

THE BAYLANDS SPECIFIC PLAN

CITY OF BRISBANE, CALIFORNIA

JANUARY 2023 DRAFT SUBMITTAL

Prepared for:

The City of Brisbane, California



Prepared by:

OJB

 Biohabitats

Geosyntec 
consultants



**Thornton
Tomasetti**

Gensler

ENGEO
CELEBRATING 50 YEARS
OF ENGINEERING EXCELLENCE

HDR

| CONTENTS

00 VISION & EXECUTIVE SUMMARY	12
0.1 Project Overview	12
0.2 Background	12
0.3 Planning Process	13
0.4 Community Design Principles	14
0.4.1 Expression of Unique Natural Settings	
0.4.2 Concentrated Density Linked with Transit	
0.4.3 Active and Pedestrian-Friendly Streets, Frontages, and Destinations	
0.4.4 Sustainability in All Forms	
0.4.5 Quality and Diversity in Design	
0.4.6 Streets with Unique Senses of Place	
0.4.7 De-emphasizing Vehicles and Parking	
0.5 Community Design Structure	16
0.5.1 Existing Conditions	
0.5.2 Open Space Structures	
0.5.3 Active Transportation & Transit	
0.5.4 Primary Circulation	
0.5.5 West Side Mixed Use	
0.5.6 East Side Campus Commercial	
0.6 Components of The Specific Plan	24
01 INTRODUCTION	28
1.1 Specific Plan Area Regional Location and Context	28
1.2 Specific Plan Area Character and Existing Conditions	31
1.2.1 Historical Background	
1.2.2 Site Existing Conditions	
1.3 Purpose Of The Plan	33
1.4 General Plan Baylands Mixed Use/Measure JJ Consistency	36
1.5 Land Ownership	41
02 LAND USE PROGRAM AND DEFINITIONS	46
2.1 Purpose	46
2.2 Land Use Goals and Consistency	46
2.2.1 Provide a Proper Framework to Accommodate the Development Requirements of the Specific Plan	
2.2.2 Preserve and Enhance the Site's Natural Resources and Historic Features Within a System of Permanent Open Space	
2.2.3 Ensure that Proper Infrastructure and Services are Provided in a Timely Manner to Every Area of The Baylands	
2.2.4 Develop a Community that Demonstrates State of the Art Sustainability while Reinforcing a Sense of Place and Identity	
2.3 Land Use Program	49
2.4 Definitions of Land Use Categories	52
2.4.1 Residential Land Use Designations	

2.4.2	Commercial Land Use Designations	
2.4.3	Other Land Use Designations	
2.5	Allowable Land Uses	54

03 | DEVELOPMENT STANDARDS AND CONTROLS **60**

3.1	Purpose	60
3.2	Development Standards Goals and Consistency	60
3.2.1	Provide a Variety of Housing Options that Contribute to Regional and Local Needs with a Range of Affordable Options	
3.2.2	Create an Employment Hub to Meet Local and Regional Demand with Commercial Development that is Convenient and Beneficial to City Residents	
3.2.3	Create a Transit Oriented Development that Incorporates Best Sustainable Practices	
3.3	Type of Controls	63
3.3.1	Density and Development Controls	
3.3.2	Land Use, Height, Setbacks and Massing	
3.3.3	Frontage and Liner Requirements	
3.3.4	Active Ground Floor Uses	
3.4	Urban Design Standards Definitions	64
3.4.1	Active Ground Floor Use	
3.4.2	Residential Flex Space	
3.4.3	Building Street Frontage	
3.4.4	Building Setbacks	
3.4.5	Building Height	
3.4.6	Parking	
3.4.7	Liner	
3.5	District and Block Standards	70
3.5.1	Bayshore District	
3.5.2	Roundhouse District	
3.5.3	Icehouse Hill District	
3.5.4	Campus East District	
3.5.5	Sustainability District	
3.6	Building Type Standards	82
3.6.1	A-1: Multi-Family High	
3.6.2	A-2: Multi-Family Mid	
3.6.3	A-3: Multi-Family Low	
3.6.4	A-4: Townhome	
3.6.5	A-5: Duplex/Single Family	
3.6.6	B-1: TOD Commercial	
3.6.7	B-2: Campus Mid-Rise	
3.6.8	B-3: Campus Low-Rise	
3.6.9	B-4: Hospitality	
3.6.10	B-5: Amenities	
3.7	Screening Design Guidelines	175
3.7.1	Accessory use in Sustainable Infrastructure Land Use	
3.7.2	Accessory use in Other Land Uses	
3.8	Lighting Design Standards	175
3.8.1	General Standards	
3.8.2	General Standards - Ecological Habitat Zone	

04 SUSTAINABILITY FRAMEWORK	180
4.1 Sustainability Overview	180
4.1.1 General Plan GP-1-18, Measure JJ and the Brisbane Sustainability Framework for The Baylands	
4.1.2 Green Building and Neighborhood Rating Systems	
4.2 Zero Carbon Buildings	183
4.2.1 Making Buildings More Energy Efficient and Delivering All Energy with Renewable Technologies	
4.3 Zero Waste	183
4.3.1 Reducing Waste, Reusing Where Possible and Ultimately Sending Zero Waste to Landfills	
4.4 Sustainable Transportation	184
4.4.1 Using Low Carbon Modes of Transport to Reduce Emissions and Reduce the Need to Travel with Good Planning	
4.5 Local and Sustainable Material	185
4.5.1 Using Sustainable Healthy Products, with Low Embodies Energy, Sourced Locally and Made from Renewable or Waste Resources	
4.6 Local and Sustainable Food	186
4.6.1 Choosing Low Impact, Seasonal and Organic Diets and Reducing Food Waste	
4.7 Sustainable Water	187
4.7.1 Using Water More Efficiently in Buildings, Landscaping and in the Products We Buy, and Addressing Local Flooding, as Well as Wetland and Stormwater Pollution	
4.8 Open Space and Habitat	188
4.8.1 Protecting and Restoring Biodiversity and Natural Habitats Through Appropriate land Use and Integration Into the Built Environment	
4.9 Culture And Heritage	188
4.9.1 Reviving Local Identity and Wisdom; Supporting and Participating in the Arts	
4.10 Economic Vitality with Equity and Ecology	189
4.10.1 Creating Ecologically-Based Economies that Support Equity and Inclusive Communities	
4.11 Recreation, Health and Happiness	190
4.11.1 Encouraging Active, Safe and Meaningful Lives to Promote Good Health and Well-Being	
05 CONSERVATION AND OPEN SPACE	194
5.1 Purpose	194
5.1.1 Relationship To The General Plan And Open Space Plans	
5.2 Open Space Goals And Strategies	196
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 & Outlooks	
5.2.2 Preserve, Restore and Enhance Native Plant Communities and Wildlife Habitat in Open Spaces to Promote Ecological Diversity and Regional Connectivity	
5.2.3 Nurture a Culture of Stewardship ion the Open Space Through Care and Improvement to The Baylands Ecological Functions and Provide Educational Opportunities for the Community to Celebrate Their Local Natural Environment	

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	
5.2.5	Promote Community Health and Well-Being Through Diverse Activities and Experiences	
5.2.6	Enhance and Support Ecological Functions Including Water Resources Management, While Adapting to Climate Change and Sea Level Rise	
5.3	Open Space Elements	201
5.3.1	Ecological Context	
5.3.2	Open Space Water Resources and Sea Level Rise Adaptation Strategies	
5.3.3	Biotic / Habitat Zones	
5.3.4	Open Space Protection, Restoration, & Enhancement	
5.3.5	Open Space Typologies	
5.4	Landscape Guidelines	264
5.4.1	Pedestrian Paths	
5.4.2	Shared-Use and Bike Trails	
5.4.3	Wildlife Movement Management	
5.4.4	Site Amenities	
5.4.5	Planting	
06 CIRCULATION	280
6.1	Purpose	280
6.1.1	Planning Context	
6.2	Circulation Goals	280
6.2.1	Enable a People-Centric Place	
6.2.2	Create Bike Facilities for All Ages and Abilities	
6.2.3	Support Efficient, Intuitive and Safe Movement of All Roadway Users	
6.2.4	Develop Walkable, Pedestrian-Friendly Neighborhoods	
6.2.5	Improve Access To Transit	
6.3	Circulation Network	282
6.3.1	Street Classification & Network	
6.3.2	Roadway Performance	
6.3.3	Active Transportation Network	
6.3.4	Transit Network	
6.3.5	Transportation Demand Management	
6.4	Street Standards	299
6.4.1	Sidewalk Zones	
6.4.2	Intersections	
6.4.3	Mobility Hubs	
6.4.4	Parking And Loading	
6.4.5	Street Sections	
6.5	Streetscape Design Guidelines	322
6.5.1	Street Typologies	
6.5.2	Development Approach	
6.5.3	Regional Arterial	
6.5.4	Minor Arterial	
6.5.5	Collector Roads & Access roads	
6.5.6	Local Streets	
6.5.7	Green Shared Streets	

6.6	Signage & Guidelines	385
6.6.1	Signage Introduction	
6.6.2	Signage Goals and Strategies	
6.6.3	Signage Elements	
6.6.4	Streetscape Signage	
6.6.5	Urban Signage	
6.6.6	Open Space Signage	
6.6.7	Signage Considerations	
07	 INFRASTRUCTURE	419
7.1	Purpose and Overview	419
7.2	Infrastructure Goals	419
7.2.1	Develop a Resilient Site, Responsive to Climate Change and Associated Hydraulic Conditions	
7.2.2	Promote Creation of a Safe Site Through Earth and Soil Remediation	
7.2.3	Protect and Enhance Surface Water	
7.2.4	Support Sustainable Water Supply & Use	
7.2.5	Promote Energy Conservation	
7.3	Grading and Geotechnical	421
7.3.1	Summary	
7.3.2	Existing Geotechnical Conditions	
7.3.3	Geotechnical Issues	
7.3.4	Site Remediation	
7.3.5	Flood Risk & Sea Level Rise	
7.3.6	The Baylands Grading Sequence	
7.3.7	The Baylands Grading Concept	
7.3.8	Grading and Geotechnical Criteria	
7.4	Stormwater.....	426
7.4.1	Overview	
7.4.2	The Baylands Storm Drainage	
7.4.3	System-Wide Storm Drainage	
7.4.4	Stormwater Quality and Surface Water Protection	
7.4.5	Storm Drainage Criteria	
7.5	Potable Water.....	432
7.5.1	Existing Potable Water System	
7.5.2	The Baylands Potable Water Demands	
7.5.3	The Baylands Supply	
7.5.4	The Baylands Water Storage	
7.5.5	On-Site Potable Water Distribution System	
7.5.6	Potable Water Criteria	
7.6	Recycled Water.....	435
7.6.1	Recycled Water Demand	
7.6.2	Recycled Water Supply	
7.6.3	Recycled Water Distribution	
7.6.4	Recycled Water Criteria	
7.7	Wastewater.....	438
7.7.1	Wastewater System	
7.7.2	The Baylands Wastewater System	

7.7.3	Wastewater Criteria	
7.8	Electrical	441
7.8.1	Existing Electrical System	
7.8.2	The Baylands Electrical System	
7.8.3	Electrical System Criterion	
7.9	Natural Gas	442
7.9.1	Existing Natural Gas System	
7.9.2	The Baylands Natural Gas Uses	
7.10	Communications	444
7.10.1	Existing Communications System	
7.10.2	The Baylands Communications System	
7.10.3	Communications Criteria	

08 | PUBLIC FACILITIES FINANCING 447

8.1	Purpose	447
8.2	Summary of Infrastructure Improvements and Funding Sources	447
8.3	Financing Methods And Implementation Requirements	450
8.3.1	Owner Financing	
8.3.2	Local Method: Community Facilities Districts	
8.3.3	Local Method: Special Assessment Districts	
8.3.4	Local Method: Tax Increment Financing/Enhanced Infrastructure Financing Districts	
8.3.5	County Transportation Measures (Measures A and W)	
8.3.6	Transportation Fund for Clean Air	
8.3.7	San Francisco Bay Trail Grants	
8.3.8	San Francisco Bay Area Conservancy Program	
8.3.9	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act (Prop 1B)	
8.3.10	California Proposition 1 (Prop 1)	
8.3.11	California Proposition 68 Grants	
8.3.12	Other Financing Sources	
8.4	Ensuring General Plan Standard Of Positive Fiscal Impact	456

09 | IMPLEMENTATION 459

9.1	Purpose	459
9.2	Phasing	459
9.2.1	Phase I: West Side Development, Sustainability Infrastructure and Open Space	
9.2.2	Phase II: East Campus Development	
9.3	Specific Plan Implementation	461
9.3.1	Subsequent City Approval Process	
9.3.2	Substantial Conformance Review and Subsequent modifications of the Specific Plan	
9.3.3	Conditions, Covenants and Restrictions	
9.3.4	Monitoring for Specific Plan Compliance	

APPENDICES 468

Appendix A :	Use Classifications
Appendix B :	Glossary





00

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 underdeveloped locations in the central Bay Area. At 641.8 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 filling 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 buildings¹ 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.



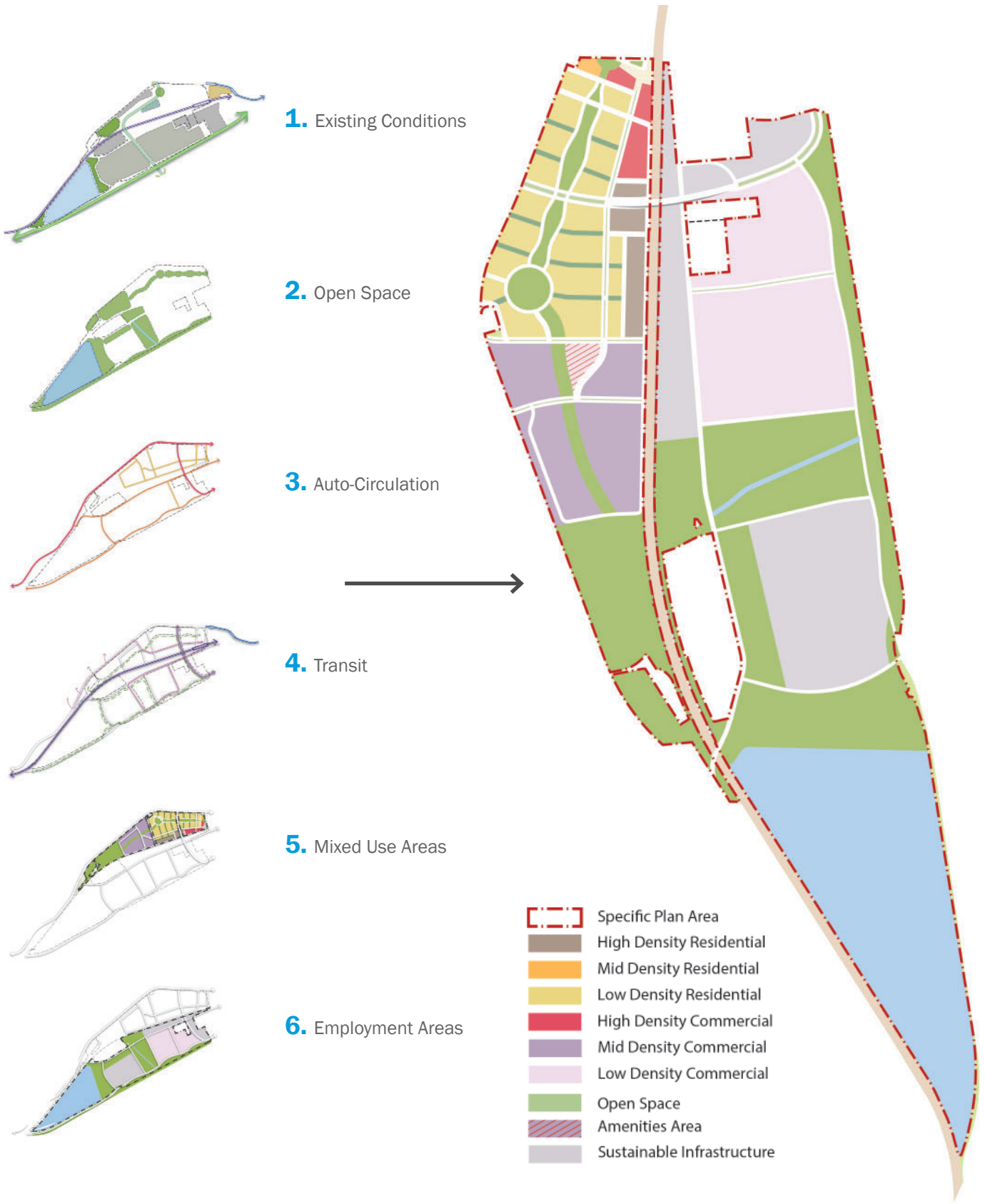


FIGURE 0.1 KEY FEATURES DIAGRAM & LAND USE PLAN

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 Visitacion 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 Visitation 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. Aply 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 Visitation Creek Park, Lagoon Park and the Bay Trail. Visitation 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.

THIS PAGE INTENTIONALLY LEFT BLANK