VISION & EXECUTIVE SUMMARY

PROJECT OVERVIEW

The Baylands, comprising the 684-acre Planning Area\(^1\) of this Brisbane Baylands Specific Plan, is one of the largest undeveloped locations on the west San Francisco Bay Peninsula. The Baylands, most of which were formerly used for industrial and landfill purposes, is well-positioned with expansive San Francisco Bay views and high visibility, as well as proximity to mass transit and highway access, yet has not been previously developed and has up to now remained underutilized due to challenges posed by contamination issues as well as a lack of a coordinated vision. At present, the Baylands is strategically positioned to capitalize on its location at the juncture of world-class research, investment and employment centers in Silicon Valley, San Francisco and the East Bay.

\(^1\) Acreage was derived from the ALTA/ACSM Land Title Survey prepared by David Evans and Associates, Inc., October 2000; Sunquest Properties (Universal Paragon) Parcel survey prepared by Brian Kangas Foulk, September 1989; and the LUK 2006 ALTA for the Lagoon subarea.
Originally part of San Francisco Bay, the Planning Area was once part of an estuarine ecosystem in which upland drainage flowed into nutrient-rich marshes, tidal mud flats, and open Bay waters. The advent of the railroad in the early 1900s, combined with the 1906 earthquake, began a process of filling the Bay that eventually moved the shoreline as much as three quarters of a mile eastward and created the upland area now called the Baylands. Since then, the Baylands have been used as a regional railway and freight hub, a municipal landfill, and a site for materials recycling – all uses that ignored the important ecological character of the land and left Brisbane with an underutilized and partially contaminated site and a visual and physical blight in the community for over four decades.

This Specific Plan offers a vision for reclaiming this land as a part of Brisbane that contributes to the economic, social, and environmental well-being of the community and re-establishes a connection and appreciation for the natural environment. The present Specific Plan is the culmination of a multi-year effort to bring about this evolving vision. It includes a comprehensive plan, inspired by the community’s visions, for the entirety of the 684-acre area, including goals, policies, and development standards to guide future public and private actions related to development. This includes a balanced land use program, the creation of a public open space network, and the re-establishment of ecological functions. The Specific Plan also identifies necessary infrastructure and circulation improvements to accommodate the proposed growth and a strategy for ensuring coordinated implementation. The resulting plan was developed through extensive community involvement and collaboration with key stakeholders over several years.

Most important, the plan defines a new model for community development which combines socially, economically and ecologically sustainable strategies into a compact, mixed-use, transit-friendly environment that features an ecologically-rich open space network, and is served by a low-impact infrastructure system which seeks to minimize carbon production.

This Specific Plan is a revision of the 2006 Brisbane Baylands Phase I Specific Plan and supersedes that document.
COMPONENTS OF THE PLAN

The Brisbane Baylands Specific Plan accomplishes this vision through the elements of a specific plan, detailed below. These elements are linked by the overarching framework plan, which sets forth the goals for sustainability, and guides the land use, circulation and infrastructure elements that complete the physical development. Finally, implementation and financing are addressed to ensure that the plan is legally sound and economically feasible and will be phased in a manner appropriate for market flexibility and regional economic needs. The following elements are included in the detailed chapters that follow:

- Sustainability Framework Plan
- Overall Land Use Concept
- Conservation & Open Space
- Circulation
- Utilities & Services
- Implementation
- Public Facilities Financing

The plan combines socially, environmentally and ecologically sustainable strategies into a compact, mixed-use, transit-friendly environment. (View of Neighborhood Retail Street in northern residential districts)
The Specific Plan is designed to implement and advance the goals and policies set forth in the Brisbane General Plan. This includes a mix of local- and regional-serving commercial development that is balanced with parks and open space^2 to provide balanced economic, recreational, and aesthetic benefits to the community. A key departure from the General Plan is the inclusion of housing in this Specific Plan. The rationale and benefits of providing housing, including serving a key regional need in this transit-rich area with excellent access to regional job centers, are discussed in detail in this document. An accompanying General Plan Amendment formally requesting this proposed change is being processed with this Specific Plan.

**Sustainability Framework Plan**

The Sustainability Framework (detailed in Chapter 3) establishes the conceptual framework for the Baylands area, emphasizing an integrated approach to sustainable development, including open space, ecological enhancements, sustainable development standards, a multi-modal circulation network, land use mix, and sustainable infrastructure including alternative energy strategies, low-impact development (LID) standards and natural wastewater treatment.

The Sustainability Framework reflects the City’s policy objectives for the Baylands and the greater community as expressed in the General Plan. It establishes a multi-functional open space system that protects and enhances the area’s natural resources, serves the recreational needs of the greater Brisbane community, and provides a “green” framework for future development. A primary goal of the open space system is to re-establish, where

---

^2 Here and throughout most of the text, “open space” is used in its more general and commonly recognized sense: land that is not covered by structures, roads or parking areas and that provides some measure of either physical or visual openness. In certain instances, “open space” is used in its more technical sense as defined in the Brisbane General Plan; refer to Appendix D, Glossary for more information regarding this distinction.
possible, an ecologically productive environment largely lost in the Baylands since the early twentieth century. The Sustainability Framework also establishes key fixed alignments that will define and organize future development in the Baylands. The open space network and the circulation system for pedestrians, bicycles, transit, and automobiles for the Baylands are defined based on these alignments.

As noted, the land west of the Caltrain tracks occupies a former Southern Pacific railyard while the land east of tracks occupies a former municipal landfill site. Since these landfilling operations were ceased in 1967, a soil cover of between 20 and 30 feet deep has been placed over the eastern site. The remediation strategy proposed for the west side is also to use a soil cap which could vary in depth to achieve other drainage and design goals. The plan includes a grading concept that benefits from the abundance of fill materials available on the site. The concept is intended to highlight the importance of Visitacion Creek Park by forming a broad valley with adjacent lands rising gently from the creek corridor. Along the north end of the Lagoon, a ridge landform is proposed that will screen development from Lagoon Park and Central Brisbane. Also, by filling the development parcels on either side of the Caltrain tracks, the rail line can effectively be recessed to reduce its visual and auditory impact to the Baylands and surrounding neighborhoods.

Finally, the plan provides the masterplan for the various utilities and services that are necessary to accommodate future development in the Baylands, including storm drainage, water, sanitary sewer, electricity, gas, telephone, and cable television. The goal of the masterplan is to create a sustainable network of utilities and services, particularly with respect to stormwater management, renewable energy and wastewater treatment. The stormwater system proposed in the plan focuses on natural methods, including bioswales and an open drainage system combined with wetlands and riparian habitat to improve water quality on the site before it flows into the San Francisco Bay.

**Overall Land Use Concept**

This Specific Plan addresses the 684-acre Baylands area, which is composed of 548 upland acres and 136 Lagoon-related acres. The Planning Area is generally bounded on the northeast by the Recology waste collection and recycling center, with a sliver of land that extends north along the railroad track to the San Francisco city limits and on the northwest by the San Francisco City and County line. Bayshore Boulevard forms the Baylands’ western boundary. The Union Pacific railroad tracks, which accommodate both freight and Caltrain commuter trains, bisect the Baylands forming its east and west areas, and U.S. Highway 101 forms the Planning Area’s eastern boundary. The convergence of U.S. 101 and the Caltrain railroad tracks south of the Brisbane Lagoon form the Specific Plan area’s southern boundary.
The overall land use strategy is to concentrate development density in the north—taking advantage of transit resources—and step density down as development extends southward. This concept led to the formation of three conceptual areas—north, central, and south—that form the five upland land use districts, in addition to the Lagoon, within the Specific Plan, as illustrated in Figure 0.1-District Concept. The northernmost districts would contain the greatest amount of density, transit links, and mix of uses, while the southernmost districts would be most integrated with the Lagoon and open space network, and represent the lowest degree of density and visual impact. The middle area, between the “Roundhouse Arc” and Visitacion Creek Park, represents a mid-range of density and “fingers” of open space extending between the northern and southern districts.

The northernmost districts having the highest density of uses are “Roundhouse” and “East Geneva.” Roundhouse lies west of the railroad and features a concentration of predominately residential and mixed-use development with complementary ground-floor retail uses. East Geneva, lying east of the railroad, has a greater concentration of commercial office, retail and limited hotel uses with a variant option featuring entertainment facilities such as an arena, theater, a multiplex cinema, and a luxury hotel. These districts also correspond to the highest concentration of transit facilities – both existing and proposed – namely, the MUNI light rail (T-Third), the Caltrain commuter train, SamTrans routes and the proposed bus rapid transit (BRT) along Geneva Avenue which is planned to connect from the future
## Table 0-1: Land Use Program

<table>
<thead>
<tr>
<th>District</th>
<th>Land Use Category</th>
<th>Acres</th>
<th>Percent of District Land Area</th>
<th>Percent of Total Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundhouse</td>
<td>Residential</td>
<td>43</td>
<td>49%</td>
<td>77%</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>1</td>
<td>1%</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Office/ Commercial</td>
<td>4</td>
<td>5%</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>Parks &amp; Open Space*</td>
<td>8</td>
<td>9%</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>Rights-of-Way</td>
<td>31</td>
<td>36%</td>
<td>23%</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>87</td>
<td>100%</td>
<td>13%</td>
</tr>
<tr>
<td>East Geneva</td>
<td>Retail</td>
<td>11</td>
<td>12%</td>
<td>56%</td>
</tr>
<tr>
<td></td>
<td>Office/ Commercial</td>
<td>45</td>
<td>49%</td>
<td>37%</td>
</tr>
<tr>
<td></td>
<td>Light Industrial</td>
<td>1</td>
<td>1%</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Parks &amp; Open Space*</td>
<td>5</td>
<td>6%</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>Rights-of-Way</td>
<td>30</td>
<td>33%</td>
<td>22%</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>92</td>
<td>100%</td>
<td>13%</td>
</tr>
<tr>
<td>Icehouse</td>
<td>Residential</td>
<td>13</td>
<td>11%</td>
<td>23%</td>
</tr>
<tr>
<td></td>
<td>Office/ Commercial</td>
<td>11</td>
<td>9%</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Institutional</td>
<td>9</td>
<td>8%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Renewable Energy Generation (R.E.G.)</td>
<td>6</td>
<td>5%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Parks &amp; Open Space*</td>
<td>57</td>
<td>50%</td>
<td>34%</td>
</tr>
<tr>
<td></td>
<td>Rights-of-Way</td>
<td>18</td>
<td>16%</td>
<td>13%</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>113</td>
<td>100%</td>
<td>17%</td>
</tr>
<tr>
<td>Visitacion Green (North)</td>
<td>Office/ Commercial</td>
<td>43</td>
<td>38%</td>
<td>36%</td>
</tr>
<tr>
<td></td>
<td>Light Industrial</td>
<td>10</td>
<td>8%</td>
<td>91%</td>
</tr>
<tr>
<td></td>
<td>Wastewater Treatment/ Recycling</td>
<td>5</td>
<td>4%</td>
<td>100%</td>
</tr>
<tr>
<td></td>
<td>Parks &amp; Open Space*</td>
<td>32</td>
<td>29%</td>
<td>19%</td>
</tr>
<tr>
<td></td>
<td>Rights-of-Way</td>
<td>23</td>
<td>20%</td>
<td>17%</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>113</td>
<td>100%</td>
<td>17%</td>
</tr>
<tr>
<td>Visitacion Green (South)</td>
<td>Retail</td>
<td>7</td>
<td>6%</td>
<td>39%</td>
</tr>
<tr>
<td></td>
<td>Office/ Commercial</td>
<td>19</td>
<td>17%</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Renewable Energy Generation (R.E.G.)</td>
<td>19</td>
<td>17%</td>
<td>75%</td>
</tr>
<tr>
<td></td>
<td>Parks &amp; Open Space*</td>
<td>53</td>
<td>47%</td>
<td>31%</td>
</tr>
<tr>
<td></td>
<td>Rights-of-Way</td>
<td>15</td>
<td>13%</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>113</td>
<td>100%</td>
<td>16%</td>
</tr>
<tr>
<td>Lagoon (Upland¹)</td>
<td>Parks &amp; Open Space* (Upland)</td>
<td>13</td>
<td>6%</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total Upland¹ Development Area (Including Lagoon Park)</strong></td>
<td>531</td>
<td>78%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Railroad Right-of-Way (Upland²)</td>
<td>17</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Upland² Area</strong></td>
<td>548</td>
<td>80%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lagoon</td>
<td>Open Area</td>
<td>11</td>
<td>7%</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>Open Water</td>
<td>111</td>
<td>74%</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>Rights-of-Way</td>
<td>14</td>
<td>9%</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td><strong>Sub-Total</strong></td>
<td>136</td>
<td>100%</td>
<td>20%</td>
</tr>
<tr>
<td><strong>Total Specific Plan Area</strong></td>
<td>684</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The 169.7 acres of parks and open space referred to elsewhere in the text include designated recreation and habitat areas in the upland area. Additionally, there are 25.6 acres of landscaped areas within development sites and 11 acres of Lagoon Perimeter (not included in the Upland area), totalling 196.6 acres.

† Upland area includes the Roundhouse, East Geneva, Icehouse, and Visitacion Green (North and South) land use districts, the Lagoon Park, and the railroad right-of-way. Total right-of-way is 148 acres.
Hunters Point development to the Balboa BART Station. A potential stop for Caltrain’s Baby Bullet, an express commuter rail option that currently passes through Brisbane, and potential future connections to the California High-Speed Rail (HSR) may also provide augmented rail service to the Baylands. A “panhandle” linear greenspace is featured running north/south through the Roundhouse district providing passive and active open space for the residential neighborhoods. A large public park/plaza is centered in the East Geneva district providing an animated public space for functions, festivals and passive recreation.

Through the middle of the site, densities drop and open space expands. On the east side, the “Visitacion Green North” district features R&D, production and warehousing uses with signature “campus” sites oriented along the Bay edge and production and warehousing uses fronting the railroad. On the west side, in the “Icehouse” district, a residential townhome neighborhood extends the residential neighborhoods southward from the Roundhouse area. A solar farm accommodating ground-mounted arrays of photovoltaic (PV) panels for solar energy generation buffers this neighborhood from the rail corridor. Beginning at the Roundhouse, a broad informal creek park runs south to Icehouse Hill then turns east towards the Bay. A re-created Visitacion Creek runs through the park providing tidal and freshwater hydrological function and habitat as a feature of the park. The park emphasizes active recreational uses near Roundhouse Circle and passive/natural uses extending southward and eastward. A habitat reserve area is proposed with minimal human access in the central portion of the Creek park on either side of the railroad. Along the Bayshore Boulevard
edge, a school site fronts the park and Roundhouse Circle and additional production/warehousing sites extend southward towards Icehouse Hill.

The southern area of the site is composed predominately of public open space including the Brisbane Lagoon and Lagoon Park, Icehouse Hill, and a large central greenspace running through the center of the eastern side of the Baylands. Development uses located within the “Visitacion Creek South” district include a limited number of low-rise R&D campus sites along the Bay edge and a small cluster of restaurant retail overlooking the Lagoon and Bay. A charter high school site south of Icehouse Hill sits in the southernmost tip of the Icehouse district west of the tracks. Another feature of this southern area is an additional solar farm accommodating arrays of ground-mounted PV panels for solar energy generation. This area forms a buffer along the eastern edge of the Kinder Morgan fuel storage facility.

The land use program and associated acreages for the upland area are detailed in Table 0-1: Land Use Program. Overall, the Specific Plan allows for approximately 12.5 million square feet of commercial retail, office, residential, hotel, office R&D, and light industrial development on 414 acres (not including 134 acres of road and railroad rights-of-way), while preserving 170 acres of upland open space and 111 acres of open water and 11 acres of open space perimeter within the Brisbane Lagoon. The Specific Plan contains design standards and guidelines that will produce compact and sustainable development and support the

The Icehouse District, in the central Baylands, features lower-density residential neighborhoods oriented towards public open space.

(View of townhome neighborhood looking west towards San Bruno Mountain)
building of neighborhoods that are walkable, socially diverse, economically healthy, and a source of pride for the City of Brisbane. The development provides opportunities for employment, shopping, and entertainment while contributing to a stable and diverse tax base for the City of Brisbane. The creation and enhancement of open space resources is intended to expand recreation opportunities for Brisbane residents and improve the site’s ecological function.

Conservation & Open Space

The Conservation and Open Space framework is intended to provide a significant area of public open space within the Baylands. The open space network provides a balance of ecologically-rich natural areas and passive and active recreation areas as well as other functions, such as zones for natural stormwater detention and management and opportunities for community gardens. The Specific Plan seeks to re-create a more ecologically functional Visitation Creek corridor with associated tidal and freshwater wetlands bringing back some measure of the natural functions of habitat and stormwater hydrology that used to exist in this area of the Bay prior to the landfill and railyard operations that began at the turn of the 20th century. The open space network features two linear parks extending into the Roundhouse and Visitation Green North districts, a Roundhouse Circle park that includes the historic Roundhouse, a broad creek park extending from the Roundhouse Circle southward to the preserved Icehouse Hill then eastward connecting to the Bay. A broad central park extends north-south through the Visitation Green South district with
natural habitat, stormwater detention zones, and multipurpose recreation fields to serve the R&D campus users and the Baylands community. A new Lagoon Park will offer a mix of natural habitat and passive recreation activities which may include a nature center and a storage and launching facility for small, non-motorized watercraft. An extensive system of trails and multi-use paths will give public access to this extensive new park resource.

Circulation

The circulation plan for the Baylands is designed to provide safe and efficient multi-modal circulation both within the Baylands and to and from surrounding areas. The circulation plan includes enhancements to existing roads (e.g. Tunnel Avenue and Lagoon Way) and the addition of new roads (e.g. Geneva Avenue and Sierra Point Parkway extensions) that will enhance both internal circulation and area-wide connectivity. In particular, the plan incorporates major transportation improvements called for in the City's General Plan and the forthcoming Bi-County Transportation Study, including: the extension of Geneva Avenue from Bayshore Boulevard to U.S. 101; the construction of a new interchange overpass of U.S. 101 at Harney Way and Beatty Avenue/Alana Way to connect Geneva Avenue and Harney Way; modifications to the U.S. 101 interchange at Sierra Point Parkway to extend the ramps and improve the connection with Lagoon Way; and extension of the San Francisco Municipal Railway (MUNI) T-Third Street LRT line to connect to the Bayshore Caltrain Station and a planned BRT line along the Geneva Avenue extension to Candlestick Point.

Within the development area, a series of new streets will be constructed to enhance access to and through the Planning Area, including two primary east-west streets and two primary north-south routes. These augment the Geneva Avenue extension at the north end of the Planning Area and an enhanced and realigned Lagoon Way at the south end,
and "Roundhouse Arc" in the central area, south of Geneva. All three of these east-west connectors will have grade-separated crossings of the railway. North-south traffic will be accommodated on an enhanced and realigned Tunnel Road and an extended Sierra Point Parkway along the eastern edge of the site between the northern end of the Planning Area and Lagoon Way.

In addition to accommodating vehicular traffic, the plan provides an extensive network of facilities to support pedestrian, bicycle, and transit circulation all of which seek to reduce vehicle trips. A comprehensive system of bicycle and pedestrian routes is provided, connecting the Baylands both internally and externally to surrounding pedestrian and bicycle circulation systems. The system includes Class I (off-street) multi-use facilities along Sierra Point Parkway—consisting of a new segment of the Bay Trail, trails within Visitacion Creek and Lagoon Parks, and Class II bike lanes and landscape-separated sidewalks or trails along Geneva Avenue, Retail Main Street, Tunnel Avenue, Roundhouse Arc, and Lagoon Way.

The Specific Plan promotes convenient access from the Roundhouse and East Geneva Districts to a relocated Caltrain station and a proposed Intermodal Station. This will unite existing and proposed Bus Rapid Transit (BRT), SamTrans, and MUNI with Caltrain and enhance accessibility to regional networks. For development in the southern portion of the Planning Area, it is anticipated that a shuttle service established as part of a larger set of transportation demand management (TDM) measures will facilitate connections to the intermodal station. The Specific Plan generally requires the use of TDM measures to encourage transit use, carpooling, and non-automotive modes and to reduce single-occupant vehicle trips, thus reducing the traffic impacts of future development in the Baylands. Suggested measures include: establishment of a Baylands Transportation Management Association to coordinate and sponsor ride-sharing efforts and subsidization of transit passes; shuttle bus service between the Baylands and Caltrain, MUNI, and BART Balboa Park stations; alternative work scheduling and telecommuting; a guaranteed ride home program; and on-site bicycle facilities that include secure parking areas and shower/change facilities.

The physical design of the circulation system is critical to establishing a distinctive character and sense of quality for the Baylands. As such, the Specific Plan provides detailed design guidelines and development standards for the streets and related circulation facilities. These standards and guidelines are designed to accommodate all modes of travel while creating

---

3 Led by the San Francisco County Transportation Authority in partnership with several agencies from both sides of the San Francisco/San Mateo county line, the Bi-County Transportation Study aims to evaluate potential transportation improvements needed to address significant current and anticipated land use growth on both sides of the border. Originally scheduled to be completed in early 2010, the study has not been completed at the writing of this Specific Plan. Additional information may be found on the project website: <http://www.sfcta.org/content/view/319/166/>.
0.3 Vehicular Circulation

Legend:
- Freeway
- Arterial Street
- Collector Street
- Local Street
- Caltrain & Freight
- Grade Separated Crossings
- Specific Plan Boundary

San Francisco
San Mateo County
BRISBANE LAGOON
Lagoon Way
Beatty Road
Bayshore Boulevard
Kinder
Morgan Energy
Tank Farm
U.S. 101

Geneva Avenue
Sunnydale Avenue
Bayshore Boulevard
Tunnel Avenue
Sierra Point Parkway
Guadalupe Canyon Parkway
Valley Dr.
Main St.
Ice House Hill
Roundhouse Arc

February 2011
more pedestrian-friendly streets. A primary focus is on reducing the functional and aesthetic conflicts between automobile traffic and other transportation modes. Given the important role that open space plays in the character of the Baylands, each major roadway has its own “streetscape” design concept with significant landscaping and stormwater management infrastructure such as bioswales. The circulation component also includes bike lanes and trail facilities, which further the vision for sustainable mobility.

Utilities and Services

As noted, an important goal of the Specific Plan is to further sustainable design and practices throughout the development. A natural stormwater management system is a key component of this goal, which involves utilizing surface drainage to the extent feasible to filter stormwater runoff and improve water quality. This is accomplished through an integrated hierarchy of bioswales and water runoff detention zones located in open space, open areas, and within the street rights-of-way, and a tertiary water recycling facility. The water recycling facility will contribute greatly to improved water quality on the site and in San Francisco Bay and provide recycled water which may be used in future development for functions such as landscape irrigation, toilet flushing, and ornamental fountains.

The Baylands development will also benefit from sustainable energy techniques. All future development within in the Baylands will be designed to meet the LEED Silver or equivalent standard for sustainable design. This includes techniques that will reduce energy demand and conserve resources through the use of more efficient fixtures, recycled materials, passive ventilation systems, native planting, and photovoltaic panels. Additionally, energy will be generated on-site through harvesting the sun’s energy. A solar farm, consisting of ground-mounted photovoltaic panels, will generate energy for peak periods, which will reduce the reliance of future energy needs on the existing facilities. This will augment the existing electrical system which is provided for the City of Brisbane by Pacific Gas & Electric (PG&E).

In addition to sustainable energy and stormwater management strategies, the Baylands will be provided with other necessary infrastructure and utilities, including wastewater and sanitary sewer systems, solid waste and recycling, dry utilities and emergency services. In most cases, development at the Baylands will utilize services provided by the City of Brisbane and typical utility providers available in the Bay Area. Whenever possible, environmentally-friendly strategies are included. Recycling facilities will be provided in all buildings and public areas, and the sanitary sewer system will be connected to the water recycling/treatment facility to undergo treatment that will allow for the use of greywater for irrigation and other uses. Emergency services will be provided by the City of Brisbane. These elements are discussed in greater detail in Chapter 3: Sustainability Framework and Chapter 7: Utilities and Services.


**Implementation**

The Specific Plan provides clear direction for its implementation with a program that includes a process for the submission and review of future development applications, the preparation of public improvements plans, and the subdivision of land. As part of implementation, a new Redevelopment Plan may be adopted and new land use regulations and application procedures will be adopted specifically for this plan, as set forth in Chapters 4 and 8. All future development is required to be consistent with the Specific Plan.

It is anticipated that the primary landowner within the Planning Area, Universal Paragon Corporation and its affiliates, will enter into a development agreement with the City. This agreement will be used to specify the rules and obligations that will govern future development as it proceeds through the approval process. All applications for future development in the Baylands are required by the Specific Plan to undergo design review.

**Financing**

In order to ensure that the infrastructure and services necessary to serve future development of the Baylands can be feasibly financed, the Specific Plan provides an analysis of its financial feasibility and includes financing mechanisms and strategies for implementing the Plan. The Plan also establishes a framework that will allow the phasing of development and the choice of financing mechanisms.

**In Summary**

The Specific Plan sets forth a visionary, forward-thinking plan for the Baylands, creating a “green” development, both in terms of sustainable infrastructure as well as being visually dominated by trees, parks, and greenways, and a network of pedestrian-friendly streets, and bicycle and pedestrian trails. Clustered development containing a mix of retail, residential, office, R&D and other employment uses will emphasize the creation of a high-quality pedestrian environment and employ a development scale and massing that is in keeping with the goal of creating compact, pedestrian-friendly, and transit-accessible neighborhoods. The Specific Plan establishes a comprehensive and integrated public open space network that will serve the community and repair historic damage to the Baylands environment, thus restoring ecological function through habitat creation and natural stormwater management.
The Specific Plan provides a vision for development of the Baylands that is sustainable over the long term, addressing the economic, social, and environmental needs of the site and the broader Brisbane community. In summary, the Specific Plan is characterized by:

- The transformation of the Baylands into a vibrant and safe site for the Brisbane community;
- A land-use mix that supplies needed housing, increased tax revenues and employment opportunities for the City, that greatly enhances jobs-to-housing balance and creates attractive local and regional shopping and entertainment destinations;
- A comprehensive public open space system that incorporates ecological, recreational, and aesthetic enhancements;
- Walkable, people-oriented districts linked to services, transit, and open space;
- A high-quality, well-designed and distinctive built environment that serves as a model for new mixed use communities;
- The use of green, sustainable, and energy efficient design techniques and technologies wherever applicable in the development of infrastructure, public space, and buildings.
This Page Left Blank.