Avenue.

Wastewater is collected and conveyed through a series of HDPE gravity and force mains and in-line lift and/or pump stations to limit utility excavation and installation depths over remediation areas and the landfill. Fusion-welded HDPE is being planned due to its flexibility and the anticipated settlement within The Baylands, thereby reducing the potential for pipe shearing.

Flows are delivered to the WRF on the East Side between the railroad track and Tunnel Avenue through a sewer main underneath the railroad tracks. On the East Side, flows from a leachate collection system installed as part of the landfill closure approvals, if required, are delivered to the on-site sanitary sewer system.

Proposed building services are connected to the on-site system and include cleanouts and flexible service connections. Flexible service connections with settlement vaults help mitigate shearing of the utility infrastructure caused by hard edge differential settlement at the interface between a proposed pile-supported building and sewer building lateral connections.

Space within public streets is provided for a new BSD wastewater force main that connects its existing sanitary sewer pump station near the corner of Industrial Way and Bayshore Boulevard to the SFCS. However, construction of the force main by the BSD is anticipated at a later date.

To accommodate existing uses and build-out of The Baylands, replacement of existing on-site wastewater collection system and associated facilities occurs in phases. At full build-out, the wastewater collection system will meet the standards of the City of Brisbane and The Baylands design criteria to be developed as part of future utility planning, and be owned, operated, and maintained by ~~the City of Brisbane~~ Cal Water (refer to Figure 7.5 for the proposed wastewater system improvements).

7.7.3 WASTEWATER CRITERIA

The wastewater system within The Baylands shall implement solutions to address the following:

- *Wastewater collection and transmission pipelines over remediation areas and the landfill closure area shall be designed with lift stations and force mains or other measures to minimize the depth of the system.*
- *Wastewater pipelines, structures and connections to buildings shall be designed to address anticipated*

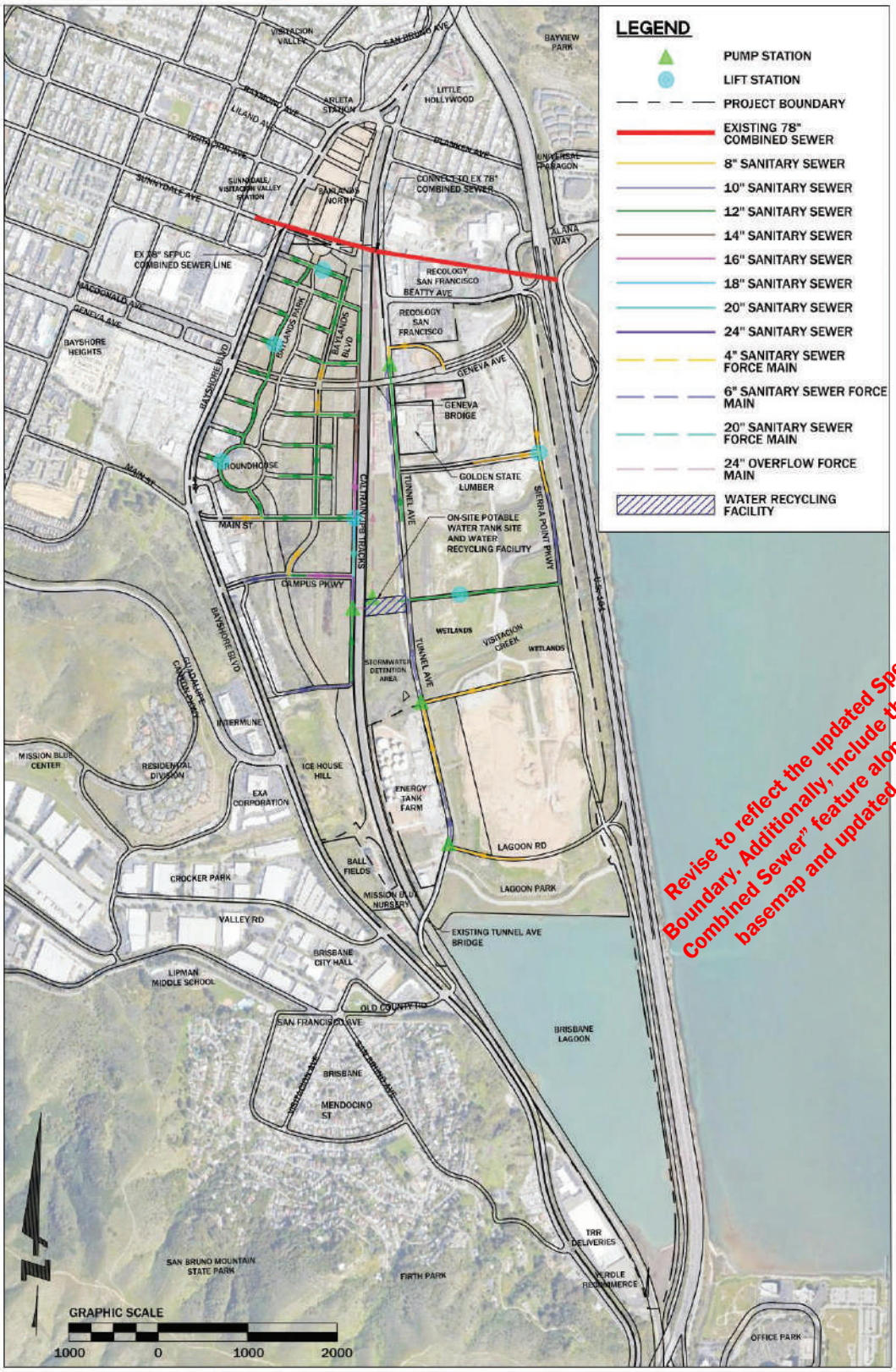


FIGURE 7.5 PROPOSED WASTE WATER SYSTEM IMPROVEMENTS

settlement due to remaining settlement from the waste material.

- *Wastewater generated within The Baylands shall be conveyed to the planned WRF for extraction and treatment of recycled water to match recycled water demand within The Baylands.*

7.8 ELECTRICAL

7.8.1 EXISTING ELECTRICAL SYSTEM

The existing distribution system for The Baylands area is a mix of underground cables and overhead lines managed under the control of Pacific Gas and Electric (PG&E). The Baylands Infrastructure Report provides information related to the electrical infrastructure.[28]

7.8.2 THE BAYLANDS ELECTRICAL SYSTEM

ON-SITE ELECTRICAL SYSTEM IMPROVEMENTS

Electrical utilities in The Baylands will be provided to the site via underground electrical distribution from PG&E substations, most importantly, the adjacent Martin Substation on Bayshore Boulevard. A large load study is being performed by PG&E to determine the requirement for off-site infrastructure upgrades to support the service requirements of the site with the understanding that significant on-site renewable energy generation, storage, and distribution is anticipated as part of the development plan. While the PG&E grid plays a significant role in energizing uses in The Baylands, exploration of alternative options for on-site electricity are addressed in Chapter 04 Sustainability Framework. Load Serving Entities (LSE), including our local Community Choice Aggregator, Peninsula Clean Energy (PCE) as well as a potential to-be-formed entity operating as a non-profit could also be eligible to own and operate electrical systems "behind-the-meter" at The Baylands for the benefit of all future residents and tenants. These decisions are dependent on an ongoing legislative agenda and regulatory, technological, and social adoption that proceeds under the advisement of the City of Brisbane, PG&E, PCE, California Independent System Operator, State of California Public Utilities Commission and other stakeholders leading up to the start of construction.

THE BAYLANDS ELECTRICAL SYSTEM DISTRIBUTION

Electrical power for construction is proposed to be provided by Pacific Gas and Electric Company (PG&E). Power sources, such as solar or other market-available renewable strategies may be used subject to compliance with use permit requirements. The existing overhead lines along Tunnel Avenue are proposed to be placed underground, as are all other overhead lines routed through The Baylands and along Bayshore Boulevard. On-site electrical supply lines, structures and supporting infrastructure are proposed to be installed within joint trenches.[29]

THE BAYLANDS ELECTRICAL GENERATION AND STORAGE

Solar powered infrastructure systems totaling 85,000 MWh (megawatt hours) of generation and energy storage are proposed to be installed on buildings, ground-mounted, and over parking lots, where feasible, as part of a renewable energy strategy described in Chapter 04 Sustainability Framework. Current planning identifies 55 acres for a solar farm ("SI-6") along with additional areas designated as sustainable infrastructure suitable for the on-site solar generation. Building and parking lot mounted solar systems will also be developed in order to achieve on-site generation targets. The solar farm is proposed on the East side upon completion of the landfill closure process. Excess energy from the ground mounted solar farm may be an available resource for customers outside The Baylands and distributed through the PG&E grid up until Baylands customers require the energy supply.

Battery storage is provided for each building and/or phase as part of the distributed energy resource management system for the site. The Baylands may have up to 500 MWs/2GWhs of battery-based stationary energy storage. The development concept has high technology integration targets including vehicle-to-grid EV capability, distributed building-scale storage, and centralized utility-scale storage in accordance with existing utility programs. Default utility program may cap generation and storage to aggregate limits per site. Actual battery sizing will depend on modeling studies and coordination with PG&E.

If hydrogen becomes a viable carbon free energy source, the technology may be an appropriate part of a district

28 BKF et al, The Baylands Infrastructure Report

29 Ibid

solution in which a green hydrogen facility can store energy for longer durations and be available during Public Safety Power Shutoff events or when other renewable resources are insufficient. The green hydrogen facility includes systems to generate compressed hydrogen gas from water. Hydrogen gas is proposed to be stored in tanks on-site and used as a power source for turbines and/or fuel cells that produce electricity for on- and off-site uses. Evaluation of emerging on-site energy storage solutions will be proposed as new technologies are introduced to the market, but, in all cases, these solutions require further study at a future time.

OFF-SITE ELECTRICAL SYSTEM DISTRIBUTION SYSTEM UPGRADES

Required upgrades to existing off-site PG&E infrastructure to serve The Baylands is dependent on the level of on-site electrical generation and phasing. PG&E is in the early stages of evaluating our Interconnection Request and completing a large load study to determine the necessary upgrades to the utility distribution systems to The Baylands. The extent of these upgrades is not yet determined and requires further study and coordination with electric utility service providers.

Electrical power for The Baylands is expected to be provided at 12 kilovolts (kV) from the existing PG&E Martin Substation, an approximately 42-acre parcel which includes equipment, parking, and unused space. A detailed study from PG&E is needed to identify the specific equipment modifications that are needed for The Baylands; however, new PG&E equipment is anticipated to be consistent with the overall scale and type as existing equipment already located at Martin. Similarly, any modifications to the off-site electricity distribution equipment are expected to remain within the same rights of way, and be of a similar size and scale, as existing distribution equipment. Alternatively, if a substation expansion is deemed necessary, The Baylands may choose to take service from PG&E at 115 kV and locate a new substation within The Baylands. The new substation would be no larger than one acre in size and contained in a parcel designated as Sustainable Infrastructure. Electricity would be stepped down at the substation to 12 kV and distributed to the various uses at The Baylands through new on-site distribution lines (i.e., a “microgrid”).

7.8.3 ELECTRICAL SYSTEM CRITERION

The electrical system for The Baylands shall adhere to the following.

- *Electrical transmission and distribution lines within The Baylands shall be installed underground.*

7.9 NATURAL GAS

7.9.1 EXISTING NATURAL GAS SYSTEM

PG&E maintains an existing underground 6-inch gas main in Tunnel Avenue, which begins at the southern edge of the Golden State Lumber Parcel and continues north where it taps into an existing 24-inch PG&E natural gas transmission main in Bayshore Boulevard. The 6-inch gas line currently serves the Golden State lumber property within The Baylands area and other properties to the north. Based on proposed uses and roadway alignments, the Tunnel Avenue gas main is proposed to be relocated to follow the new roadway layout.

7.9.2 THE BAYLANDS NATURAL GAS USES

Consistent with Chapter 04 Sustainability Framework, the Baylands does not include PG&E natural gas infrastructure to serve proposed uses. Existing natural gas services to the Kinder Morgan Tank Farm property, the City of Brisbane facility of Tunnel Avenue and Golden State Lumber are proposed to be maintained .

7.10 COMMUNICATIONS

7.10.1 EXISTING COMMUNICATIONS SYSTEMS

An evaluation of the existing telecommunications facilities within and adjacent to the Baylands Specific Plan is being coordinated with the communications providers. Removal and replacement of the existing facilities is anticipated as part of the future development and based on demands associated with the phased buildout.

7.10.2 THE BAYLANDS COMMUNICATIONS SYSTEMS

No stand-alone telecommunication building facilities are

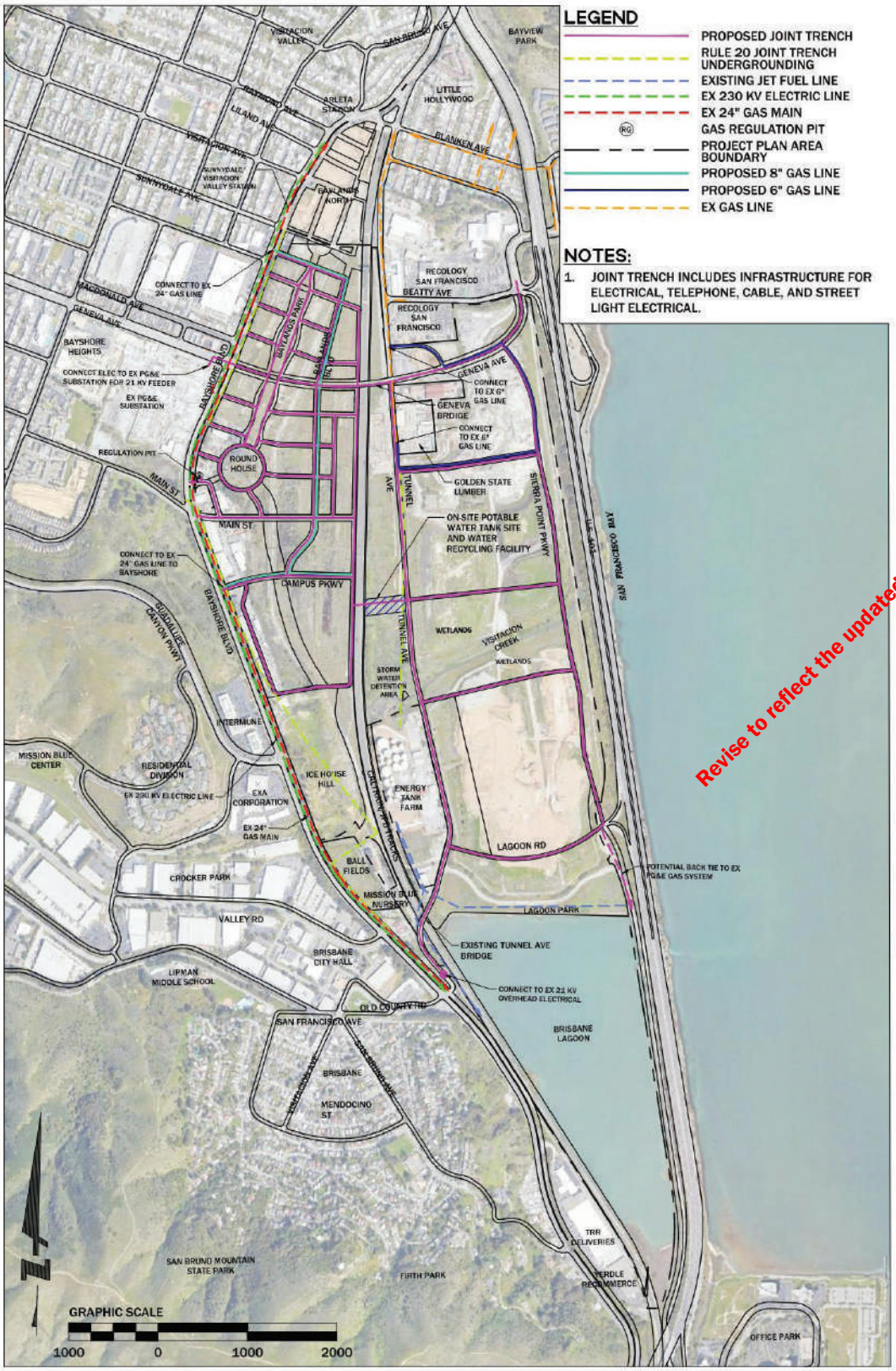


FIGURE 7.6 DRY UTILITIES AND KINDER MORGAN PIPELINES

anticipated; instead, telecommunication equipment that is standard for residential and commercial areas will be installed as ancillary equipment for buildings to assure adequate communication and broadband services for the new Baylands community. Specific telecommunication equipment lists and locations are premature, both because these continue to be evolving technologies and because these involve building design specification levels of details that are not part of the Specific Plan process. This ancillary telecommunication equipment informational details should not be required for evaluation in the EIR.

7.10.3 COMMUNICATIONS CRITERIA

Communications systems within The Baylands shall adhere to the following.

- *Communications infrastructure within The Baylands shall be evaluated and accommodated during final designs for the Specific Plan Area*





08

PUBLIC FACILITIES FINANCING

08 | PUBLIC FACILITIES FINANCING

8.1 PURPOSE

The Baylands is planned to accommodate a variety of retail, commercial offices, research and development uses, institutional facilities, small-scale industry, residential uses, public open space, as well as supporting infrastructure. This development requires the construction and ongoing maintenance of parks, roads, utilities and other infrastructure. This chapter identifies the financing plan for these public facilities. As required by the City's General Plan Policy BL 1.D, this financing plan does not impose any financial costs on existing Brisbane residents and businesses. To comply with this General Plan requirement, the funding and financing strategy must (1) include several different funding sources, including developer funding, public-private partnerships and other multi-source financing tools working in tandem with developer funding, to access the most cost-effective available funding mechanisms that take into account changing public and private funding opportunities, as well as changing real estate market conditions; and (2) make appropriate use of available public financing and funding opportunities to support Specific Plan infrastructure and public facilities to assure that implementation of the Specific Plan would not create any new financial burden on Brisbane residents, be revenue positive for the City, and develop a feasible project.

8.2 SUMMARY OF INFRASTRUCTURE IMPROVEMENTS AND FUNDING SOURCES

Table 1 is a summary of the specific improvements proposed for The Baylands, the funding and financing source(s) for each improvement, the entity that will own and be responsible for the operation and maintenance (O&M) of each completed improvement, and the ongoing funding sources for O&M. This financing plan is consistent with General Plan Policy BL.1 D. Section 8.3 of this chapter describes the funding and financing tools in more detail, along with the necessary steps for establishing each of the sources of funds. The owner is obligated to construct the required infrastructure, using tax and revenue assessment tools such as a Community Facilities District (CFD), an Enhanced Infrastructure Financing District (EIFD), available public financing and funding opportunities jointly pursued by The Baylands owner and the City (with any repayment obligations owners and occupants and not residents and taxpayers outside the Specific Plan area), and private funding to close the gap.

This Specific Plan requires that a Fiscal Impact Analysis (FIA) be completed, and accepted by the City, prior to the issuance of bond funding or other public financing for infrastructure in the Baylands Specific Plan area. The FIA must demonstrate that implementation of the Specific Plan would not result in any new financial burden on Brisbane residents or businesses located outside the Specific Plan area, and that Specific Plan implementation will be net positive to the City's General Fund.

Improvement	Capital Investment	Ownership / O&M Responsibility	O&M Funding
Site Remediation			
East Side (Landfill)	- Private Funding - CFD - Grants/Public Funding	- Closure: Site Owner - Post-Closure: Development Parcels: Future Owners - Public Parks: East Side Property Owner Association (POA); Master POA, or other entity approved by environmental oversight agency (OE)	- CFD - East Side POA; Master POA, or other entity approved by environmental oversight agency (OE)
West Side (Railyard)	- Private Funding - CFD - Grants/Public Funding	- Remediation: Site Owner - Post-Remediation: West Side POA, Master POA, or OE	- CFD - O&M: West Side POA, Master POA, or OE
Transportation			
Standard Roadways	- Private Funding - CFD	City	- CFD - Discretionary General Fund tax revenues from Specific Plan area taxpayers (DGF-SP)
Non-Standard Roadways	- Private Funding	Private	- Homeowner's Association (HOA)
Traffic Signalization	- Private Funding - CFD[1] - EIFD	Public	- CFD[2] - EIFD - DGF-SP
Geneva Bridge	- EIFD - County / Measure W	Public	- EIFD - DGF-SP - Caltrans
Geneva Ave. Extension[3]	- EIFD - County / Measure W	Public	- EIFD - DGF-SP - Caltrans

1 Community Facilities District and other special assessment districts established by state law (collectively referred to as a CFD for ease of reference) can work in tandem with other special assessment districts, including those that create no new assessment funding obligation by future Specific Plan area residents and businesses such as Enhanced Infrastructure Financing Districts (EIFDs). An EIFD will be used as the preferred funding source for eligible infrastructure costs instead of a CFD, while continuing compliance with the General Plan obligation that Specific Plan development will not impose new financial obligations on residents and businesses located outside the Specific Plan area, and that Specific Plan implementation will be revenue positive for the City. Infrastructure construction and operational costs eligible for CFD and EIFD funding, as well as other potential future renewable energy grant and financing programs, are state laws and regulations, and is expected to continue to evolve. Funding eligible infrastructure costs using existing and future public financing and grant programs is consistent with and authorized by this Financing Plan

2 Between Bayshore Boulevard and intersection of Beatty Avenue at Alana Way

3 Between Bayshore Boulevard and intersection of Beatty Avenue at Alana Way

TABLE 8.1 PROGRAM OF IMPLEMENTATION – PUBLIC FACILITIES CAPITAL INVESTMENTS AND OPERATIONS & MAINTENANCE

Storm Drainage			
	- Private Funding - CFD - EIFD	Public	- CFD - Ratepayer service charges - DGF-SP
Domestic/Potable Water			
	- Private Funding - CFD	Public	- CFD - DGF-SP
Recycled Water			
	- Private Funding - CFD - EIFD	Public	- CFD - DGF-SP
Sanitary Sewer			
	- Private Funding - CFD	Public	- CFD - DGF-SP
Dry Utilities			
Front-of-Meter Energy Storage	- Private Funding - CFD	Private/Utility[4]	- Private Funding - Ratepayer service charges
Community Solar	- Private Funding - CFD - Grants/Public Funding	Private/Utility	- Private Funding - CFD - Ratepayer service charges
Behind-the-Meter Energy Storage	- Private Funding - CFD - Grants/Public Funding	Private/Utility	- Private Funding - CFD - Ratepayer service charges
Electricity - EV charging	- Private Funding - CFD - Grants/Public Funding	Private/Utility	- Private Funding - CFD - Ratepayer service charges
Electricity – Distribution	- Private Funding - CFD - Grants/Public Funding	Private/Utility	- Private Funding - CFD - Ratepayer service charges
Communication	- Private Funding	Private/Utility	- Private Funding - Ratepayer service charges for service
Open Space and Conservation			
Standard Parks Improvements	- Private Funding - CFD	Public	- Private Funding - HOA - CFD - DGF-SP
26 Acres of Land to accommodate SLR by Year 2100 (Part of Visitacion Creek & Lagoon Park)	- CFD - Discretionary General Fund - Grants / Public Funding	Public	- CFD - DGF-SP

4 There are multiple successful models for owning, financing, operating and funding renewable energy infrastructure, including for example rooftop solar owned by the building owner, networks of solar panels owned by solar companies and leased to building owners, and solar farm and battery storage infrastructure owned by utility and non-utility entities. All of these ownership arrangements are permitted in the Specific Plan area.

TABLE 8.1 PROGRAM OF IMPLEMENTATION – PUBLIC FACILITIES CAPITAL INVESTMENTS AND OPERATIONS & MAINTENANCE (CONT.)

Ice House Hill	- Private Funding[5] - Discretionary General Fund - Grants/Public Funding	TBD	- HOA[6] - CFD - DGF-SP
Ball fields	- Private Funding - Discretionary General Fund - Grants/Public Funding	TBD	- CFD - DGF-SP
Non-Standard Improvement	- Discretionary General Fund	Public	- Private Funding - Discretionary General Fund
Habitat Preservation & Wetlands	- Private Funding - CFD - Discretionary General Fund - Grants / Public Funding	Conservation Easement	- Private Funding - HOA - CFD
Bay Trail	- CFD - EIFD - Grants / Public Funding	Conservation Easement	- HOA - CFD - EIFD
Other Facilities			
Club House	- Private Funding	Private	- HOA - CFD

5 For park improvements required by EIR Mitigation Measures (2015 The Baylands FEIR) only.

6 Ibid

TABLE 8.1 PROGRAM OF IMPLEMENTATION – PUBLIC FACILITIES CAPITAL INVESTMENTS AND OPERATIONS & MAINTENANCE (CONT.)

8.3 FINANCING METHODS AND IMPLEMENTATION REQUIREMENTS

A variety of financing options is available to help fund infrastructure improvements for the development of The Baylands. The intended sources of funding and financing are defined below, including public financing mechanisms. General Plan Policy BL.1 D states that:

- *Each increment of development shall be provided with appropriate transportation related and other infrastructure, facilities, and site amenities as determined by the City. Such transportation related and other infrastructure, facilities, and site amenities (e.g., parks, open space preservation, habitat enhancement) shall be provided at the developer's cost.*

Any public funding and financing used for infrastructure development or operations costs will be generated by the development itself, for example, through CFD special taxes or property taxes. Furthermore, The Baylands' projected fiscal surplus (see Section 8.4) reveals that public sector funding in The Baylands may occur in compliance with the General Plan requirement that The Baylands be revenue positive for the City on an ongoing basis. Proposed funding sources listed in this section require the participation of third parties (i.e., City or County governments), or are competitive grants. While each funding source described could be used to cover a portion of The Baylands' public facility financing cost, there is uncertainty regarding which third parties may choose to participate in the financing of The Baylands, or whether and how much funding may become available through competitive or discretionary outside grant or financing opportunities.

Furthermore, the 26 acres of SLR area included in the open space (in addition to the Measure JJ open space requirement), would need additional/raised capital to achieve the same level of development as the surrounding open space. Similarly, the Icehouse Hill improvement would also require fundings from third parties or grants.

8.3.1 OWNER FINANCING

It is expected that the 2022 owner of The Baylands (and successors or assigns) as of 2022 (Sunquest) will initially fund, or fund the gap between available grant and public

finance funding, to complete required public facility improvements. Sunquest is obligated to construct the required infrastructure, using tax and revenue assessment tools such as a CFD, an EIFD, available public financing and funding opportunities jointly pursued by Sunquest and the City (with any repayment obligations for non- grant public funding repaid by current and future owners and occupants and not residents and taxpayers outside the Specific Plan area), and private funding to close the gap. To implement this Financing Plan, the City will need to authorize the formation of a CFD, and potentially an EIFD, and work with Sunquest to apply for available grant funding to maximize use of these public financing and funding tools to achieve the sustainability, infrastructure, and net revenue positive requirements, of this Specific Plan and the General Plan. Planned public infrastructure financing tools to be used to implement the Specific Plan are described below

8.3.2 LOCAL METHOD: COMMUNITY FACILITIES DISTRICTS

Local governments and development applicants across the nation and in California commonly use land-secured financing methods to fund infrastructure or provide services that benefit a particular area (ranging from an entire jurisdiction to sub-areas of all sizes). In California, the Mello-Roos CFD has been a well-used infrastructure financing tool.

The Mello-Roos Community Facilities Act of 1982 (authorized by Section 53311 et seq. of the Government Code) enables the formation of a CFD by local agencies, with Sunquest approval, for the purpose of imposing additional special taxes on property located within the boundaries of the CFD District. The resulting special tax revenue can be used to fund capital costs or operations and maintenance expenses directly, or they may be used to secure a bond issuance, the proceeds of which are used to fund capital costs. Because the levy is a tax rather than an assessment, the standard for demonstrating the benefit received is lower, thus creating more flexibility. Despite limited use in populated infill areas, CFDs have become the most common form of land-secured financing in California..

CFD USES

The range of public facilities that may be financed is extensive and, in general, publicly owned infrastructure with a useful life of five years or longer can be funded. Eligible uses of funds include the purchase, construction, expansion, improvement or rehabilitation of real or other tangible property that the local agency is authorized to own or operate. A CFD may also pay off assessment liens, certain special tax liens, fees and charges on property within its boundaries which themselves are used to pay for such facilities. CFD also may be used to fund ongoing services, though the range of eligible uses is more limited.

CFD INFRASTRUCTURE USES

The Mello-Roos Act generally allows CFDs to fund the following types of public improvements proposed in The Baylands:

- *Park, recreation, parkway, and open-space facilities*
- *Water transmission and distribution facilities, natural gas pipeline facilities, telephone lines, facilities for the transmission or distribution of electrical energy, and cable television lines*
- *Flood and storm protection facilities, including storm drainage and treatment systems and sandstorm protection systems*
- *Work deemed necessary to bring buildings into compliance with seismic safety standards or regulations*
- *Removal or remedial action for the cleanup of any hazardous substance released or threatened to be released into the environment*
- *Energy efficiency, water conservation, and renewable energy improvements*

Any improvement authorized to be financed must constitute a “public facility” (or “public improvement”), whether the improvement is owned by a private entity (if the City determines that the improvement provides a public benefit), or the improvement is owned by a public agency. As noted in Table 1, The Baylands will include a mix of public and private infrastructure. For example, while

all Project roadways meeting City standards are intended to be owned by the City, some parks and trail segments will be open to the public but planned to be owned and maintained by the CFD (itself a public agency) or an HOA (a private entity).

CFD SERVICES USES

Services that may be funded through a CFD are more limited. The following services in The Baylands may be funded:

- *Police protection services*
- *Fire protection and suppression services*
- *Ambulance and paramedic services*
- *Maintenance of parks, parkways, and open space*
- *Flood and storm protection services, including operation and maintenance of storm drainage systems*
- *Environmental cleanup and remediation services*

The Act allows for additional services that cannot be authorized by a landowner election, but only by a registered voter election. These include recreation program services, library services, operation of museums and cultural facilities, and maintenance services for elementary and secondary school sites and structures.

CFD FORMATION

California's land-secured funding districts can support a wide range of infrastructure improvements that generate direct and measurable benefits to specific properties. A CFD for The Baylands will require landowner approval.

The owners or users of the real estate included within the CFD boundary of the Baylands Specific Plan pay a CFD assessment, as well as all other required property taxes. By increasing tax burdens, CFDs increase the cost of owning property in The Baylands – which in turn is likely to decrease the price a new Baylands resident or business is willing to pay for the property. This decreased price consequence means that the CFD tax burden is shared between Sunquest (who sells property to a residential builder or commercial/hotel owner), and future Baylands residents and businesses. The Baylands CFD would not extend outside the Specific Plan area, and therefore does not increase tax or infrastructure cost burdens to residents and businesses elsewhere in the City. Land-secured financing provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully assumable debt financing.

8.3.3 LOCAL METHOD: SPECIAL ASSESSMENT DISTRICTS

An assessment district is similar to a CFD in that it establishes (with Sunquest consent) The Baylands as the geographic area that would benefit from Specific Plan infrastructure and public improvements. As with a CFD, owners pay an additional property tax amount in Special Assessment Districts to pay for particular improvements. These future tax payment obligations create a revenue stream which is used to qualify for, and repay, bonds issued early in the development to pay for infrastructure and other qualified expenses. Special assessment districts may be formed to build backbone infrastructure or provide certain public services at The Baylands, including, public roads, streetlights, landscaping, parks, or drainage facilities, as well as many other services authorized by law. Permanent Road Divisions are limited to providing construction and maintenance for road related items including grading, paving, drainage structures, street lighting, and roadway landscaping. Landscape and Lighting Districts may provide for public lighting and landscaping as well as park and recreation acquisition and maintenance. Because legislation, regulations, financing availability and other market conditions evolve over time, The Baylands may consist of both a CFD and one or more Special Assessment Districts. The acts authorizing the establishment of assessment districts are, among others:

- *Streets & Highways Code Section 5000 et seq. – The Improvement Act of 1911.*
- *Streets & Highways Code Section 10000 et seq. – The Municipal Improvement Act of 1913.*
- *Streets & Highways Code Section 8500 et seq. – The Improvement Bond Act of 1915.*

- *Streets & Highways Code Section 22500 et seq. – Landscape and Lighting Act of 1972.*
- *Public Resources Code Section 26500 et seq. – Geologic Hazard Abatement Districts.*
- *Streets and Highways Code Sections 36500 et seq. and 36600 et seq. – Business Improvement Districts.*

Similar to a CFD, the use of special assessment districts will not have a direct effect on the City's General Fund.

8.3.4 LOCAL METHOD: TAX INCREMENT FINANCING/ ENHANCED INFRASTRUCTURE FINANCING DISTRICTS

Tax Increment Financing (TIF) is also available to finance qualified infrastructure projects and activities. Local agencies may establish TIF for a given project or geographic area to capture, and direct to specified future uses, the incremental increases in property tax revenue from approved development. In the absence of TIF, this revenue would accrue to the City's General Fund (or other property-taxing entity revenue funds).

In most cases, the local property tax available for TIF purposes is very limited (California cities typically get between $0.10 and $0.20 of a property tax dollar). In the Baylands area, the City's share of base property tax is about 17 percent (i.e., a maximum of $0.17 of every property tax dollars paid to the City for property in the Specific Plan Area could be included in a TIF to finance infrastructure for the Baylands properties, post-development, paying that tax increment). Because this TIF mechanism would apply only after a Baylands parcel was developed, and the developed parcel would have a much higher value (and thus pay much more in property taxes) than the current vacant or underutilized vacant site, TIF financing assures that the City (as well as other agencies receiving property tax revenues) collects more tax revenues from the more valuable developed parcel. It also creates TIF revenues to support Baylands infrastructure while still increasing property tax revenues to the City's General Fund. The FIA for The Baylands has revealed that the area generates a net fiscal benefit, which suggests that tax increment could be dedicated to The Baylands' public facilities without compromising General Plan requirements for fiscal neutrality.

Local Property Tax states:

- *The county auditor is responsible for allocating property tax revenue to local governments pursuant to state law. The allocation system (referred to as AB 8) defines the share of property tax that accrues to local government and services districts.*

  The county auditor allocates the revenue to local governments by Tax Rate Area (a single county may have thousands). Each local government's share is based on its share of countywide property taxes during the mid-1970s.

  The most significant factor in explaining the differences among local governments' shares of property tax is the difference in service responsibility. Local governments that provide a full range of governmental services typically receive a greater share of property tax.[1]

California law authorizes infrastructure and other qualified expenditure financing programs that utilize "tax increment." A "base year value" (e.g., the year the Specific Plan is approved) is established for property taxes. As the property is developed and increases in value, it also results in an increase in property taxes – and the tax increase following Base Year with development is called the "tax increment." Estimates of future payment of tax increments over time (e.g., over 30 years) create a cash payment stream that can be used to qualify for, and then repay, a bond in the earliest phases of the development process to finance costly new infrastructure. Unlike a CFD, TIF-financing does not create a new tax burden on The Baylands – it simply dedicates a portion of the increase in tax revenues from The Baylands to pay for eligible infrastructure expenses.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFDS)

Senate Bill 628 created the EIFD in 2014 and it currently is the most frequently used TIF financing tool in California. An EIFD would be created by the City, which would create a revenue stream that can be used for bond financing as well as for qualified ongoing maintenance and operations. EIFDs may be used for the purchase, construction, or

7 Source: Legislative Analyst's Office; Elledge 2006

improvement of any real property with a useful life of at least 15 years inside or outside the district, including affordable housing. EIFDs do not have an affordable housing requirement.

EIFD USES

EIFDs may finance a broad range of projects, including the purchase, construction, expansion, improvement, seismic retrofit or rehabilitation of any real or other tangible property with an estimated useful life of 15 years or longer (with some limitations), as well as planning and design costs. Allowable costs relevant to the Baylands Specific Plan include:

- *Public highways and ramps, arterial streets and bridges, parking facilities and transit facilities*
- *Sewage treatment and water reclamation plants and interceptor pipes*
- *Facilities for the collection and treatment of water for urban uses*
- *Flood control levees and dams, retention basins and drainage channels*
- *Childcare facilities, libraries, parks, recreational facilities and open space*
- *Facilities for the transfer and disposal of solid waste, including transfer stations and vehicles*
- *Brownfield restoration and other environmental improvements*
- *Acquisition, construction or rehabilitation of housing for persons of low and moderate income*
- *Acquisition, construction or repair of industrial structures for private use*

An EIFD can also finance the ongoing or capitalized costs to maintain public capital facilities financed in whole or in part by the district, but prohibits the use of bond proceeds to finance maintenance by requiring maintenance to be paid on an ongoing basis.

EIFD FORMATION

The formation of an EIFD requires approval by every local taxing entity that will contribute its property tax increment, except that tax revenues due to schools are protected and cannot be included in an EIFD.

Infrastructure and Revitalization Financing Districts (IRFDs). IRFDs, like EIFDs, do not require a separate board, allow different "project areas" to come into the IRFD with different start dates, and have flexibility to "cross-collateralize" bonded indebtedness across property boundaries. As with The Baylands' plan to create a CFD but not Special Assessment Districts based on 2022 laws, regulations and market conditions, the Baylands Finance Plan is to use EIFDs unless changes in law, regulations or marketing conditions warrant use of an IRFD.

OTHER REGIONAL, STATE AND FEDERAL FUNDING AND FINANCING

Other regional, state and federal programs also provide sources of grant funding or public financing. The amount of available funding, and eligibility criteria, evolves over time. Baylands Specific Plan infrastructure that meets the eligibility criteria for grant funding, and potentially for other forms of financing, will apply for available funds in cooperation with the City and other agencies, especially for transit, transportation, renewable energy, open space, and other sustainability program improvements that provide benefits beyond the boundaries of The Baylands. A partial list of state and regional programs is included for informational purposes in the following sections.

8.3.5 COUNTY TRANSPORTATION MEASURES (MEASURES A AND W)

In 1988 San Mateo County voters enacted Measure A, which created a sales tax increment of one-half cent to fund transportation and road improvements, such as freeway on-ramps, street widening and Caltrain improvements.

Measure A was set to expire in 2008, but voters in 2004 reauthorized the measure through 2033. Funds are distributed to local agencies (about 60 percent), Caltrain (about 20 percent), BART (about 5 percent), paratransit

(about 10 percent, administered through SamTrans), and County shuttles (about 5 percent). Measure A funds are administered by the San Mateo County Transportation Authority. A portion of the funds generated by Measure A every year are distributed to local cities and San Mateo County for improvements to local transportation projects, many of which would not be completed otherwise. The funds are allocated among cities based on population and road miles. In the past, the City has requested nearly $100 million in Measure A funding from the San Mateo County Transportation Authority.

In 2018 San Mateo County voters passed Measure W, an additional one-half cent sales tax increment, which went into effect in 2019. Half of Measure W funds are administered by SamTrans for Countywide public transportation improvements, while the other half is administered by SMCTA for projects addressing congestion relief, grade separation, bicycle and pedestrian infrastructure, regional transit connections, and a local investment share.

8.3.6 TRANSPORTATION FUND FOR CLEAN AIR

The Bay Area Air Quality Management District (BAAQMD) manages the Transportation Fund for Clean Air (TFCA), which has several components including the Regional Fund and County Program Manager Fund. The TFCA program awards grants for transportation projects that reduce motor vehicle emissions. Eligible projects include the purchase of low emission, alternative fuel vehicles with a gross vehicle weight of 10,000 pounds or more, including school buses and transit buses; shuttle and feeder bus service to train stations; ridesharing programs; bicycle facility improvements; arterial management projects that improve the flow of traffic on major roadways; transit information projects; and smart growth and traffic calming projects. TFCA grants could assist with circulation and air quality issues, but these are typically small grants.

8.3.7 SAN FRANCISCO BAY TRAIL GRANTS

Directed by the Association of Bay Area Governments (ABAG), the San Francisco Bay Trail is a planned recreational corridor that will encircle the San Francisco and San Pablo Bays. It is a continuous 400-mile network of bicycle and hiking trails that provides access to recreational opportunities and wildlife viewing. The San Francisco Bay Trail Project was created as a nonprofit organization in 1990 dedicated to the planning, promotion, and implementation of the Bay Trail. Among its activities, the Bay Trail Project provides grants for trail construction and maintenance. The Bay Trail Project is not currently offering grants, but anticipates new funding in future years.

8.3.8 SAN FRANCISCO BAY AREA CONSERVANCY PROGRAM

Administered by the Coastal Conservancy, the San Francisco Bay Area Conservancy Program (Bay Program) historically has provided grants to help (1) protect, restore and enhance natural habitats and other regional open space resources throughout the nine Bay Area counties; (2) improve public access to the Bay, its surrounding hills and the coast through completion of bay, coast and ridge trails that are a part of the regional trail system; (3) promote projects that provide open space accessible to urban populations for recreation and education purposes. Currently, the Coastal Conservancy is seeking Proposals for projects that plan, develop and implement climate adaption and resiliency projects in the San Francisco Bay Area, with funding from the 2018 voter-approved Proposition 68. Eligible projects must be consistent with the Conservancy's Strategic Plan to help natural resources or human communities adapt to the impacts of climate change.

8.3.9 HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT (PROP 1B)

Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, also known as Proposition 1B ("Prop 1B"), allocated nearly $20 billion state-wide to transportation projects, including high-priority transportation corridor improvements, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, highway-railroad grade separation and crossing improvement projects, local street and road improvement, congestion relief, and traffic safety. In partnership with the California Transportation Commission, Caltrans is responsible for administering most of the Prop 1B funds. Recent state bond accountability reporting indicates roughly $200 million in Prop 1B funds remain uncommitted.

8.3.10 CALIFORNIA PROPOSITION 1 (PROP 1)

California Proposition 1 (2018) ("Prop 1") authorized the state to issue $4 billion in general obligation bonds to support housing development, including $1.5 billion for the Multifamily Housing Program (MHP). The MHP offers loans for the construction, rehabilitation, and preservation of rental housing for persons with incomes of 60 percent or below of the area median income. In addition, Prop 1 includes $150 million for the Transit- Oriented Development (TOD) Implementation Fund and $300 million for the Regional Planning, Housing, and Infill Incentive Account. The TOD Implementation Fund offers loans and grants to local governments and developers for housing projects near transit stations. The Infill Incentive Account offers grants for infill infrastructure that supports high-density affordable and mixed-income housing.

8.3.11 CALIFORNIA PROPOSITION 68 GRANTS

Proposition 68 ("Prop 68"), the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, was approved by voters in June 2018. Prop 68 grants fund initiatives such as creating parks, enhancing river parkways, and protecting coastal forests and wetlands. Prop 68 also provides funding for outdoor access, lower cost coastal accommodations and climate adaptation. Prop 68 allocates a total of $204.8 million to the Coastal Conservancy for various purposes

8.3.12 OTHER FINANCING SOURCES

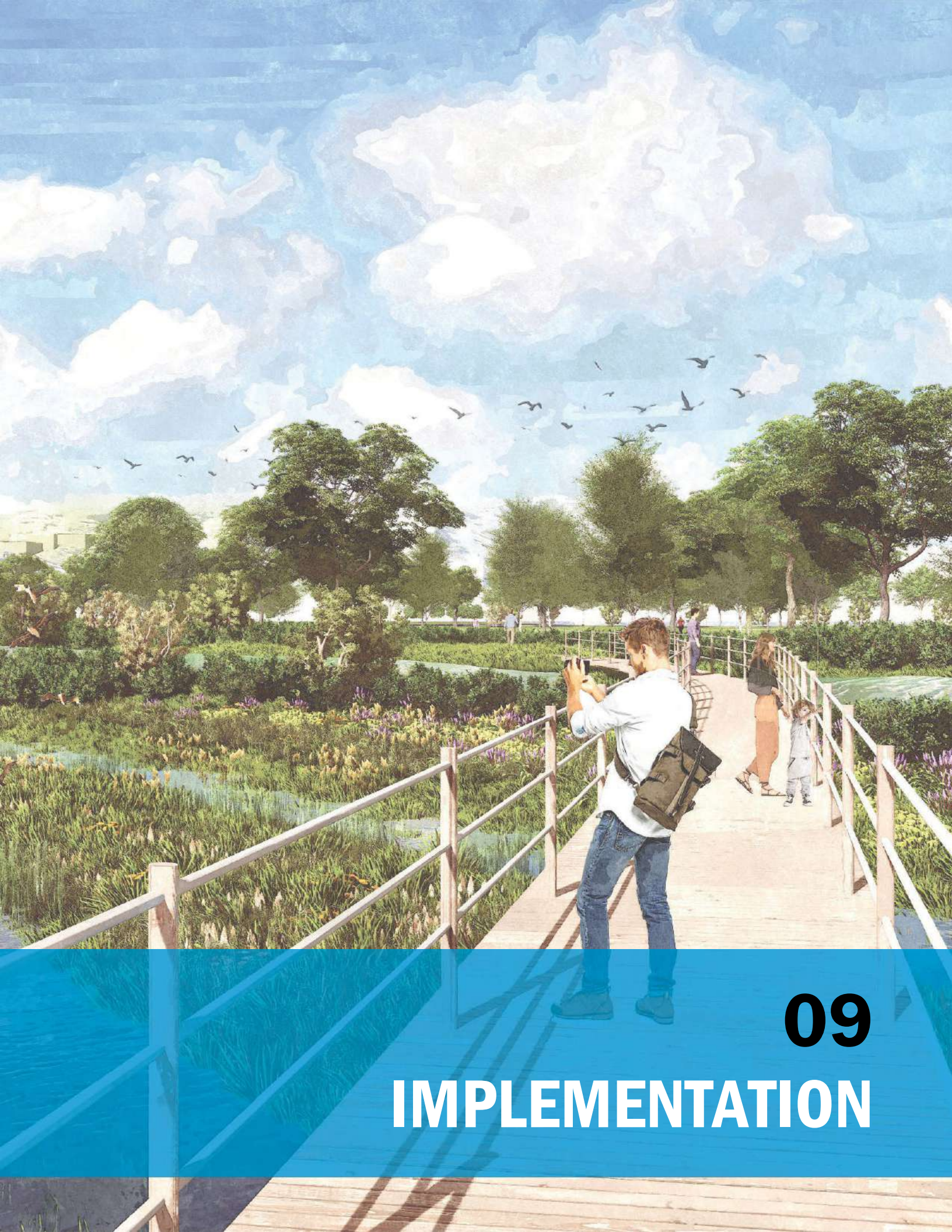
Other sources and types of funding depend on whether the funding would be available for backbone infrastructure and public facilities. Potential funding sources that are under the control of the City may be available to fund Baylands-related infrastructure or facilities. To the extent that other funding is available from special local, State and federal sources, the costs funded through the aforementioned programs and special financing districts may be reduced.

8.4 ENSURING GENERAL PLAN STANDARD OF POSITIVE FISCAL IMPACT

The FIA completed by Economic & Planning Systems, Inc. (EPS January 2022) projects that the Baylands development will bring an annual surplus in net fiscal revenue to the City in each phase of the project and at full buildout. The FIA assumes the City will bear typical municipals costs associated with providing services to new resident and worker populations attributable to the project. Sunquest anticipates that project elements unique to The Baylands (e.g., landfill monitoring, private roadways, solar/battery facilities) likely would not be managed/maintained by the City. A services CFD may be formed to fund ongoing operations of some project features, in lieu of City General Fund sources. If a services CFD is implemented, the fiscal benefit to the City will be greater.

Given the anticipated net revenue from The Baylands, there does not appear to be a need for fiscal mitigation measures. However, Sunquest commits to working with the City of Brisbane to identify triggering events that reveal inadequate fiscal performance of the Project. Sunquest also commits to identify appropriate fiscal mitigations and/or remedy measures (e.g., funding contributions, additional CFD special tax) should the project not achieve fiscal targets. An agreement between Sunquest and the City will address monitoring of ongoing City fiscal factors attributable to the Project and a method for adjusting as needed to achieve net positive revenue to the City





09
IMPLEMENTATION

09 | IMPLEMENTATION

9.1 PURPOSE

This chapter provides an overview of the implementation process for the Specific Plan area, including completion of remediation and landfill closure, phased completion of public park, infrastructure and new development, and the subsequent approval process for completion of the Specific Plan area.

9.2 PHASING

Overview. The Specific Plan area includes two development phases: the West Side and the East Side. Each side has been further divided into Districts as described in Chapter 3, Section 3.5.

~~Completion of the West Side remediation construction activities are not required before the West Side development can commence. However, the East Side landfill closure construction must be completed before East Side development can begin.~~ The development of the West Side (Phase I) will commence before development of the East Side (Phase II). Development on the West Side will progress in stages as site remediation and grading activities are completed. Title 27 landfill closure on the East Side will also progress incrementally as soil materials needed for remediation and development of the former railyard are transported from the landfill to the western portion of the site. For both East and West, remediation and landfill closure require ongoing monitoring and maintenance, which will allow ground floor occupancy for sensitive uses such as residences. Required remediation will also include completion of subsurface clean corridors for the safe installation and maintenance of new wet and dry utilities.

Pre-development grading activities will occur concurrently on both the West and East Side through the Specific Plan implementation period because the East Side includes the stockpiled soils that provide the on-site source of the fill required for the West Side and other areas to assure that the finished site elevation achieves required standards to Bayshore District. Major site infrastructure such as the solar field, wastewater treatment plant and constructed wetlands (all located on the East Side) are also required to be completed concurrently with West Side development as these provide the sustainable water treatment and renewable energy generation infrastructure for the development.

9.2.1 PHASE I: WEST SIDE DEVELOPMENT, ~~SUSTAINABILITY~~ SUSTAINABLE INFRASTRUCTURE, AND OPEN SPACE

~~The West Side will be developed in a single phase, beginning with the commercial development of the Icehouse Hill District on the south, then moving in sequence immediately north to the mixed-use Roundhouse District, and concluding in the mixed-use Bayshore District. Major site infrastructure such as the solar field, wastewater treatment plant and constructed wetlands (all located on the East Side) are also required to be completed concurrently with West Side development as these provide the sustainable water treatment and renewable energy generation infrastructure for the development.~~

~~Following completion of remediation in OU-2 (spanning the Icehouse District and Roundhouse District), fill from the East Side will be placed first on the Icehouse Hill District to raise the elevation to the planned finished grade, then further surcharged with overburden fill and associated wick drains to achieve geotechnical conditions suitable for development. This surcharge ground improvement process~~

will then move immediately north, and be repeated in the Roundhouse Hill District. Remediation construction in OUSM must be completed before this geotechnical ground improvement process commences in the Bayshore District.

PHASE I TRAIL AND PARK AMENITIES

The construction of public park and trail amenities will begin concurrently with the commencement of soil import fill to Icehouse Hill and on the Visitacion Creek (East Side) and be completed as described in Table 9.1 Phasing Sequence. The construction of the Visitacion Creek District. The trail from Icehouse Hill to the Lagoon must be completed prior to issuance of a certificate of occupancy in the Icehouse Hill District, with remaining Lagoon and Visitacion Creek open space area public park improvements required to be completed before issuance of a certificate of occupancy for a residential unit in Roundhouse District.

ROADS

Project circulation plan roadways and co-located subsurface utility improvements must be completed after pre-development grading improvements. Lateral utility connections and final street improvements (curbs and driveways) must be completed prior to approval of certificates of occupancy for new development. The southern segment of Baylands Blvd, must also be completed prior to issuance of certificates of occupancy for any new development in the Icehouse Hill District. Baylands Blvd must be extended to remaining Districts, and Geneva Avenue west of the planned future bridge, must be completed, before issuance of a certificate of occupancy for residential development in the Roundhouse or Bayshore Districts.

The West Side will be developed in a single phase (Phase I). Major sustainable infrastructure, such as the solar field and water recycling facility (all located on the East Side), is anticipated to be completed concurrently with the West Side development, providing sustainable water and renewable energy for the development. Table 9.1 outlines the proposed timing relationships between land development, open space development, and roadway improvements for both Phase I and Phase II. The specific timing of each District will depend on several factors, including market conditions.

9.2.2 PHASE II: EAST CAMPUS DEVELOPMENT

The East Campus is the planned final phase of development, and can occur only after removal of the soil stockpile currently situated on the East Side, and completion of Landfill Closure construction activities. The eastern segment of Geneva and the Geneva Bridge, Sierra Point Parkway, Lagoon Road, Visitation Creek Road and the Bay Trail improvements, must be completed before a certificate of occupancy is approved for the East Campus.

9.3 SPECIFIC PLAN IMPLEMENTATION

This Specific Plan implements GP-1-18 of the General Plan. The following City environmental review process, and City approvals, are expected to be processed concurrently with the City's consideration of this Specific Plan.

1. Certification of a project Environmental Impact Report (EIR) for The Baylands Specific Plan. Upon certification, The Baylands EIR will supersede a Program EIR, released for review incorporate by reference, supersede, tier off a Program EIR released in 2014 and certified by the City Council in 2018, for an earlier project proposed by Sunquest for a much larger development project than was ultimately approved by the voters in Measure JJ and City Council in GP-1-18.
2. Approval of a Development Agreement (DA) for The Baylands, consistent with this Specific Plan, which serves as the contractual agreement between the City and Sunquest describing the infrastructure, public park and trail amenities, development, public financing and fiscal performance requirements which will remain in effect for the expected duration of buildout (taking into account potential delays due to market and other factors) of the Bayshore.

~~Phase~~	~~Public Open Space Amenities~~ Open Space & Roadway Improvements to be Completed Concurrently with Vertical Buildout	
Phase I: West Side		
Districts	*Open Space*	*Roadways*
Bayshore District	~~In~~ Within District: • Sunnydale Park • Baylands Park (north of Geneva) • Caltrain Station Plaza	~~Outside District:~~ • All Internal Roadways
Roundhouse District	~~In~~ Within District: • Baylands Park (south of Geneva) • Roundhouse Park • Ecological Park (north of Main St.)	• Geneva Ave. (West of the Caltrain Right-of-Way) • All Internal Roadways ~~Outside District:~~ • ~~Lagoon Park (Complete)~~ • ~~Visitacion Creek (complete)~~ ~~– Mitigation Wetlands~~ ~~– Polishing Wetlands~~ ~~– Bay Trail~~
Icehouse Hill District	In District: • Ecological Park (south of Main Street)	• Main Street • All Internal Roadways ~~Outside District:~~ • ~~Lagoon Park Trail~~ • ~~Visitacion Creek Trail~~ • ~~Water Detention~~
Concurrent with the Start of Construction: • Stormwater Detention Area Completion Prior to Issuance of a Certificate of Occupancy for the 1001st Dwelling Unit: • Community Fields • West Rail Trail and Connection to the Adjacent Crocker Park Recreational Trail Completion Prior to Issuance of a Certificate of Occupancy for any Commercial Development exceeding 4,000,000 Square Feet: • Geneva Avenue Bridge Crossing and the Roadway Portion East of the Caltrain Right-of-Way • Icehouse Hill Enhancement and Restoration		
~~Phase/District~~	~~Parks and Open Space in Districts~~	
Phase II: East Side		
Districts	*Open Space*	*Roadways*
Sustainability District	Construction Overlaps with Phase 1 • ~~Lagoon Park (Constructed concurrently with the Icehouse Hill District and Round- house District)~~ • ~~Water Detention (Constructed concurrently with the Icehouse Hill District)~~	
Campus East District	Bay Trail and Visitacion Creek: Must be completed before the approval of any building permit exceeding 1.25 million square feet. Baylands Preserve and Lagoon Park: Must be completed before the approval of any building permit exceeding 2 million square feet. • ~~Bay Trail (Constructed concurrently with Roundhouse District)~~ • ~~Visitacion Creek (Constructed concurrently with Icehouse District & Roundhouse District)~~	• Tunnel Avenue (Intersection Improvement at Realigned Lagoon Road) • Lagoon Road • Sierra Point Parkway • Visitation Creek Road • All Internal Roadways

TABLE 9.1 PHASING SEQUENCE

9.3.1 SUBSEQUENT CITY APPROVAL PROCESS

Physical construction activities at The Baylands require subsequent City approvals, consistent with the Specific Plan and Development Agreement. These include:

1. Subdivision maps (tentative and final) would be submitted to establish individual parcels for the Specific Plan's districts (e.g., Bayshore, Roundhouse, Icehouse Hill, East Campus, Sustainability), as well as individual parcels for major roadway rights-of-way forming boundaries between districts (e.g., Geneva Avenue, Main Street, Tunnel Avenue, Lagoon Road, Sierra Point Parkway), and open space areas not within a specific district (e.g., Visitacion Creek, Lagoon Park, etc.)
    - Prior to or concurrent with the approval of the first site-specific development project within a district, a subdivision map (tentative and final) would establish one or more parcels for each block and a parcel for each park within the district, well as establish rights- of-way for local streets within the district.
    - Within the Bayshore District, parcels/rights-of-way would, by way of example only, be established for:
        i. Blocks A-1 through A-13
        ii. Sunnydale Park, the Caltrain Station Plaza, and the portion of Baylands Park north of Geneva Avenue
        iii. Baylands Boulevard, Park West and East north of Geneva Avenue, local streets, and Frontage Road north of Geneva Avenue.
    - Within the Roundhouse District, parcels/rights-of-way would, for example, be established for:
        i. Blocks B-1 through B-14;
        ii. Baylands Park and Ecological Park between Geneva Avenue and Main Street
        iii. Roundhouse Park
        iv. Baylands Boulevard, Park West and East south of Geneva Avenue, Roundhouse Circle, Shared Green Streets, and Frontage Road.
    - Within the Icehouse Hill District, parcels/rights-of-way would, for example, be established for:
        i. Blocks C-1 through C-5
        ii. Ecological Park, Icehouse Hill, and Community Fields
        iii. Baylands Boulevard, Campus Parkway, and Frontage Road.
    - Within the East Campus District, parcels/rights-of-way would, for example, be established for
        i. Blocks D-1, D-2
        ii. Visitacion Creek Park
        iii. East Campus Road and Visitacion Creek North
    - Within the Sustainability District, parcels would, for example, be established for:
        i. Blocks E-1 through E-5
        ii. Lagoon Park, Baylands Preserve, Stormwater Detention
        iii. Visitacion Creek South and Local Streets
2. Each of these subdivision maps would be reviewed by staff for consistency with the Specific Plan as described below, and could include minor modifications to the various provisions and figures of the Specific Plan.
3. Grading permits are required for earth movement, both for grading activities during remediation and landfill closure construction activities, and for development- related fill and compaction activities. Grading permits required for The Baylands shall be processed under Section 15.01.080, except that approval of this Specific Plan serves as the Planning Commission approval required under Section 15.01.081.

4. Approval of a Community Financing District (CFD) and other authorized public financing as identified in the DA, which may include public-private partnerships, tax increment financing, approval of a tax increment district such as an enhanced infrastructure finance district. As required by GP-1-18, these financing mechanisms cannot create a new fiscal burden on Brisbane properties located outside the Specific Plan area, and development of The Baylands must be fiscally positive for the City.
5. Interim Uses. Full buildout of The Baylands is expected to occur over a period of many years, and ultimately require the demolition of existing commercial structures. Existing and new interim uses on the Specific Plan Area will continue to be eligible for interim use permits, as permitted under Section 17.41 of the Municipal Code.
6. Future Development Approvals. City approval is required for all new site-specific development. Permitted Uses are identified in Table 2.2 of Chapter 02 Land Use Program and Definitions, and require Design Review approvals under Section 17.42, and further ministerial approvals such as a Section 15.12.160 building permit and Section 15.12.220 mechanical electrical and plumbing permits. Conditional Uses are also identified

in Table 2.2 of Chapter 02 Land Use Programs and Definitions, and require a Chapter 17.40 conditional use permit and the ministerial permits required for permitted uses. Applications for uses not enumerated in Table 2.2 are conditionally permissible as allowed in Section 17.32.020. Applicants for use permits and building permits are required to document compliance with applicable Specific Plan and EIR Mitigation Measures, and include a signed authorization consent from Sunquest (or its successor or assign) and include a signed authorization consent from Sunquest (or its successor or assign) confirming that the use and/or building permit application complies with all applicable additional development requirements (such as CC&Rs and design criteria). Prior to applying for a building permit, applicants constructing principal structures or substantially modifying an existing principal structure for which no design permit has previously been issued shall first obtain a design permit under Section 17.42 as described above.

9.3.2 SUBSTANTIAL CONFORMANCE REVIEW AND SUBSEQUENT MODIFICATIONS OF THE SPECIFIC PLAN

The Baylands is anticipated to be developed in substantial conformance with the Specific Plan. Any proposed modification of the Specific Plan is required to be submitted to staff for review and concurrence. Ministerial conformance review is completed by staff to approve minor deviations and other approvals that substantially conform to this Specific Plan, including by way of example minor deviations and equivalency determinations, changes to Specific Plan maps and graphics not requiring a tentative map modification, changes to the order or configuration of phasing on approved tentative map(s), inter-district transfers of up to 20% of residential units or commercial square feet of development that do not exceed the total number of allowed residential units and commercial development square feet in the Specific Plan; approval of substantially similar uses to those identified in the Specific Plan; adjustments to district, open space and infrastructure boundaries affecting less than 20% of the relevant acreage; detailed designs of public parks, open space and infrastructure; and other modifications as determined by staff, constitute substantial conformance covered by the Project EIR. If staff determines that the proposed modification is not in substantial conformance with the Specific Plan, then the modification require an amendment of the Specific Plan.

The Baylands development is expected to occur over a period of years, during which it is likely that technology advances will be made, the market will evolve, and applicable State and Federal legal requirements will be modified. The Planning Director is authorized to determine that such changes or new information shall not require an

amendment to the Specific Plan development standards and requirements, provided that:

1. The addition of new information to The Baylands Specific Plan, in the form of maps and/or text, clarifies but does not change the intent of the Specific Plan.
2. The changes to accommodate changes in technology, market, and law were not forecast in the Specific Plan, but do not result in any new significant environmental impact, or worsen any significant unavoidable environmental impact, identified in The Baylands EIR.
3. Regarding changes that adjust project area infrastructure locations and/or service providers (such as drainage systems, roads, water and sewer systems, etc.), the agency or utility regulating such infrastructure has approved the changes, and the change does not result in any new significant environmental impact, or worsen any significant unavoidable environmental impact, identified in The Baylands EIR.
4. Change and use boundaries shown on Figure 2.1 Land Use – Base Variant of less than fifteen percent (15%), provided that the land use boundary change does not conflict with Table 3.2 Land Use Program by District– or Table 2.1 Land Use and Development Program, and the change does not result in any new significant environmental impact, or worsen any significant unavoidable environmental impact, identified in The Baylands EIR.
5. Result from final road alignments and/or geotechnical or engineering refinements included in the tentative and/or final tract map, provided that
6. Correct typographical and grammatical errors.
7. Building permit applicants seeking a variance to a Specific Plan development standard not otherwise allowed by this Specific Plan, applicable state law, or city ordinance, require city approval of a variance under Sections 17.46 and 17.56.030.
8. Other proposed amendments to the Specific Plan shall be adopted by ordinance (for mandatory development standards and other mandatory provisions) or resolution (modifying non-mandatory provisions of the Specific Plan).

9.3.3 CONDITIONS, COVENANTS, AND RESTRICTIONS

Conditions, Covenants, and Restrictions (CC&Rs), which are recorded on individual properties and enforced by private associations, are an effective means of maintaining architectural, landscape, and site control so as to ensure the cumulative character intended by this Specific Plan. The CC&Rs may also include continuing obligations imposed by the City as part of the development approval process. The CC&Rs will confer upon the City the right to enforce these City-imposed conditions.

All CC&Rs will be consistent with the requirements contained in the General Plan, the Zoning Code, this Specific Plan, and other applicable laws and regulations. In addition, provisions for the design and maintenance of fencing, landscaping and open space areas and other facilities within projects, as well for the abatement of nuisances, will be set forth in the CC&Rs. CC&Rs are binding on all members and related parties of the association, which may include owners, developers, lessors, and tenants.

9.3.4 MONITORING FOR SPECIFIC PLAN COMPLIANCE

Both the California Environmental Quality Act (CEQA) and Development Agreement (DA) laws require developer submittal of an annual report to the City. Over time, residential and commercial product types will respond to market fluctuations, industry standards, architectural innovations, and local market needs. This will require ongoing monitoring of residential density and product types, and commercial square footage, throughout the build-out of the Specific Plan to assure compliance with the ~~City's obligations to accommodate its fair share of regional~~

~~housing with particular emphasis on the needs of low-income, moderate income and special needs households~~ implementation of the City's certified Housing Element by providing housing within the Baylands. ~~While not identifying The Baylands as a potential housing site, the Housing Element incorporates broad goals for residential development, including densities which promote affordability and policies promoting compact, transit-friendly development to limit greenhouse gas emissions.~~

The Baylands Specific Plan anticipates development of 2,200 residential units and 7.0 million square feet of commercial use, which includes up to 500 thousand square feet of hotel as shown in Table 2.1 in Chapter 02 Land Use Program and Definitions.

In order to ensure that the overall target density ranges are met, while accounting for market fluctuations that may occur over time, a tabulation of residential units and densities, and commercial square feet, shall be included in the DA annual report throughout the build-out of the development plan, to ensure that build-out does not exceed GPA-1-18.

Each of the following building types has two sections: 'Description', which provides an overview of each type and 'Required Standards', which are the measurable controls for each type. 'Required Standards' for each building type function as part of the requirements that must be implemented by future projects and will need variances if requirements are not met. The application process for such variances shall comply with Brisbane's municipal code 17.46 (refer to Chapter 09 Implementation, Section 9.3 for details). Commercial Building Types have an additional section called 'Design Guidelines', which provide a set of recommendations for the design of building elements that are not required to be implemented for future construction. Required Standards are intended to be enforced by the City as part of the subsequent approval processes described in Chapter 09. Design Guidelines are intended to be advisory and help inform the Design Review process described in Chapter 09.

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APPENDIX A| USE CLASSIFICATIONS

The following use classifications reflect the particular characteristics of the Baylands and the intent of this Specific Plan. While these use classifications may not be unique to this Specific Plan, the associated definitions shall only be used with respect to this Specific Plan and its application to the Baylands. In the case of conflict between these classifications and similar classifications or definitions in other City documents, plans, or regulations, the classifications of this Specific Plan shall govern the understanding of these terms as they are used in this Specific Plan and applied to the Baylands Specific Plan Area.

Public and Semipublic Uses

Clubs or Lodges. Meeting, recreational, or social facilities of a private or nonprofit organization primarily for use by members or guests; including residential accommodations that are available to members or guests on a temporary basis, but excluding residential hotels. This classification includes union halls, social clubs, and youth centers.

Cultural Institutions. Institutions engaged primarily in the performing arts or in production, display, or preservation of objects of interest in the arts or sciences that are open to the public on a regular basis. This classification includes performing arts centers for theater, dance, and events; museums; historical sites; art galleries; and libraries.

Day Care. Any facility that provides non-medical care to one or more persons on a less than 24- hour basis. This classification includes nursery schools, preschools, day care centers for children or adults, and any other day care facility licensed or certified by the State of California.

Educational Research and Development. Facilities engaged in industrial or scientific research and product development of an educational nature and associated with a recognized public or private educational institution, but not including the controlled production of high technology electronic, industrial or scientific products or commodities for sale.

Exhibition/Convention Center. A non-profit or for-profit facility used for the exhibition of various trade products and services, the exhibition of various seasonal events, or the assemblies or meetings of the members or representatives of a group. This classification does not include clubs, lodges, or other meeting facilities of private or non-profit groups that are primarily used by group members.

Government Offices and Facilities. Administrative, clerical, or public contact offices of a government agency, including postal offices, together with incidental storage and maintenance of vehicles.

Parks and Recreation. Noncommercial parks, playgrounds, gymnasium, recreation facilities, and open spaces. This classification includes community centers, playing fields, courts, swimming pools, picnic facilities, public marinas, as well as related food concessions.

Police Firing Range. Indoor or outdoor locations designed for the safe discharge of firearms for the purpose of instructing and training members of the Police Department and authorized public safety officials.

Residential Uses

Duplex/Single Family. A residential structure with a maximum of 50 feet in height. These buildings are freestanding or paired units with a 4th story penthouse space not to exceed 1/2 of the third level. Lots may be paired to create duplex buildings with average 3' side setbacks for each or to create freestanding Single Family homes with average 3' side setbacks in each side.

Multi-Family High. A residential structure that includes multiple dwelling units, with a maximum of 270 feet in height. Multi-Family High buildings may have ground floor retail and active pedestrian environments at specified locations. They are only allowed in High Density Residential zones.

Multi-Family Low. A residential structure of a maximum of 50 feet in height, which provides for stacked units in buildings of no more than 22 units. These may consist of Townhome units over single story flats or stacked townhomes, with an allowable 4th story roof deck and penthouse space not to exceed 1/2 of the third level. They are allowed in Low Density Residential zones.

Multi-Family Mid. A residential structure that includes multiple dwelling units, with a of maximum of 110 feet in height. Multi-Family Mid buildings have required Active Ground Floor retail and active pedestrian environments at specified locations. They are allowed in High and Mid Density Residential zones

Residential Amenities. Common space within The Baylands which are provided for the exclusive use of residents and guests of residents of a building for recreation or social purposes. This space can include, but not limited to, facilities such as fitness center, swimming pool, clubhouse, etc.

Residential Flex-Space. Allowed non-residential uses at ground floor of residential units. Uses within allowed Flex-Space must be owned, managed and operated by the owner of the residential dwelling above. All commercial revenue generated within Flex-Space uses must be distributed to the owner of the dwelling unit above and is not counted against the Baylands' 6.5 million square feet of commercial maximum requirement.

Townhomes. A residential structure with a maximum of 50 feet in height and varying lot widths and depths. These buildings are allowed a 4th story roof deck and penthouse space not to exceed 1/2 of the third level. These townhomes are parked below grade, or in at-grade garages.

Commercial Uses

Active Ground Floor Use. Required and allowed non-residential uses at ground floor of high density residential and commercial parcels on the West Side. Required Active Ground Floor areas must have retail, restaurants, commercial, or public/semi-public uses. In areas designated allowed AGF, such uses may also be located, but are not required.

Alcoholic Beverage Sales. The retail sale, for on- or off-premises consumption, of liquor, beer, wine, or other alcoholic beverages, but excluding full-service restaurants.

Animal Services. Boarding and grooming and/or medical care for small animals on a commercial basis. Grooming and boarding of animals for no more than 30 days. This classification does not include dog walking and similar pet care services that are not carried out at a fixed location.

Automobile/Vehicle Sales and Services

- Automobile/Vehicle Sales. Sale of automobiles, motorcycles, trucks, and similar equipment, including storage and incidental maintenance.
- Automobile Rentals. Rental of automobiles, including storage and incidental maintenance.
- Car Wash. Washing, waxing, or cleaning of automobiles or similar light vehicles.

Banks and Other Financial Institutions. Establishments that provide retail banking, credit, and mortgage services to individuals and businesses. This classification includes banks, savings and loan establishments, check cashing, and currency exchange outlets.

Business Services. Establishments providing building maintenance, document delivery, mail receiving and boxes, graphic arts, drafting, blueprinting, typesetting, copying, desktop publishing and photographic services. This classification excludes professional, executive, management, or administrative services classified as an office use.

Convenience Stores. Retail store serving the daily or occasional needs of the residents of the immediate area with a variety of goods such as groceries, meats, beverages, dairy products, patent medicines, etc.

Eating and Drinking Establishments. Businesses that are primarily engaged in serving prepared food or beverages for consumption on or off the premises.

- Full Service. Restaurants providing food and beverage services to patrons who order and are served while seated (table service), and pay after eating. Takeout service may be provided.
- Limited Service. Restaurants providing food and beverage services to patrons who order and pay before eating. Food and beverages may be consumed on the premises, taken out, or delivered. No table service is provided. This classification includes cafes, fast- food outlets, pizza delivery, snack bars, and takeout eating places.
- With Live Entertainment. Musical, theatrical, song or dance, scene, or performance for the purpose of amusing a guest or patron, on a scheduled basis more than 3 times a calendar year, regardless of whether the performers are compensated.
- With Outdoor Seating. Provision of outdoor dining facilities on the same property or in the adjacent public right-of-way.

Food and Beverage Sales. Retail sales of food and beverages for offsite preparation and consumption. Typical uses include supermarkets, specialty food stores, delicatessens, or convenience markets. This category also includes large-scale stores that sell food items and beverages in bulk, and also may sell bulk household and office products.

Hardware Store. Facility primarily engaged in the retail sale of hardware, including but not limited to tools, builder's hardware, plumbing and electrical supplies, housewares and household appliances, and paint and glass.

Hospitality. Establishments offering transient lodging and which may provide additional services, such as conference and meeting rooms, restaurants, bars, or recreation facilities available to guests or to the general public. This classification includes hotels, suite hotels, and extended-stay hotels that provide in-room kitchen facilities but are intended for occupancy of a limited duration. This classification also includes lodging associated with an office or other commercial use that is provided to visiting employees, clients, and/or guests for a limited duration.

Theater. An indoor performance venue that hosts live entertainment such as concerts, theater performances plays, speaker series and television broadcasts. Theaters typically include a stage on one end with seating oriented to face the stage, which might be arranged with balconies and boxes on multiple levels in addition to the orchestra (or ground-floor) level. Seating may be fixed or adaptable.

Research and Development. Establishments primarily engaged in the research, development, and controlled production of high technology electronic, industrial, or scientific products or commodities for sale. This classification includes biotechnology firms and manufacturers of nontoxic computer components.

Transportation, Utilities and Infrastructure Uses

Accessory use. Part of the operation of buildings, business, utilities, infrastructure, and the maintenance and functionality of open spaces. These uses can be attached or detached from the principal structure and can be outdoor (not enclosed) or fully enclosed or partially enclosed. They are located in the same parcel as the principal building and their uses are always supportive, incidental and subordinate to the uses of the principal use.

Energy Storage. Facility dedicated to capturing energy produced at one time for use at a later time to reduce imbalances between energy demand and energy production. This process can come in the form of rechargeable battery systems that store energy from solar arrays and provide that energy to a home or business.

Car Barn. Large garage structure for the housing and maintenance of shared vehicles, streetcars, railroad cars, buses or other transit vehicles.

Commercial EV charging station. Charging locations, which include Electric Vehicle Supply Equipment (EVSE) that supplies electric energy for the recharging of electric vehicles.

Commercial Parking. Surface parking and associated structures to accommodate vehicular parking for special events, commuter buses, construction equipment and trucks.

Communications Facilities. Broadcasting, recording, and other communication services accomplished through electronic or telephonic mechanisms. This classification includes radio, television, or recording studios, switching centers, and cable television transmitting stations.

Renewable Energy Generation. Facilities that use various technologies to convert energy from renewable sources to electricity. Renewable energies (or renewables) are ways to generate energy from natural resources. These resources may include geothermal, hydrogen, solar, and wind.

Transmission Towers. A structure designed to support one or more reception/transmission systems. Examples of transmission towers include, but shall not be limited to, radio towers, television towers, telephone exchange/microwave relay towers, and cellular telephone transmission/personal communications systems towers.

Transportation Mobility Hub. Mobility hubs are places where multiple travel options come together, along with supportive amenities, services, and technology. They are typically located around transit stops and stations with the goal of providing seamless first-last mile solutions to deliver commuters from transit stop to destination.

Transportation Passenger Terminals. Facilities for passenger transportation operations. This classification includes rail stations, bus terminals, urban and regional transit stations, and scenic and sightseeing facilities, but does not include airports, heliports, or seaports.

Laboratory, Commercial. Medical or dental laboratory services or photographic, analytical, or testing services in an establishment. This classification also includes laboratory spaces for high end technological and biotechnological research.

Life Science. Commercial space dedicated to the research, development and manufacturing of pharmaceuticals, biotechnology-based medicines, medical devices, biomedical technologies, food processing, and other products that improve the lives of organisms.

Light Manufacture or Maker Space. A communal public workshop space in which people with shared interests, especially in the different fields of art and craft, can gather to work on small personal projects while sharing ideas, equipment, and knowledge.

Maintenance and Repair Services. Establishments providing repair services for personal and household goods, such as household appliances, computers, television, audio or video equipment, office machines, furniture, home and garden equipment, footwear and leather goods, or building maintenance services. This classification excludes maintenance and repair of automobiles and other vehicles and equipment.

Offices. Firms or organizations that primarily provide professional, executive, management, or administrative services, such as accounting, advertising, architectural, city planning, computer software consulting, data management, engineering, environmental analysis, insurance, interior design, investment, graphic design, landscape design, law and real estate offices. This classification includes offices for a physician, dentist or chiropractor, as well as medical/dental laboratories incidental to the medical office use. It excludes banks and savings and loan associations and offices that are incidental to retail, production, storage, or other activities.

Parking Structures. Lots and garages offering parking to the public for a fee when such use is not incidental to another activity. These garages can be both, above ground or below grade structures.

Personal Instructional Services. Provision of instructional services or facilities, including photography, fine arts, crafts, dance or music studios, driving schools, diet centers, martial arts, yoga and fitness studios, but excludes uses classified as colleges, public or private.

Personal Services. Provision of recurrently needed services of a personal nature. This classification includes barber and beauty shops, tanning salons, seamstresses, tailors, shoe repair, dry cleaners (excluding industrial laundering plants), and the like.

Plant Services. Land, buildings or structures, or portions thereof, where trees, shrubs or other plants are grown for the purpose of retail or wholesale trade. A Plant Nursery may include the accessory sale of soil, planting materials, fertilizers, garden equipment, ornaments and similar material.

Recreation and Entertainment. Provision of paying participant or spectator recreation or entertainment. This classification includes fitness and recreational sports centers, including gymnasiums, handball, racquetball, tennis club facilities, ice or roller skating rinks, swimming or wave pools; movie theaters; bowling centers; miniature golf courses; amusement arcades; etc.

Retail Sales. Establishments engaged in sales of goods, including, but not limited to: furniture and home furnishings; artistic works; electronics and appliances; clothing and shoes; jewelry, luggage and leather goods; sporting goods and hobbies; books, periodicals, and music; tobacco sales; department stores; and miscellaneous goods, such as florists, office supplies and stationary, gifts and novelties, etc. This classification includes the retail sale or rental of merchandise not specifically listed under another use classification.

Sewer Lift Station. Facility designed to move wastewater from lower to higher elevation through pipes. Key elements of lift stations include a wastewater receiving well (wet-well), often equipped with a screen or grinding to remove coarse materials; pumps and piping with associated valves; motors; a power supply system; an equipment control and alarm system; and an odor control system and ventilation system.

Water Storage Tank. Structure or vessel including piping that is installed or constructed above, below or partially sunk into land or water for the purpose of storage of water in excess of 200 liters.

Water Treatment/Recycling Facility. A facility that will provide tertiary treatment of wastewater for reuse on-site to supplement the treatment of combined sewer/stormwater provided by the municipal wastewater treatment facility, located off-site. The facility may consist of either a mechanical scalping plant or a natural scalping plant which utilizes constructed wetlands as part of the treatment process.

APPENDIX B| GLOSSARY

The following terms and definitions may be unique to this Specific Plan and reflect the particular characteristics of the Baylands and the intent of this Specific Plan. In addition to the terms listed below, terms may be explicitly or implicitly defined within the body of the Specific Plan in a manner that may be unique or distinct from other City usage. The terms and corresponding definitions of this Specific Plan shall only be used with respect to this Specific Plan and its application to the Baylands. In the case of conflict between these terms and definitions and similar or identical terms and their respective definitions in other City documents, plans, or regulations, the definitions in this Specific Plan shall govern the understanding of these terms as they are used in this Specific Plan and applied to the Baylands Planning Area.

Articulation. The use of changes in plane, windows, material, color, or entries to express a building's form and provide visual interest.

Biotech. Commercial use potentially assigned to parcels in the Baylands site. This use is mainly dedicated to the exploration of biological processes for industrial and other purposes, involving the use of living systems and organisms to develop or make products.

Building Transparency. The area of the building façade that is transparent—i.e., composed of clear glass—allowing views into and out of the building.

Building Frontage. Along each designated street, public right-of-way or plaza, a minimum percentage of the building is required to have facade within setback ranges. The two-dimensional area of building façade that is parallel to a street, plaza or public space and falls within the setback range is added together and divided by the total parcel frontage and average height to calculate the percentage of frontage. All such frontages must be occupied by a primary or secondary use and cannot be a parking structure without Active Ground Floor uses.

Building Height. The maximum distance in feet allowed for a particular building. The height shall be measured from the lowest adjacent grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped or vaulted roof.

Buffer Zone. Parcels designated as areas serving to separate parcels or zones that are of different uses. They can also create transitions or a protective space from one area to another within the project.

Façade. The face of a building, usually the front.

Facility. An installation created to serve a particular function, such as for bicycles, pedestrians, or vehicles. A facility may also be a building built to serve a particular function, such as a convention center.

Finished Grade. The natural or revised grade exterior to all buildings or structures created by any proposed development.

Floor Area. The gross horizontal areas of all floors of a building measured from the interior face of the exterior walls or columns, but excluding any area where the floor to ceiling height is less than six feet.

Green Shared Street. A residential street in which the living environment predominates rather than vehicular infrastructure. Through the physical alteration of the street, the green shared street provides space for cars while fully accommodating the needs of residents. The main goal of a green shared street is to change the way streets are used and to improve the quality of life in residential streets by designing them for people, not just for traffic.

Ground Floor Use. There are two types of ground floor use areas; active ground floor or typical building uses. Retail, restaurants, public services, etc, must be provided at required 'Active Ground Floor' zones and may be provided in other areas designated allowable 'Active Ground Floor'. Frequent entries and lobbies are encouraged in the residential areas.

Leadership in Energy & Environmental Design (LEED). A green building certification standard providing third-party verification that a building or community was designed and built using performance standards such as energy savings, water efficiency, improved indoor environmental quality, and use of local, reused, or renewable sources of materials. Through the earning of points based on credits, a project may meet a range from "Certified" to the highest level of "Platinum." The system was developed and is overseen by the U.S. Green Building Council (USGBC).

Liner. Building or structure designated to mask an above-grade parking structure. Liner is only required at specific locations in The Baylands and includes uses such as Active Ground Floor, Commercial, and Residential.

Lot or Parcel. A piece of land occupied or capable of being occupied by a use, building, or group of buildings and accessory buildings and uses, together with such open spaces and lot areas and widths as are required by this plan, and having frontage on a street or private way.

Mixed-Use Development. As used in this Specific Plan, mixed use development refers to an integrated development containing a combination of commercial, residential and/ or public and semipublic activities and adhering to a comprehensive plan and located on a single tract of land, or on two or more tracts of land which may be separated only by a street or other right-of-way, or which may be contained in a single building.

Mobility Hubs. Mobility hubs are places where multiple travel options come together, along with supportive amenities, services, and technology. They are typically located around transit stops and stations with the goal of providing seamless first-last mile solutions for people who opt not to drive.

Natural Feature. Any tree, plant, water feature, soil, or rock outcropping. This element can be designed or undesigned.

Parapet. An extension of a façade above the primary level of a flat roof that often serves to define and ornament a building top as well as to screen rooftop equipment.

Parking. References to parking are intended to regulate parking facilities, which may include indoor and outdoor private property belonging to a house, the side of the road where on-street parking is allowed, a parking lot, indoor and outdoor multi-level structures, and shared underground parking facilities. Parking may also refer to storage facilities for other vehicles, such as bicycles. In this Specific Plan, parking, used in the context of parking space requirements, refers to the provision of off-street spaces for vehicles, although parking for bicycles may be included as part of the incorporation of LEED standards. Below-grade parking structures are preferred in all cases and should be used to reduce the height of any above-grade structures when possible. The required parking ratios are designed to encourage transit use for commuting to and from employment areas and commercial centers. Individual unit garages are only allowed in Low Density Townhome units. Surface off street parking is allowed only in Campus zones.

Projections. Any architectural element that may protrude into the public right-of-way, setback, or build-to line beyond the building façade.

Setback Zone. A zone within a parcel parallel to a corresponding lot line, which is the boundary of any specified front, side, or rear yard, or a zone otherwise established to govern the location of buildings, structures, or uses. Where no minimum front, side, or rear yards are specified, the setback zone shall be coterminous with the corresponding lot line. All buildings have a minimum setback. Designated building types or locations may also have a maximum setback to create a more urban environment. These min/max ranges define the zone for required frontage. In no case shall surface parking occupy land between street and building, but for Campus areas. The setback shall be measured from the property line.

Sidewalk Zones. Sidewalks in Baylands consist of two zones: the through zone and the furnishing zone. The through zone provides space for pedestrians to move along the street. The furnishing zone is located next to the through zone and serves as a buffer between people walking and people biking or driving, and may be used for landscaping, street furniture, utility access, shuttle or transit stops, bike parking, wayfinding elements, or other uses depending on need.

Stoop. A small staircase leading to the entrance of a residential building or other building which primarily functions to raise the entrance above the ground level to provide a formal entrance and add privacy.

Story. A portion of a building between the surface of any floor and the surface of the floor next above it, or, if there is no floor above it, the space between such floor and the ceiling next above it.

Street Frontage. Along each designated street, public right-of-way or plaza a minimum percentage of the building is required to have facade within the required setback ranges. The two dimensional area of building façade that is parallel to a street, plaza or public space and falls within the setback range will be added together and divided by the total parcel frontage and average height to calculate the percentage of frontage. All such frontages must be occupied by a primary or secondary use and cannot be a parking structure without ground floor retail.

Sustainability. With reference to development, sustainability is defined as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” Recommendations for sustainable development generally include the consideration of environmental, social, and economic demands. In architecture, sustainability is synonymous with “green” building that integrates energy, water and waste efficiency strategies, creates native landscape habitat and improves the health and wellbeing of the community.

Tower. A portion of a building that penetrates or exceeds a plane or the height of its surroundings. Towers are allowed only in designated land uses and building types and may be occupied only by allowable uses.

Transit Oriented Development. Urban development that maximizes the amount of residential, business and leisure space within walking distance of public transport. It promotes a symbiotic relationship between dense, compact urban form and public transport use.

Transparency. The amount of a building facade that is composed of clear glass or other transparent or semi-transparent material that allows visibility of the interior from the outside. Transparency is particularly important in ground-floors and the promotion of pedestrian-oriented streetscapes.

