06
CIRCULATION

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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.

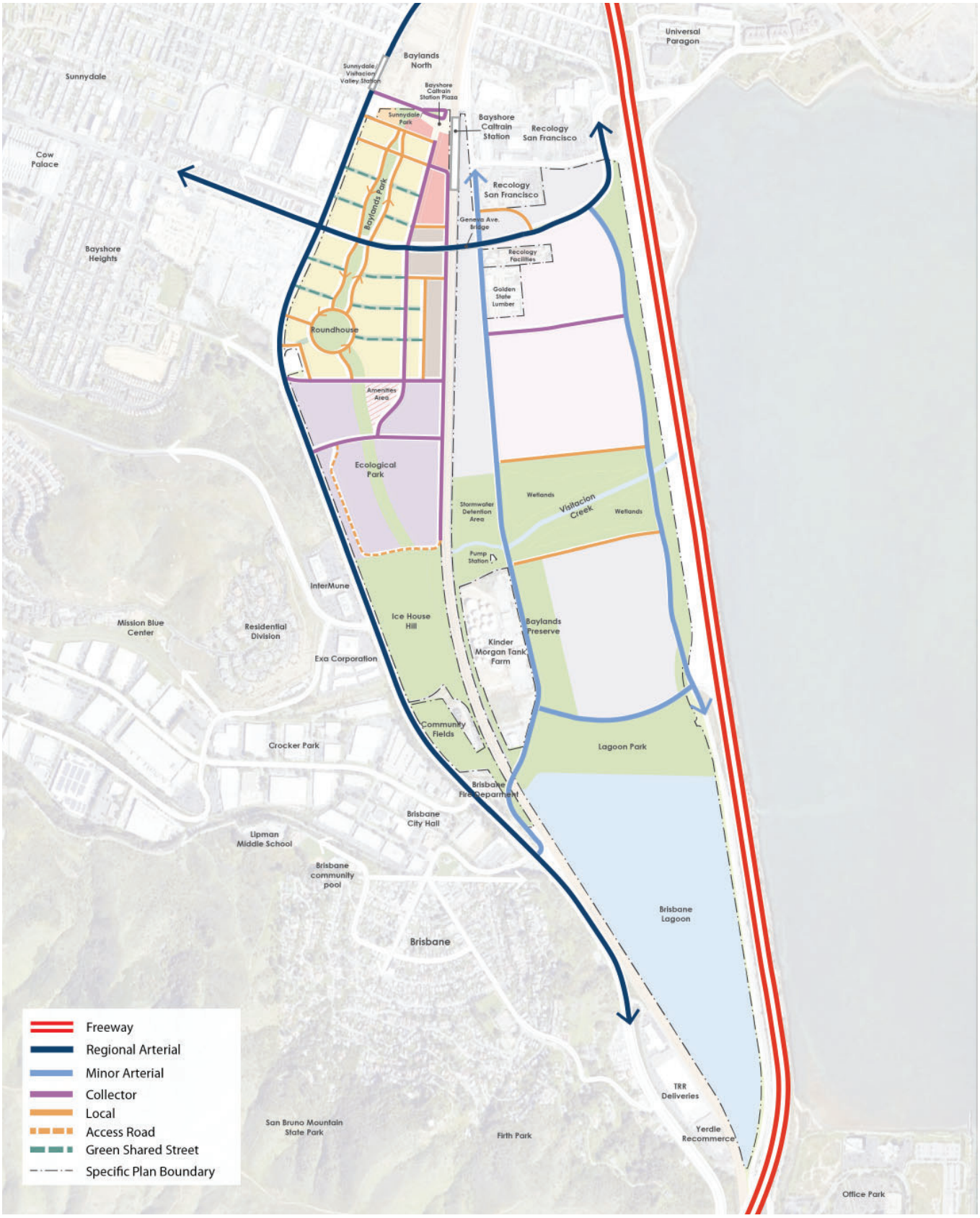


FIGURE 6.1: THE BAYLANDS STREET NETWORK BY FUNCTIONAL CLASSIFICATION

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	

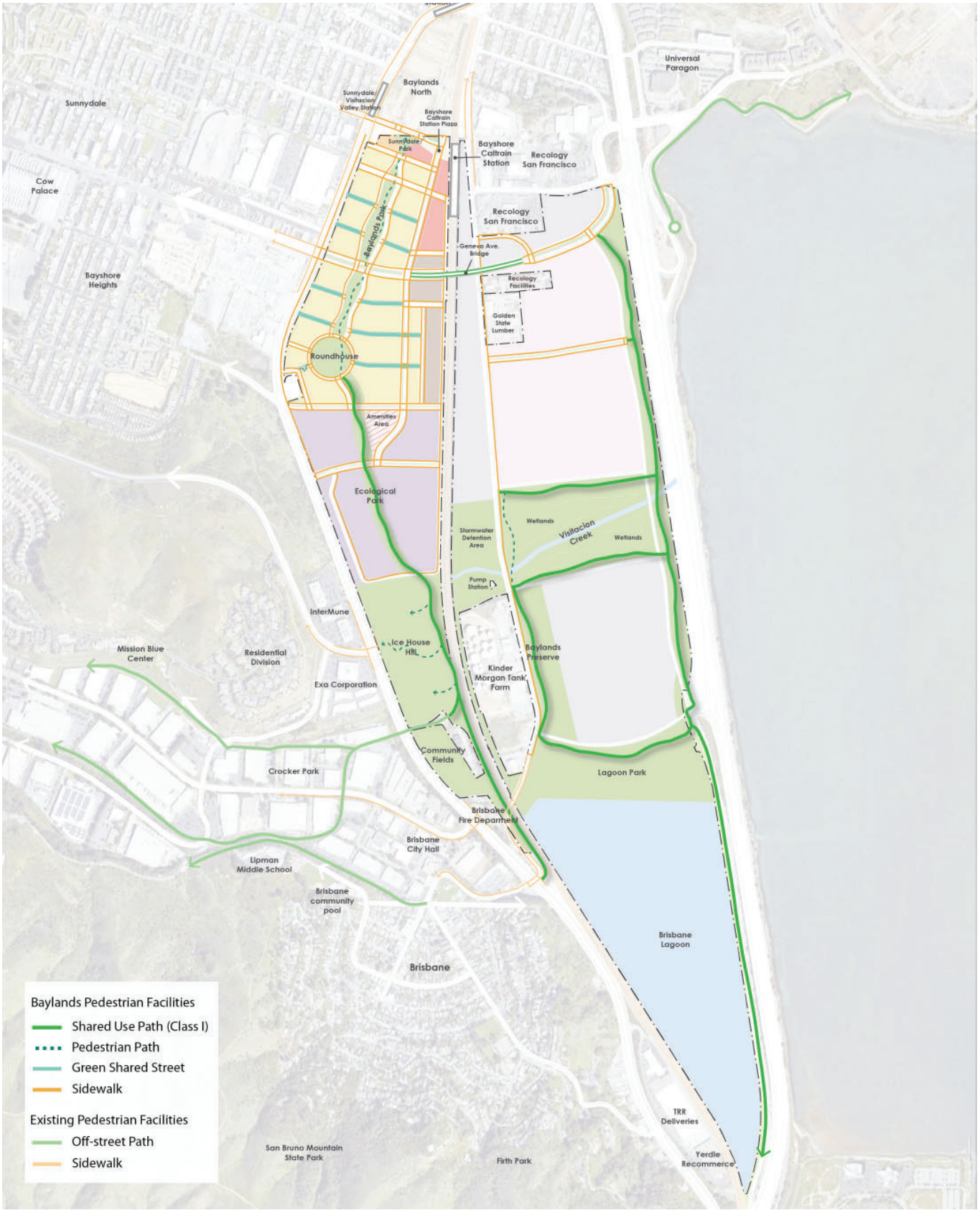


FIGURE 6.2: THE BAYLANDS PEDESTRIAN NETWORK

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

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.

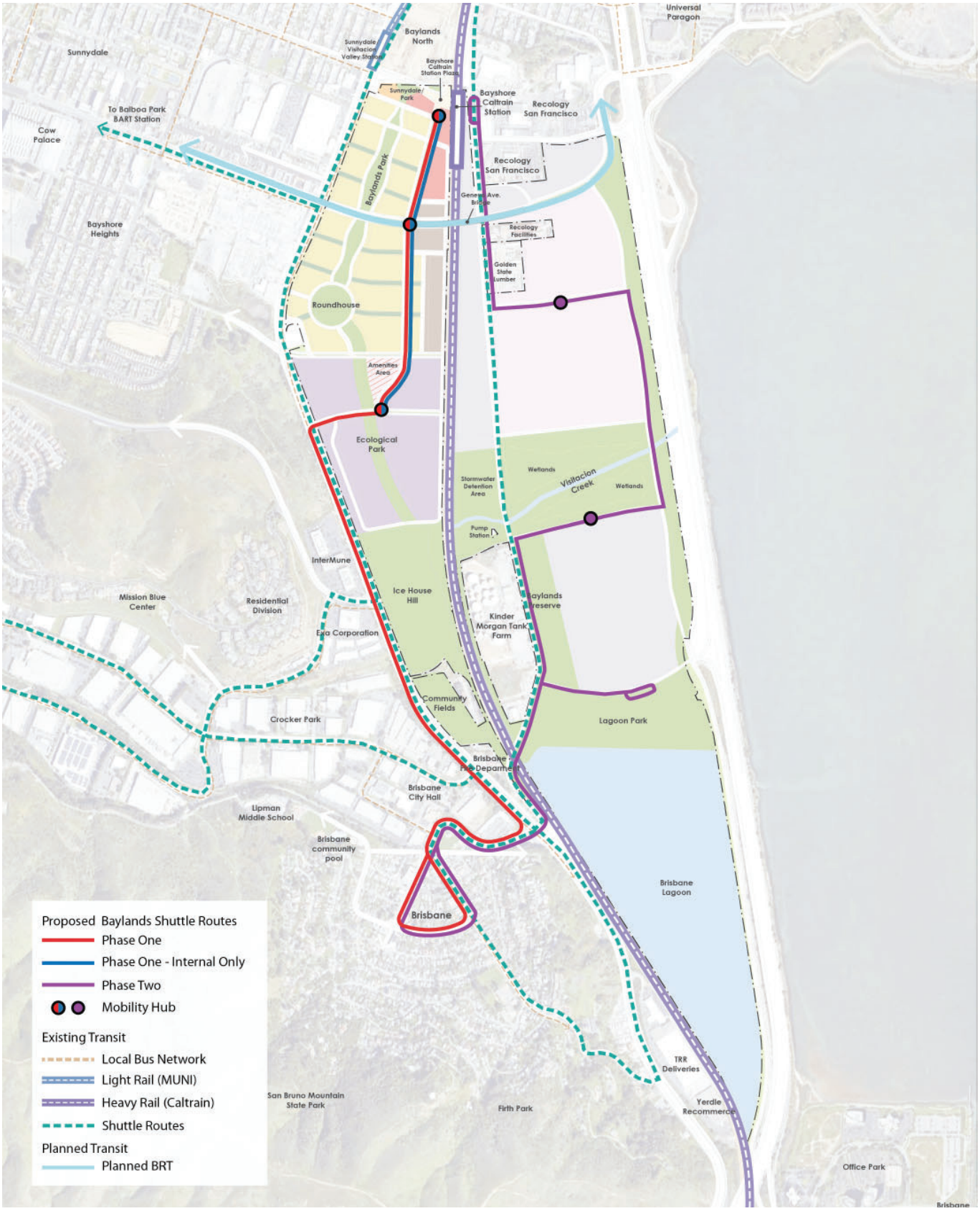


FIGURE 6.4: THE BAYLANDS SHUTTLE EXTENSION AND TRANSIT CONNECTIONS

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.

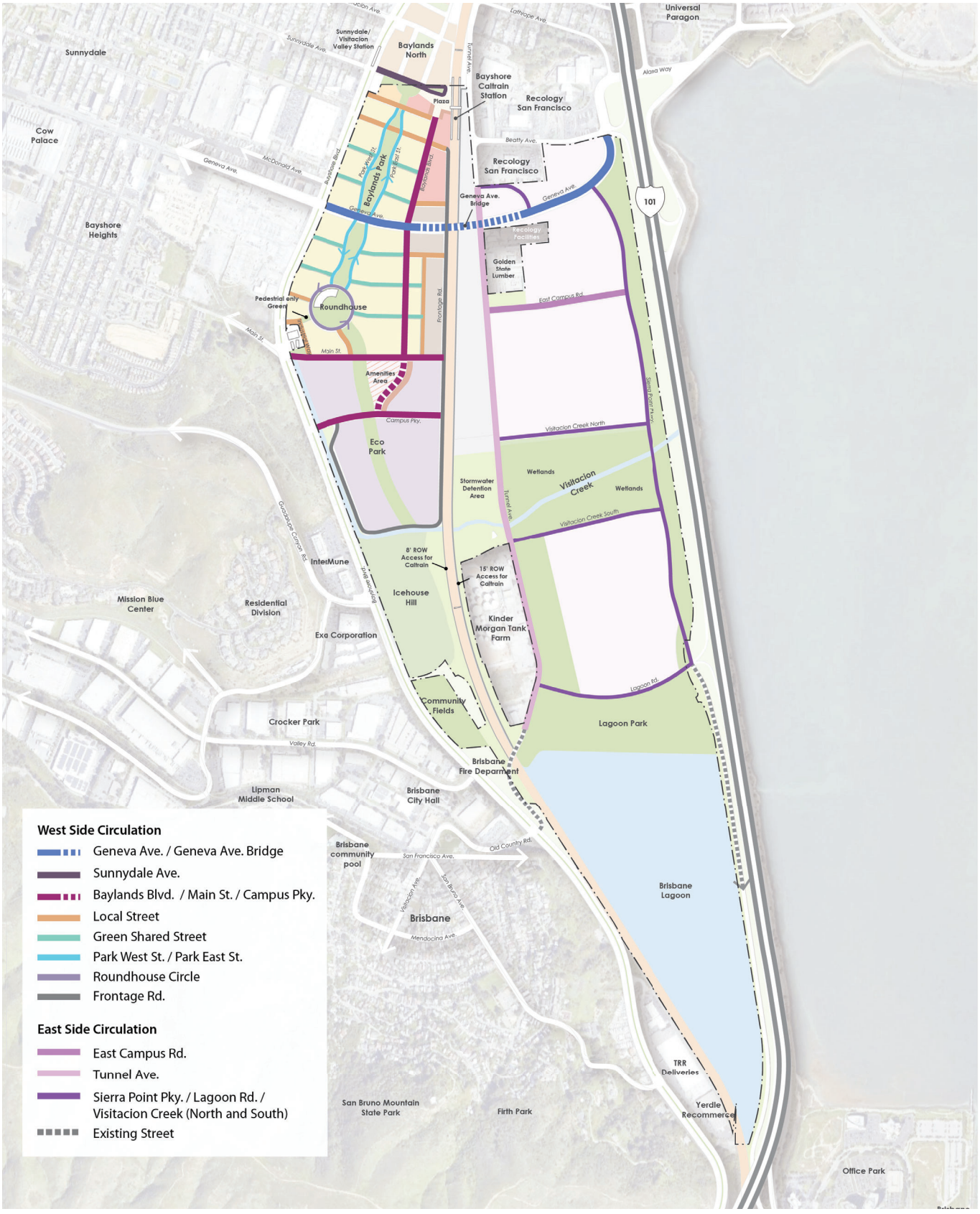


FIGURE 6.5: THE BAYLANDS CIRCULATION OVERVIEW

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

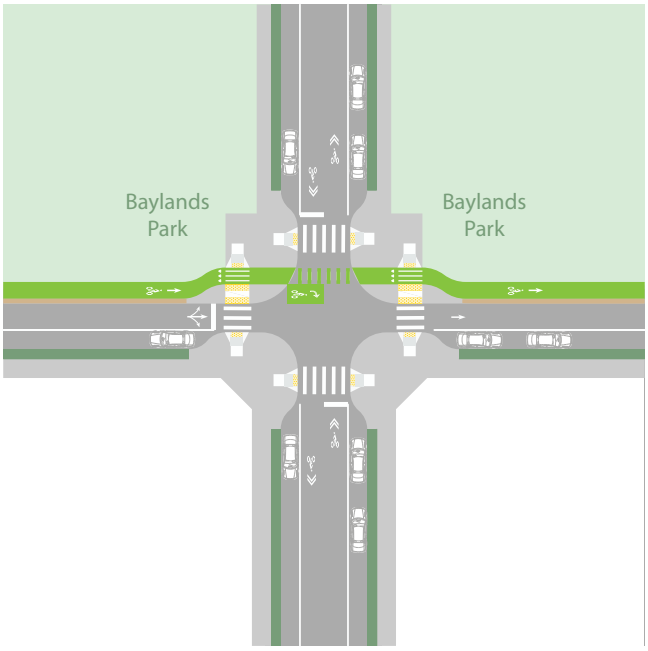
Intersections are the point of confluence where different modes come together. Safety is the primary concern for multi-modal intersection design, as travel speed and visibility vary greatly across modes. Intersections are also an important placemaking opportunity. Landscaping and traffic calming treatments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

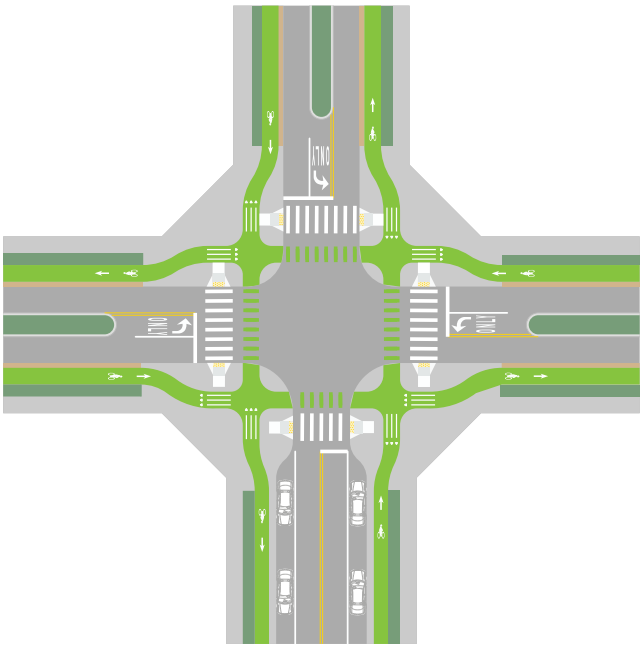
Signalized intersections shall be equipped with pedestrian signals on corridors with sidewalks or shared use paths and bicycle signals on corridors with bike facilities to promote safe crossing for people walking and biking. Additional signal treatments such as Leading Pedestrian Intervals (LPIs), Leading 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

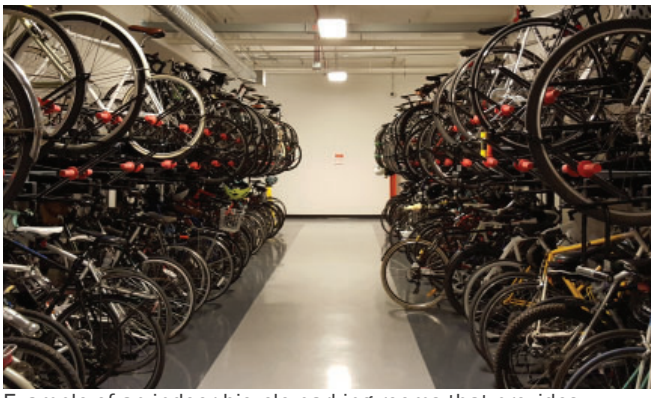
Each site-specific development project shall provide sufficient loading areas in appropriate locations such that loading activities, including loading vehicle queuing, will not block bicycle or pedestrian facilities, roadway travel lanes, or parking garage access. Loading areas are permitted to be located 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

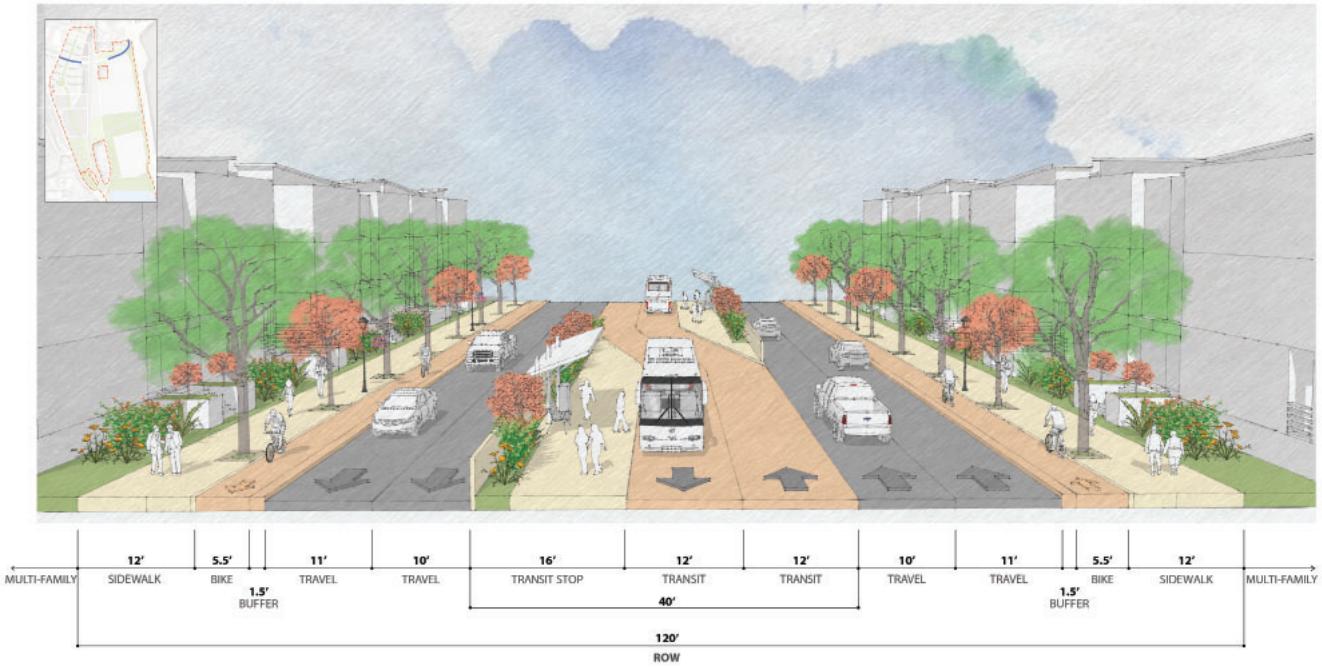


Example of an indoor bicycle parking rooms that provides residents and employees with secure bike storage.

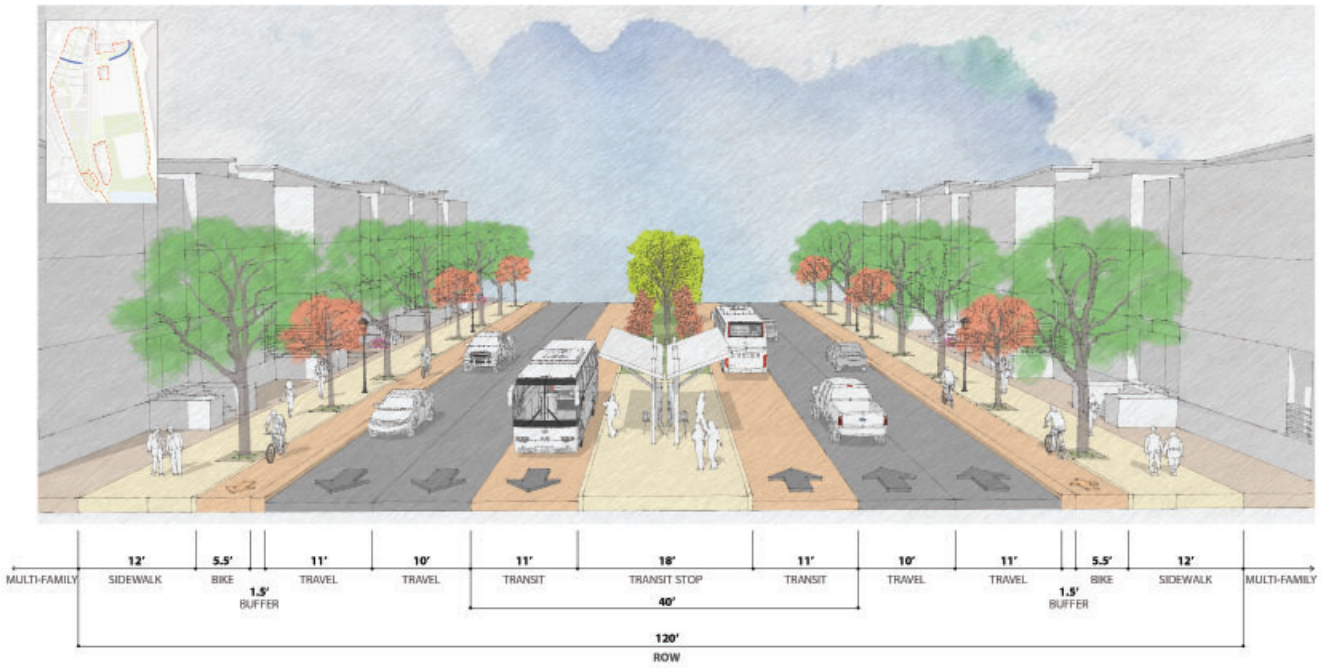
TABLE 6.10: BICYCLE PARKING TYPES

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



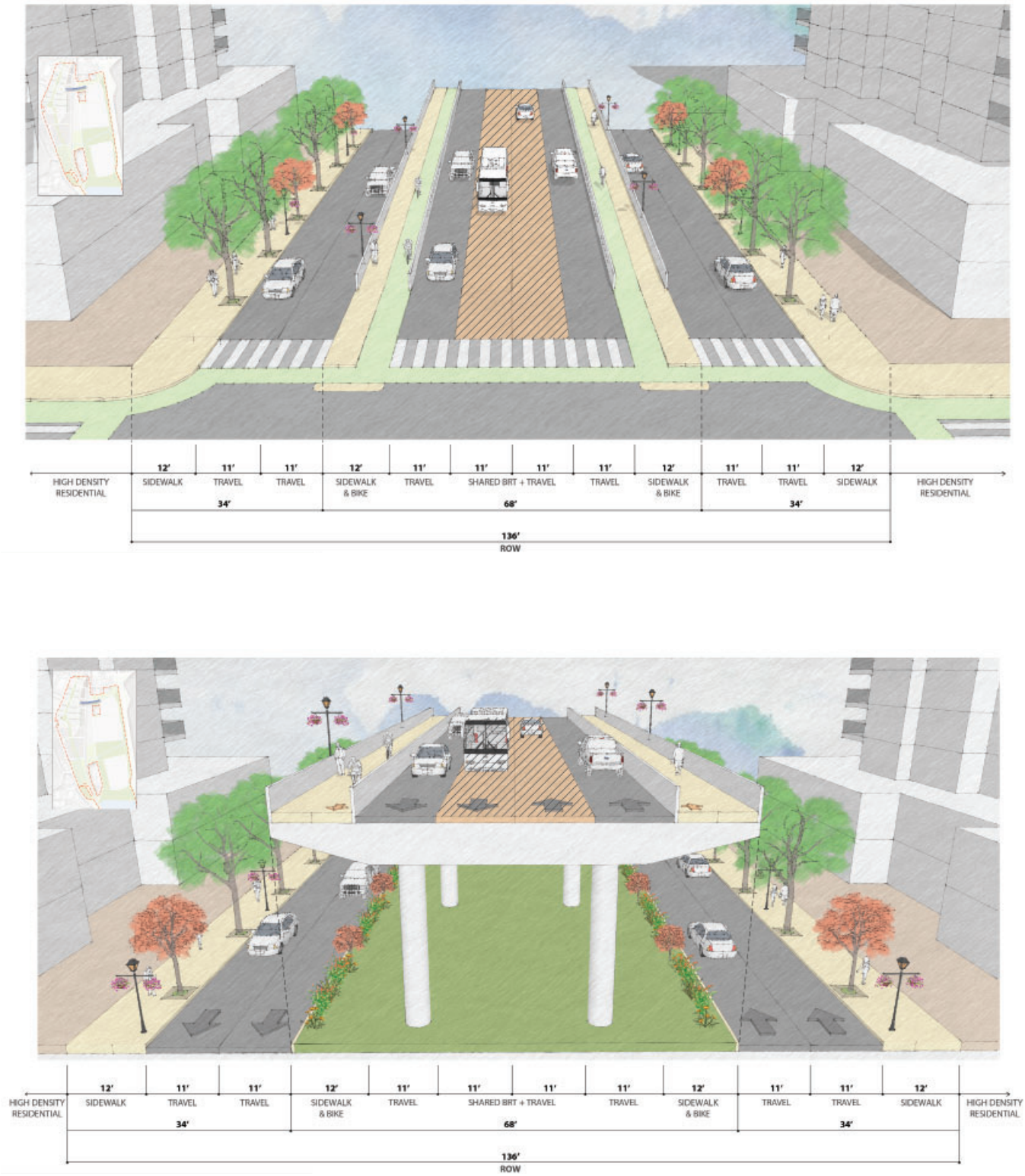
GENEVA AVENUE WITH SIDE BOARDING BUS RAPID TRANSIT (BRT)



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

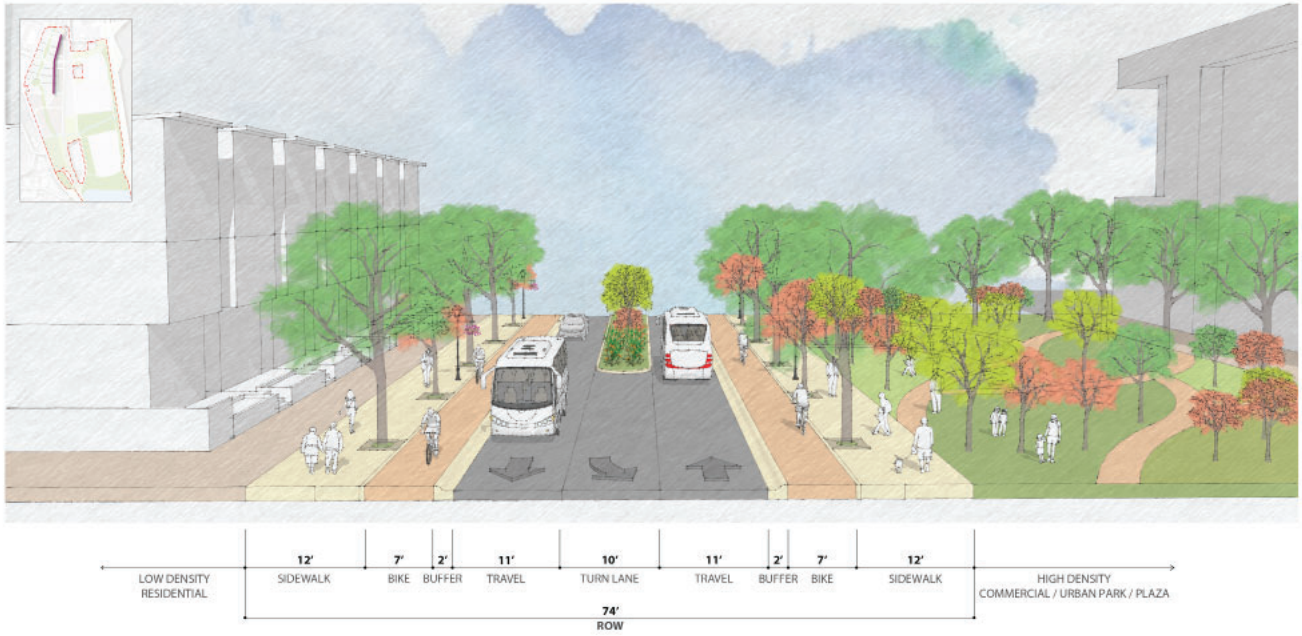
FIGURE 6.7.2: GENEVA AVENUE BRIDGE AND GENEVA AVENUE FRONTAGE ROADS



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

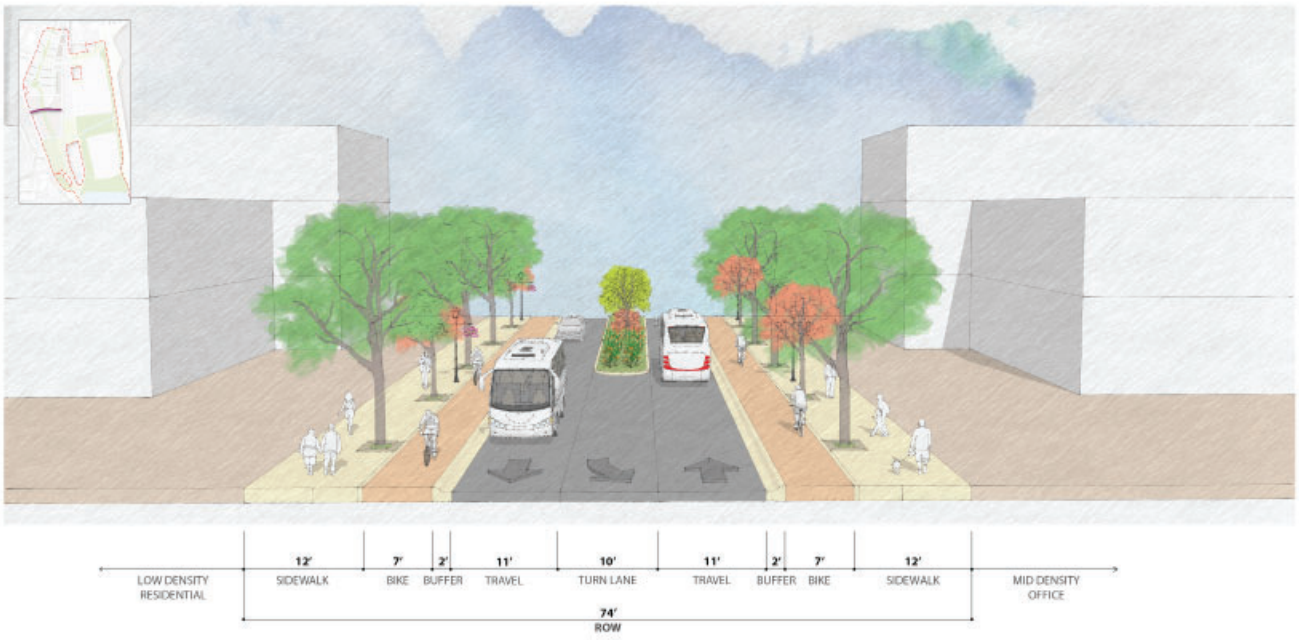
Standards: Geneva Avenue Frontage Roads	
Right-of-way/Pavement Width	• 136’ Total ROW • Geneva Avenue Frontage Roads are each 34’ with 22’ uninterrupted pavement width
Vehicle Lane/Width	• Two 11’ travel lanes in one direction
On-Street Parking	• N/A
Sidewalk	• 12’ sidewalk along the outer edges of the 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

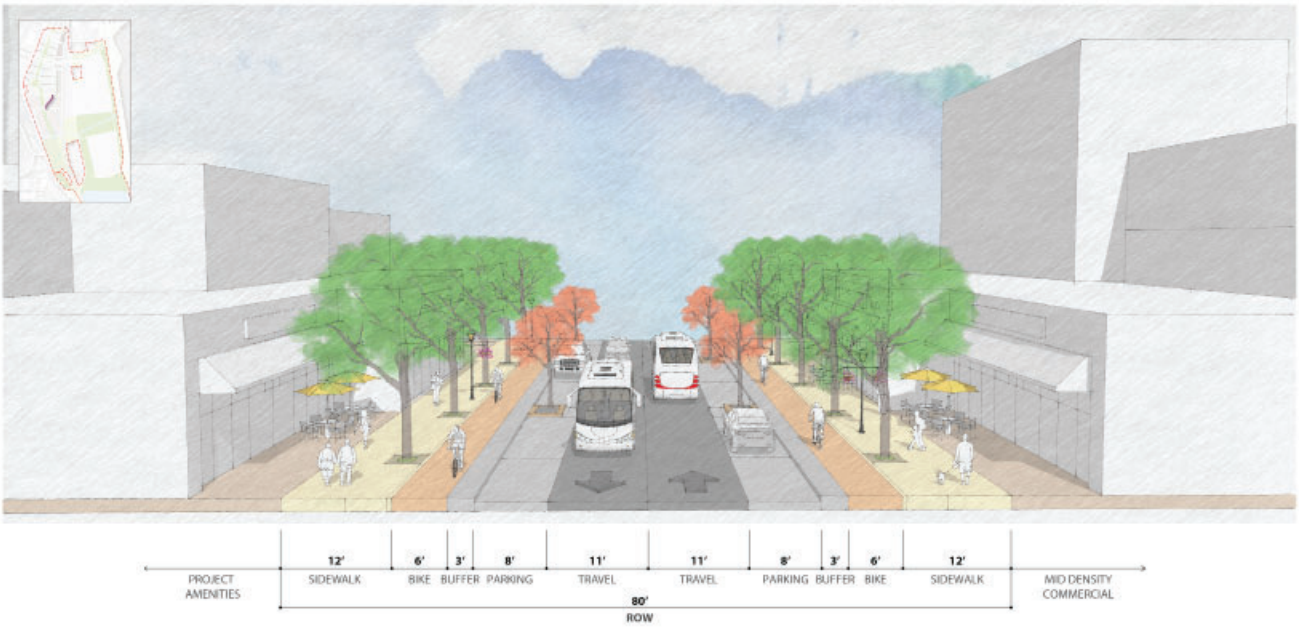
MAIN STREET



CAMPUS PARKWAY

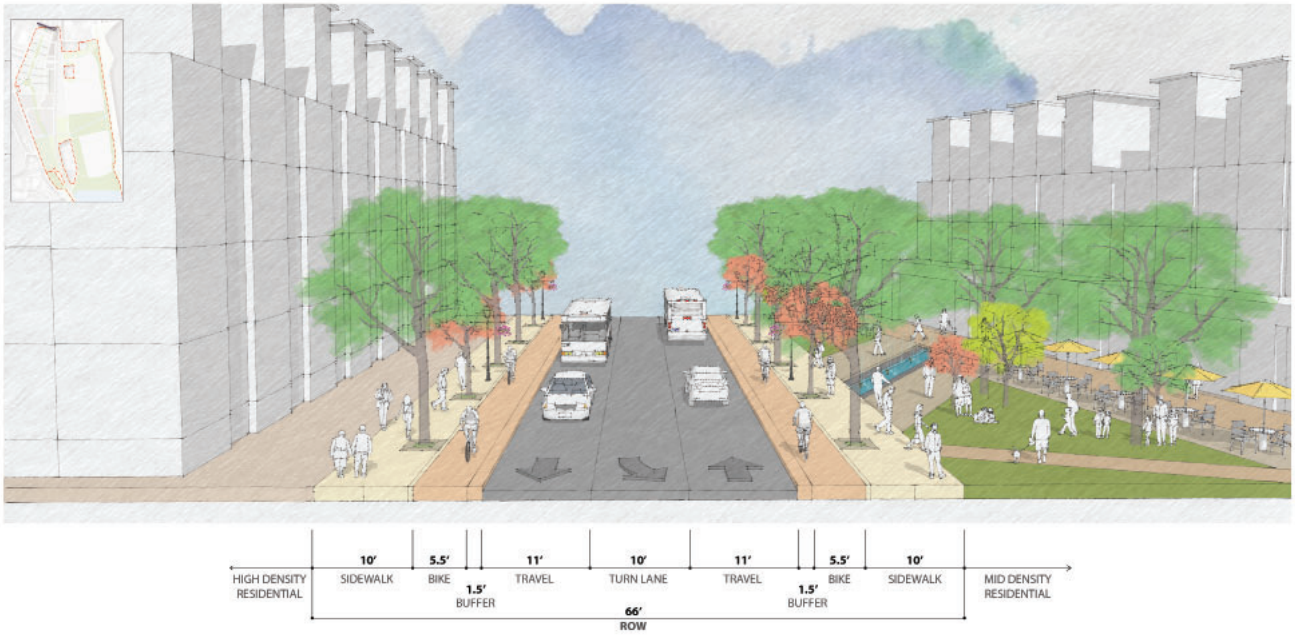
Standards: Baylands Boulevard, Main Street, and Campus Parkway	
Right-of-way/Pavement Width	• 74’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in each direction • One 10’ turn lane at intersections and/or driveway entrances
On-Street Parking	• N/A
Sidewalk	• 12’ sidewalk 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)



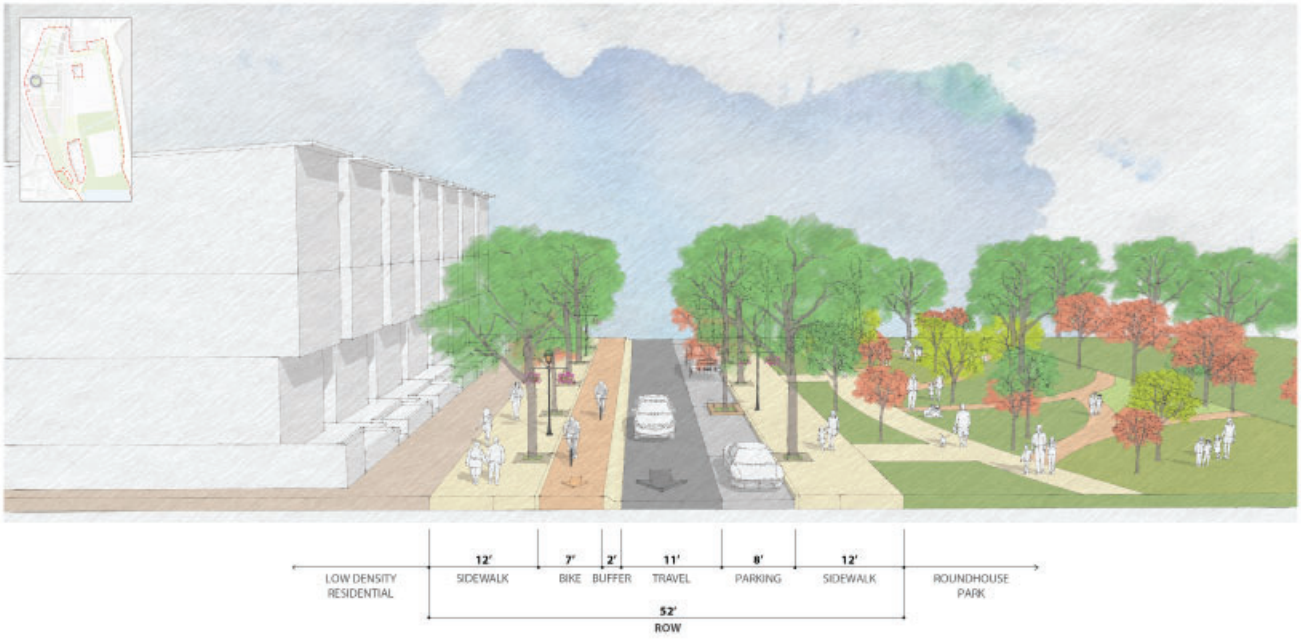
Standards: Baylands Boulevard between Main Street and Campus Parkway	
Right-of-way/Pavement Width	• 80’ ROW / 22’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in each direction
On-Street Parking	• 8’ parking lane along both sides of the street
Sidewalk	• 12’ sidewalk along both 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



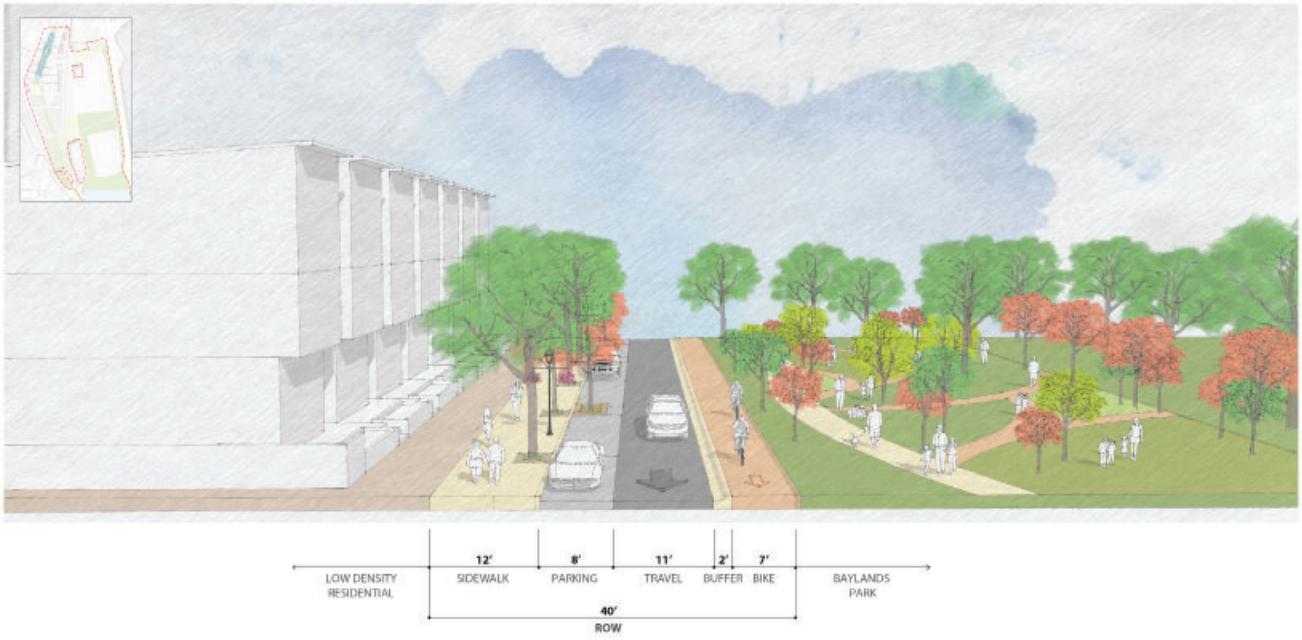
Standards: Sunnydale Avenue	
Right-of-way/Pavement Width	• 66' ROW / 32' uninterrupted pavement width
Vehicle Lane/Width	• One 11' travel lane in each direction • One 10' center turn lane
On-Street Parking	• N/A
Sidewalk	• 10' sidewalk along both sides of the street, which includes a 5' pedestrian through 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



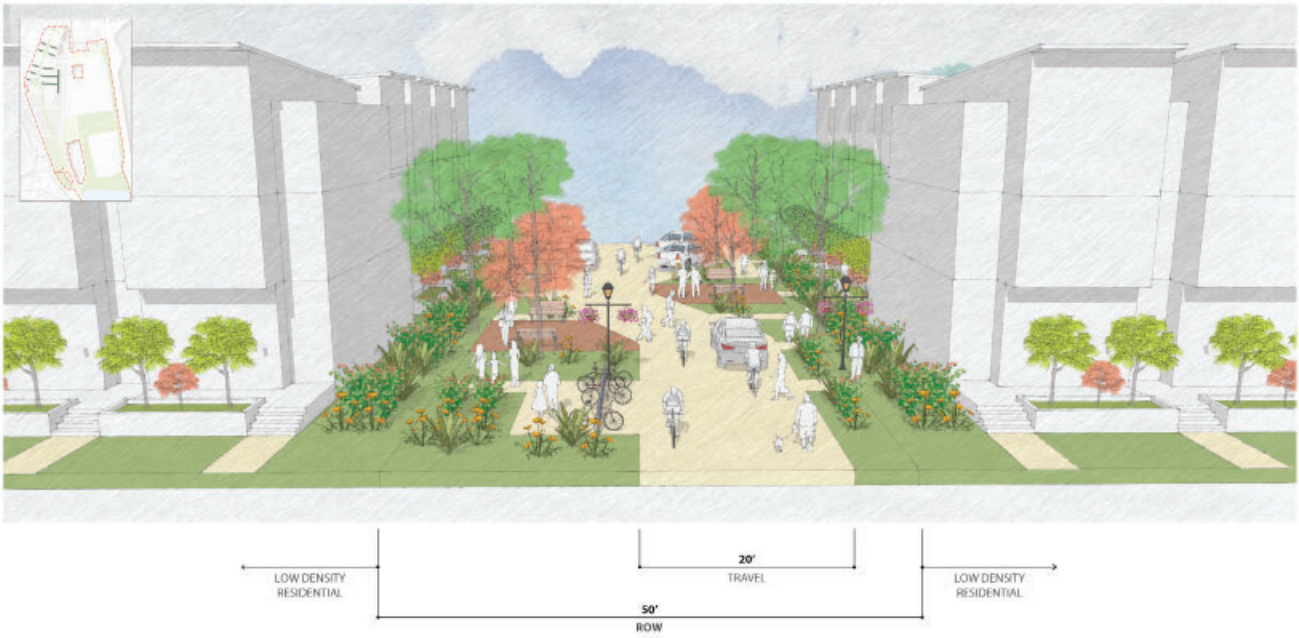
Standards: Roundhouse Circle	
Right-of-way/Pavement Width	• 52’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in one direction
On-Street Parking	• One 8’ parking lane along the park side of the street
Sidewalk	• 12’ sidewalk along both sides of the street, which includes 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



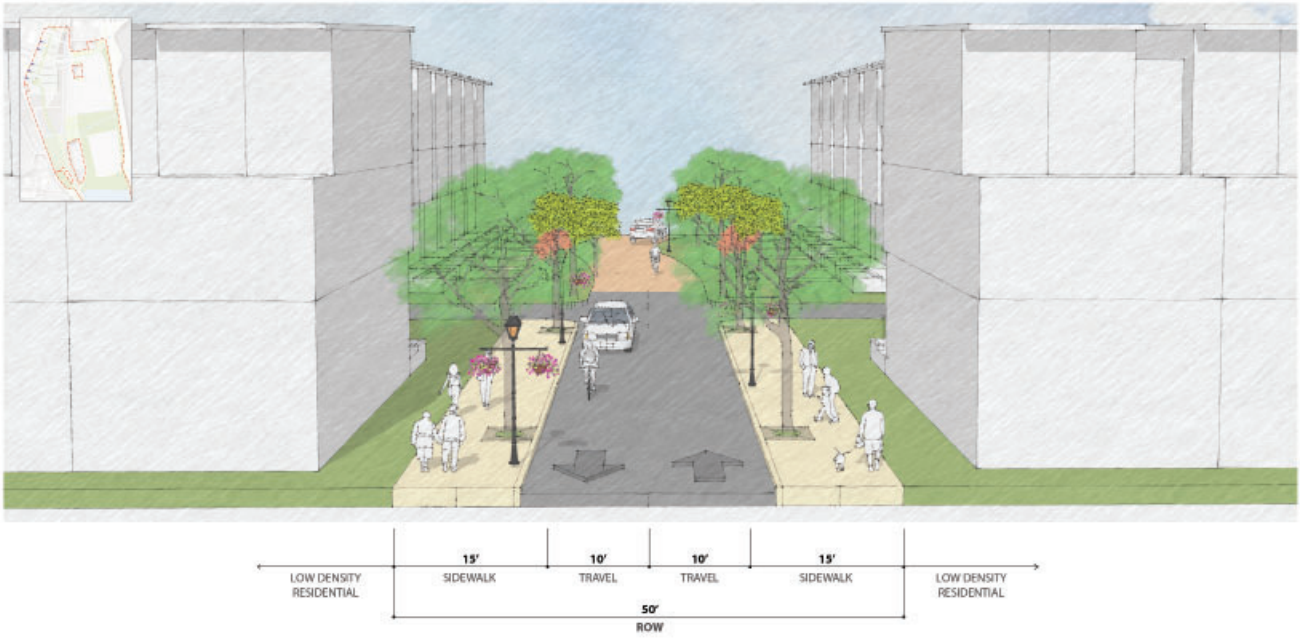
Standards: East Park Boulevard and West Park Boulevard	
Right-of-way/Pavement Width	• 40’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 11’ travel lane in one direction
On-Street Parking	• One 8’ parking lane on the non-park side of the street
Sidewalk	• 12’ sidewalk along the non-park 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

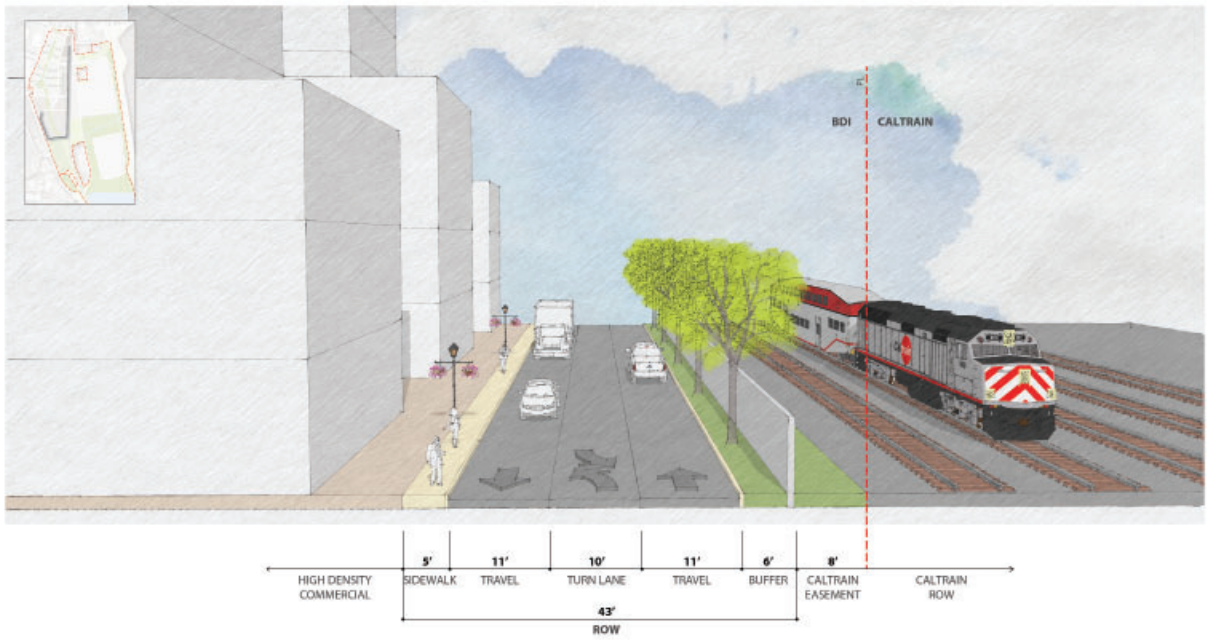


Standards: Green Shared Street transitions to Bayshore Boulevard	
Right-of-way/Pavement Width	• 50’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 10’ travel lane in each direction
On-Street Parking	• N/A
Sidewalk	• 15’ sidewalk along both sides of the street, which includes a 10’ pedestrian through zone and a 5’ furnishing zone
Bicycle Facilities	• N/A
Median	• N/A

FIGURE 6.7.10: LOCAL STREET

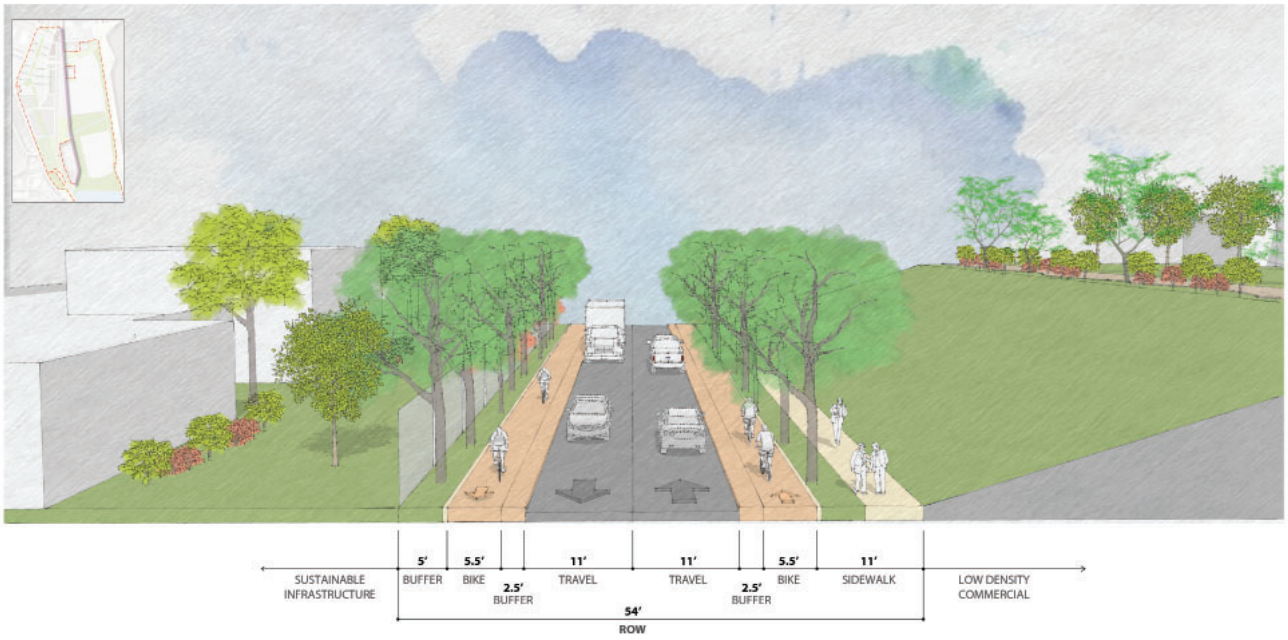
Standards: Local Streets	
Right-of-way/Pavement Width	• 60’ ROW / 20’ uninterrupted pavement width
Vehicle Lane/Width	• One 10’ travel lane in each direction
On-Street Parking	• 8’ parking lane on both sides of the street
Sidewalk	• 12’ sidewalk along both sides of the street, which includes a 7’ pedestrian 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

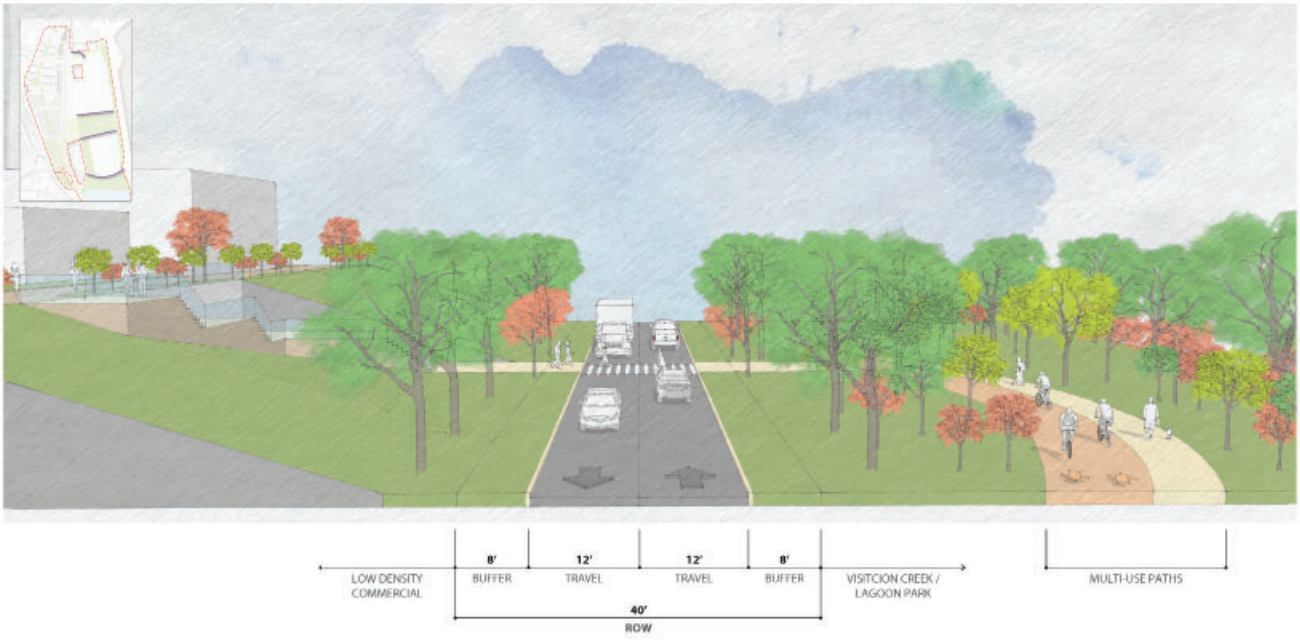


Standards: Tunnel Avenue	
Right-of-way/Pavement Width	• 54' ROW / 22' uninterrupted pavement width
Vehicle Lane/Width	• One 11' travel lane in each direction
On-Street Parking	• N/A
Sidewalk	• 11' sidewalk along the east side of the street, which includes a 6' pedestrian through zone and a 5' continuously 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

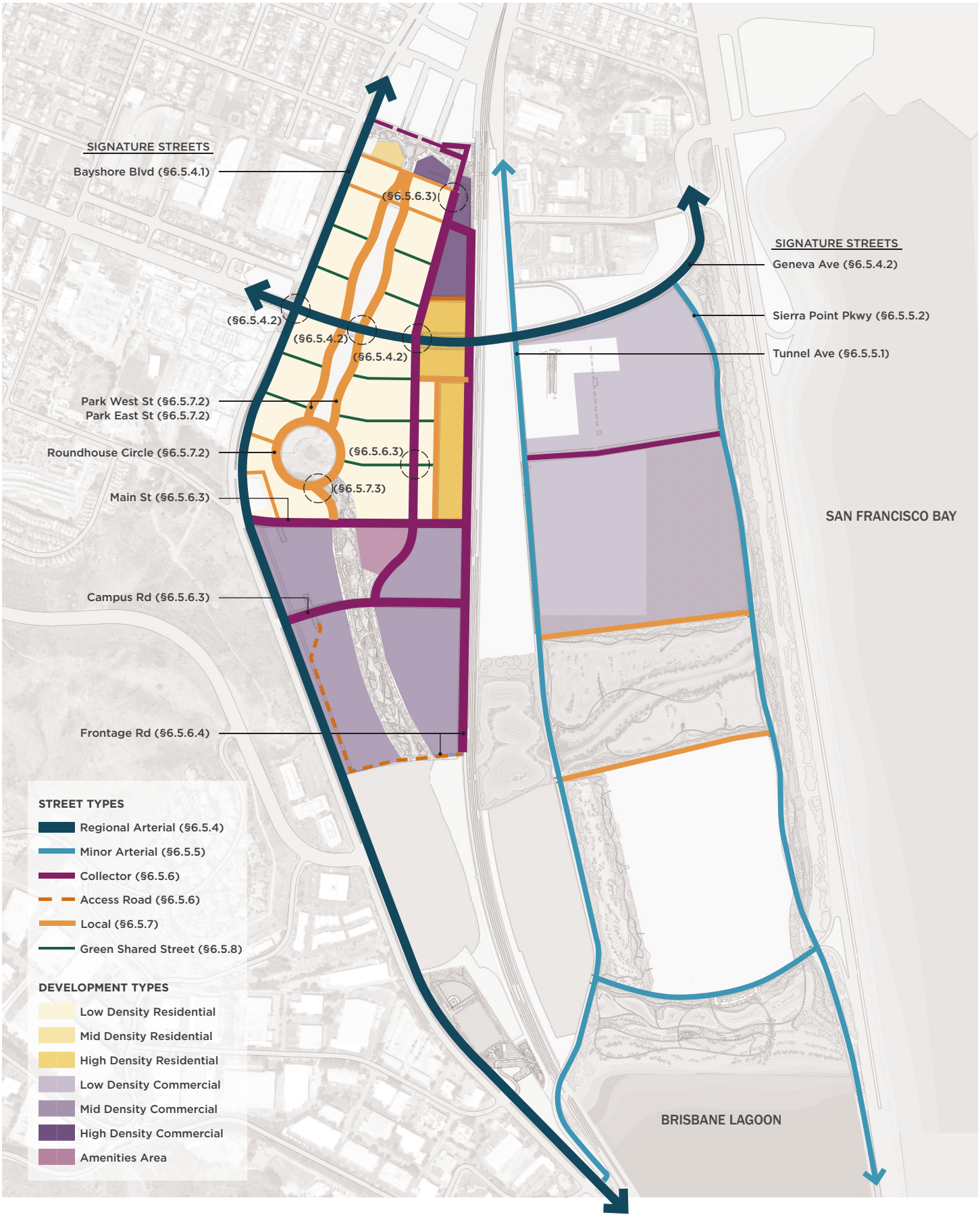


FIG 6.8.1 BAYLANDS STREET TYPES AND DISTRICTS

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.

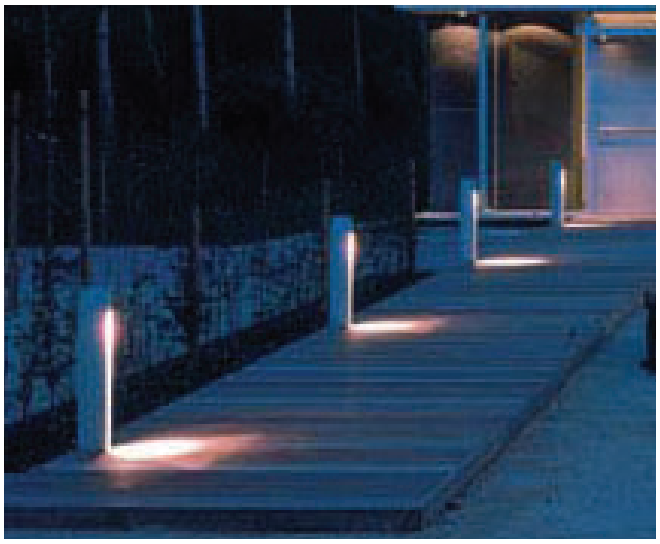
6.5.2.2.7 Streetscape Furnishings

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.

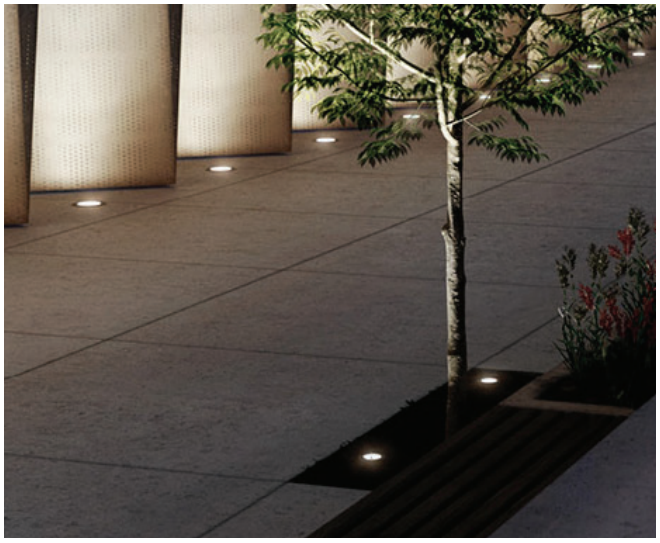
The Baylands streetscape furniture is envisioned within the public realm with frequency that responds to the building and open space programs. Furniture is to be sited within the furnishing zone and reflects a quality that is signature to The Baylands. Typical fixed furnishings include:

- **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

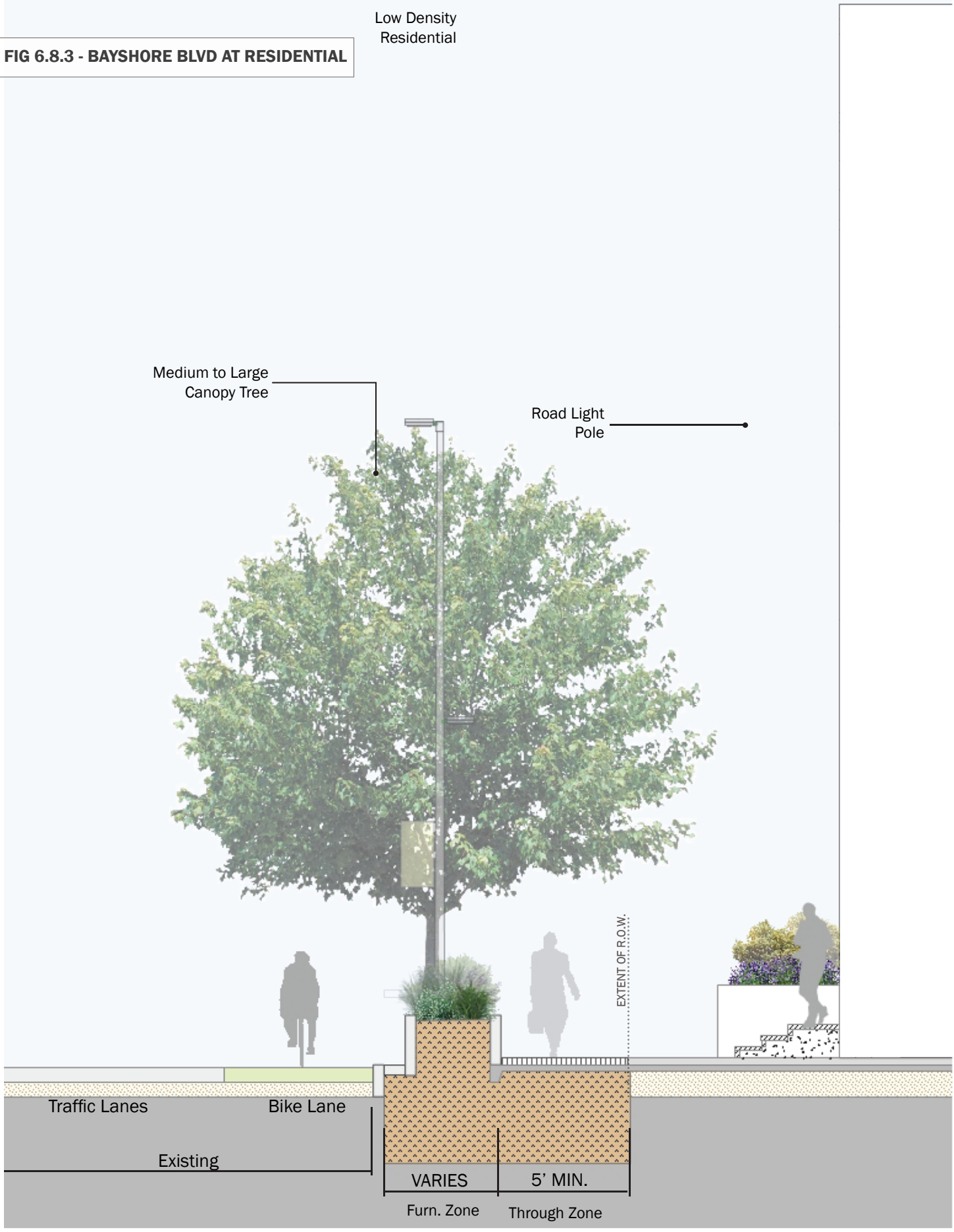
Streetscape Lighting
(§6.5.2.2.6)

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

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

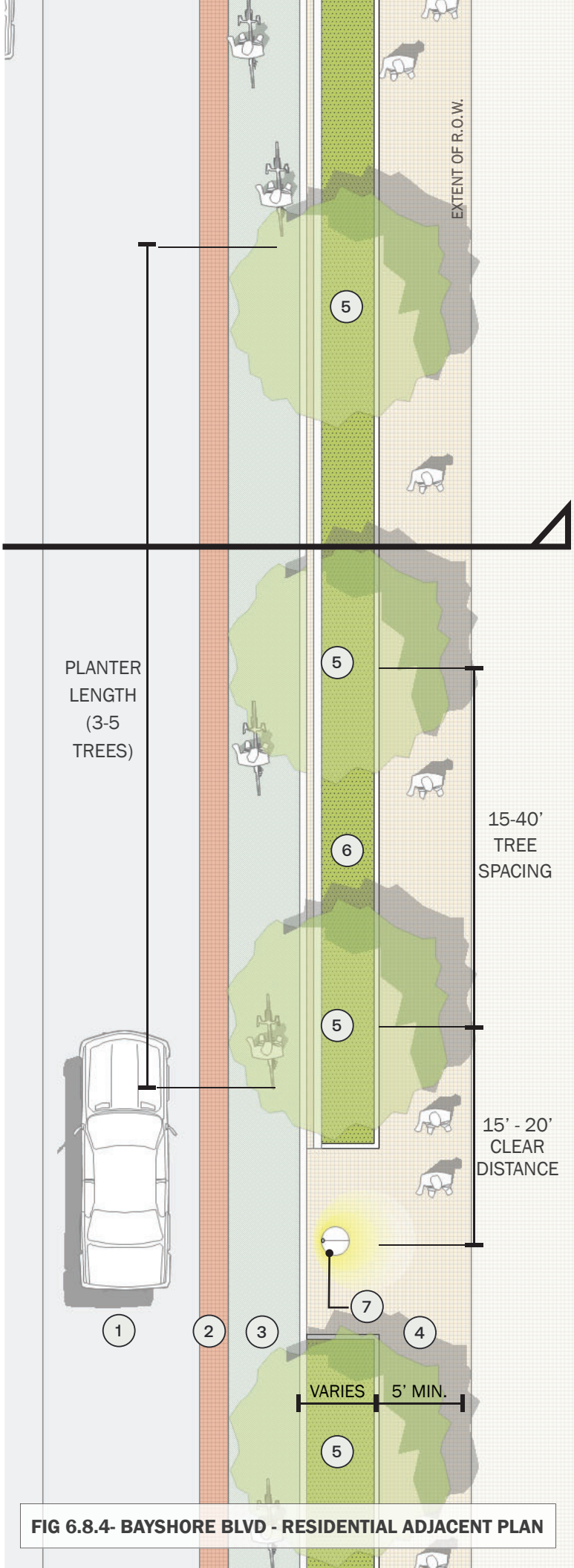


FIG 6.8.4- BAYSHORE BLVD - RESIDENTIAL ADJACENT PLAN

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

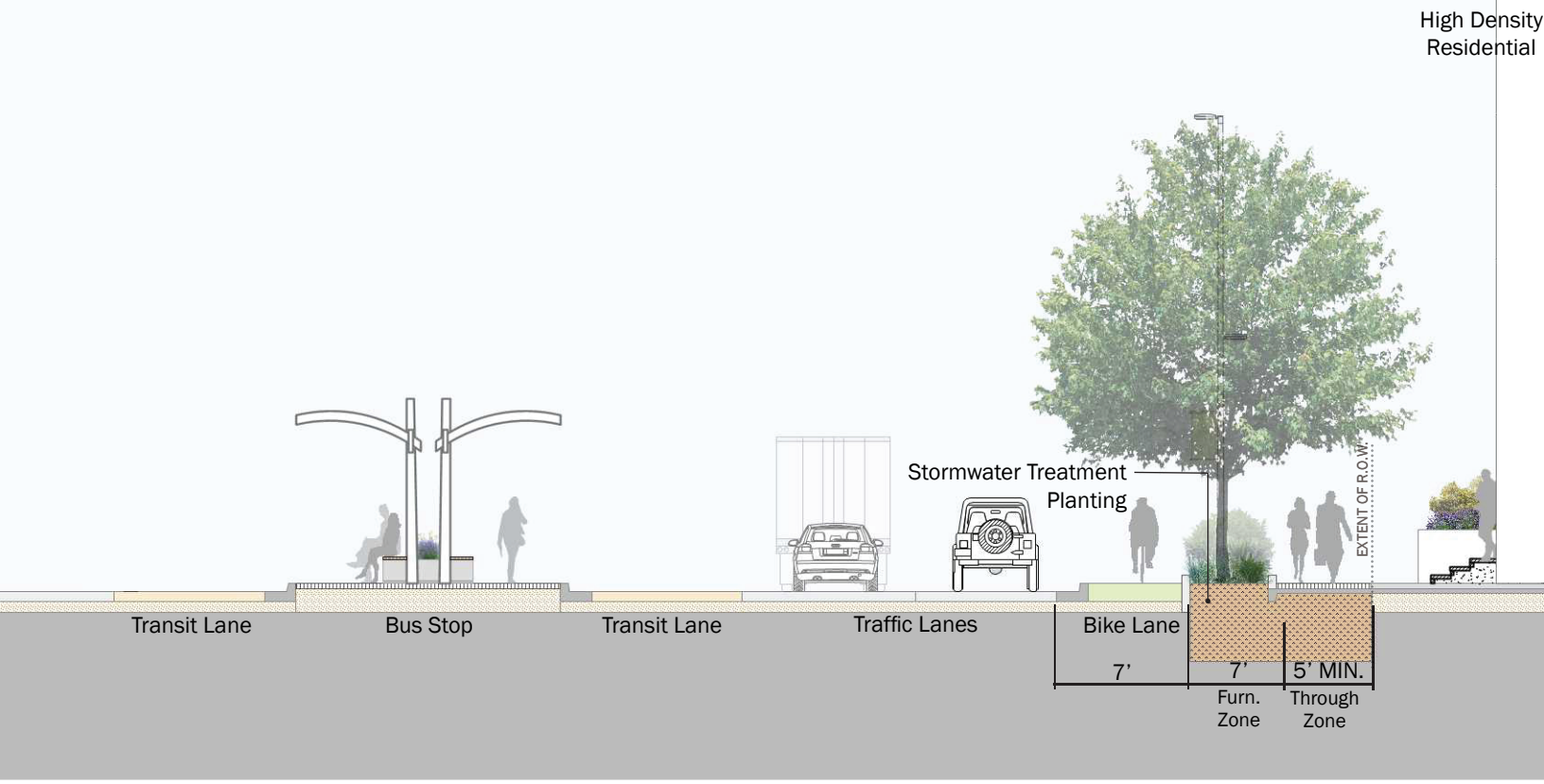
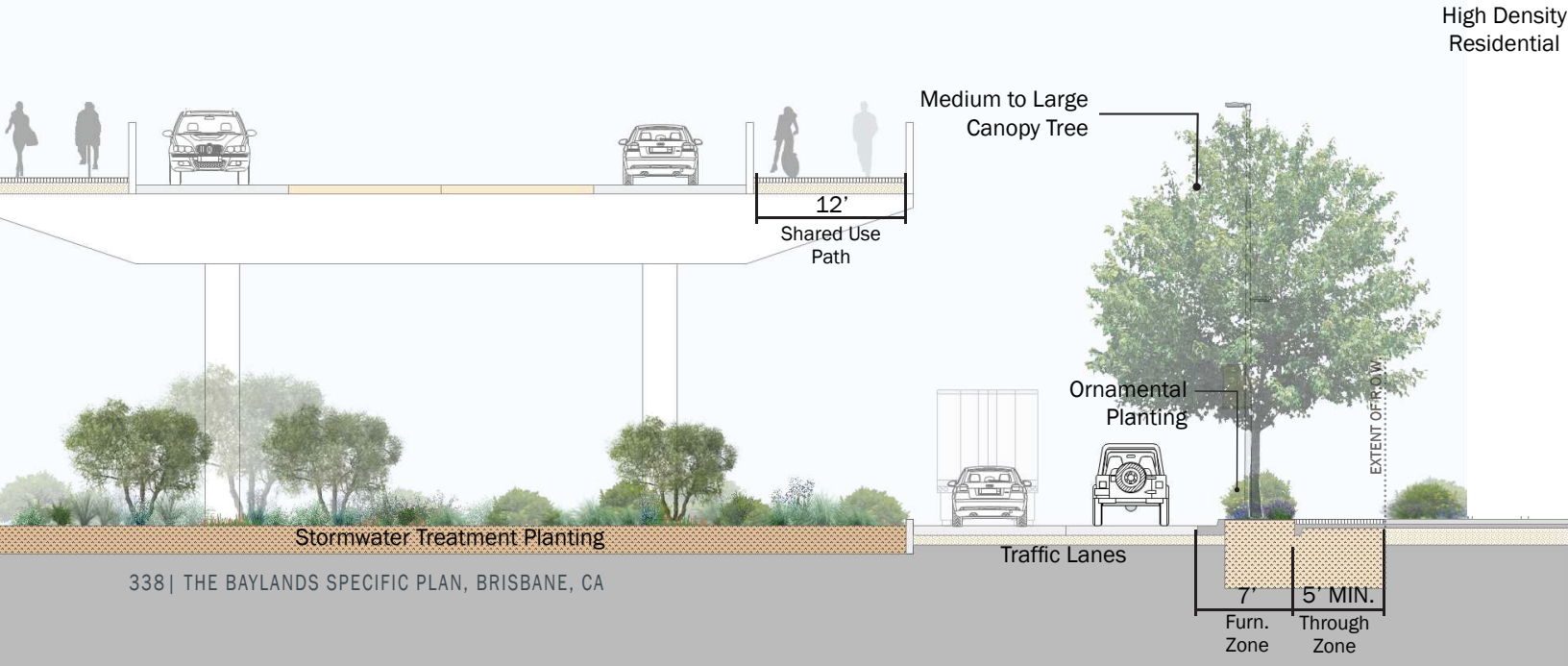


FIG 6.8.6 - GENEVA AVENUE BRIDGE SECTION



KEY MAP

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

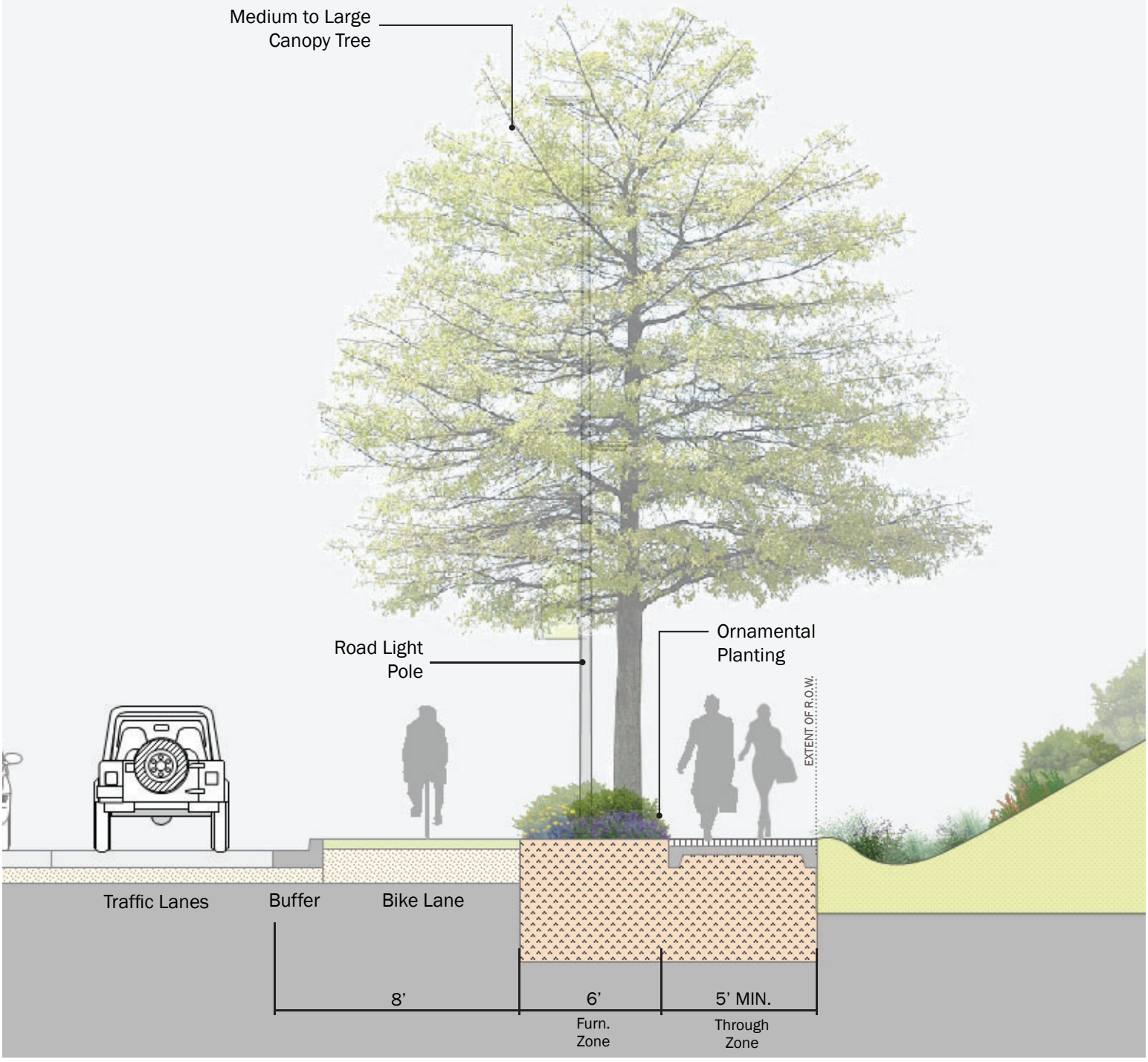
Streetscape Lighting
(§6.5.2.2.6)

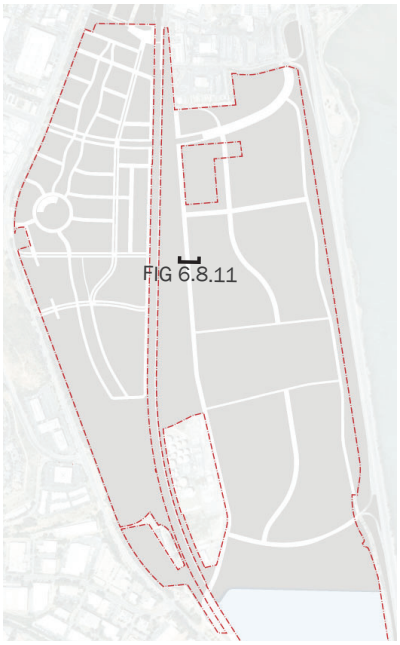
Pedestrian Sidewalks	Sidewalk Light Pole
Roadways	Road Light Pole

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

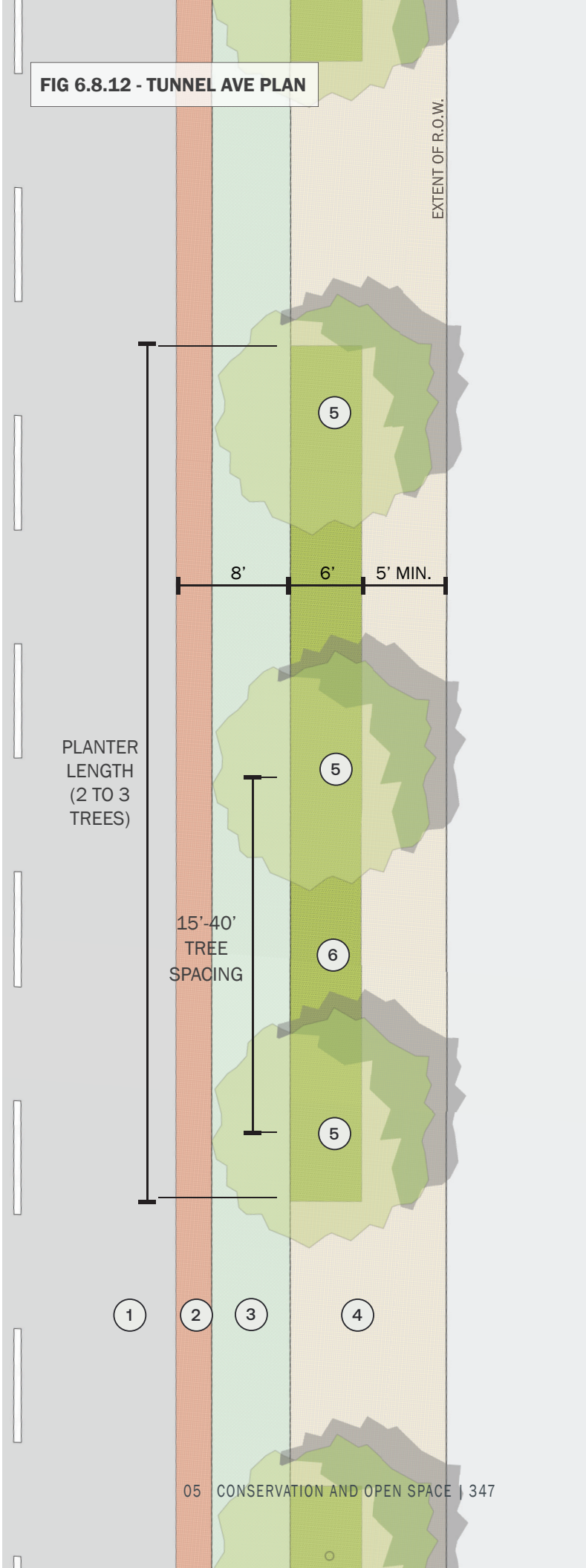
FIG 6.8.11 - TUNNEL AVENUE SECTION





KEY MAP

FIG 6.8.12 - TUNNEL AVE PLAN



1. TRAFFIC LANE
2. BUFFER
3. BIKE LANE
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. ORNAMENTAL PLANTING AREA

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

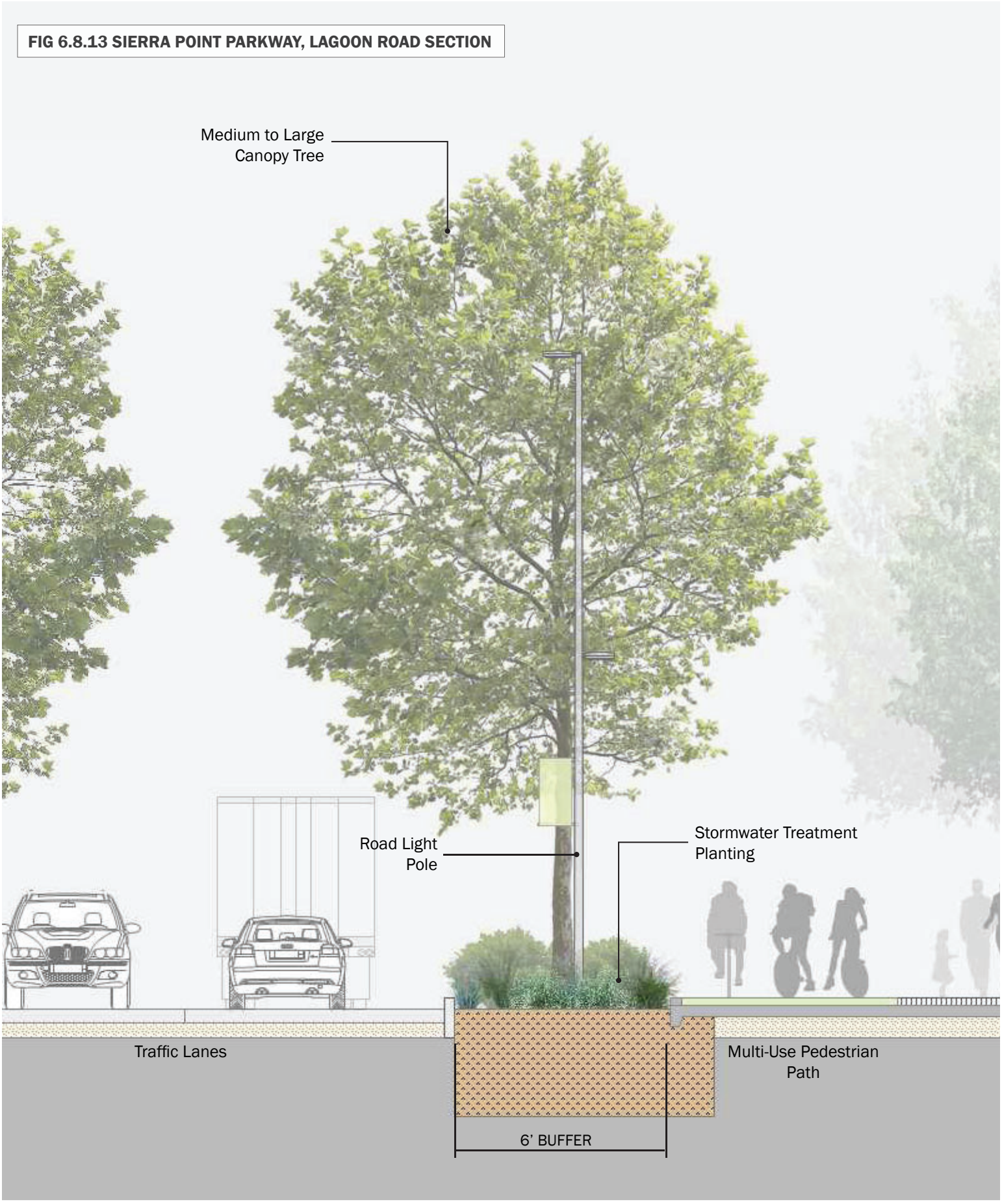
Streetscape Lighting
(§6.5.2.2.6)

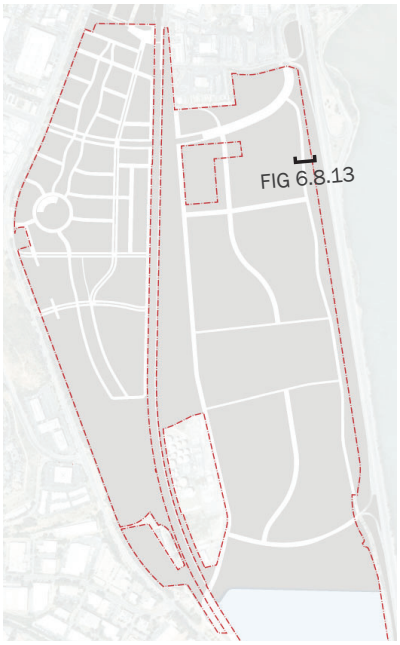
Pedestrian Sidewalks	Pedestrian Pole at Trail or Park access points
Roadways	Road Light Pole

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

FIG 6.8.14 - SIERRA POINT PARKWAY PLAN

1. TRAFFIC LANE
2. BUFFER
3. BAY TRAIL
4. CANOPY TREE
5. PLANTING AREA

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

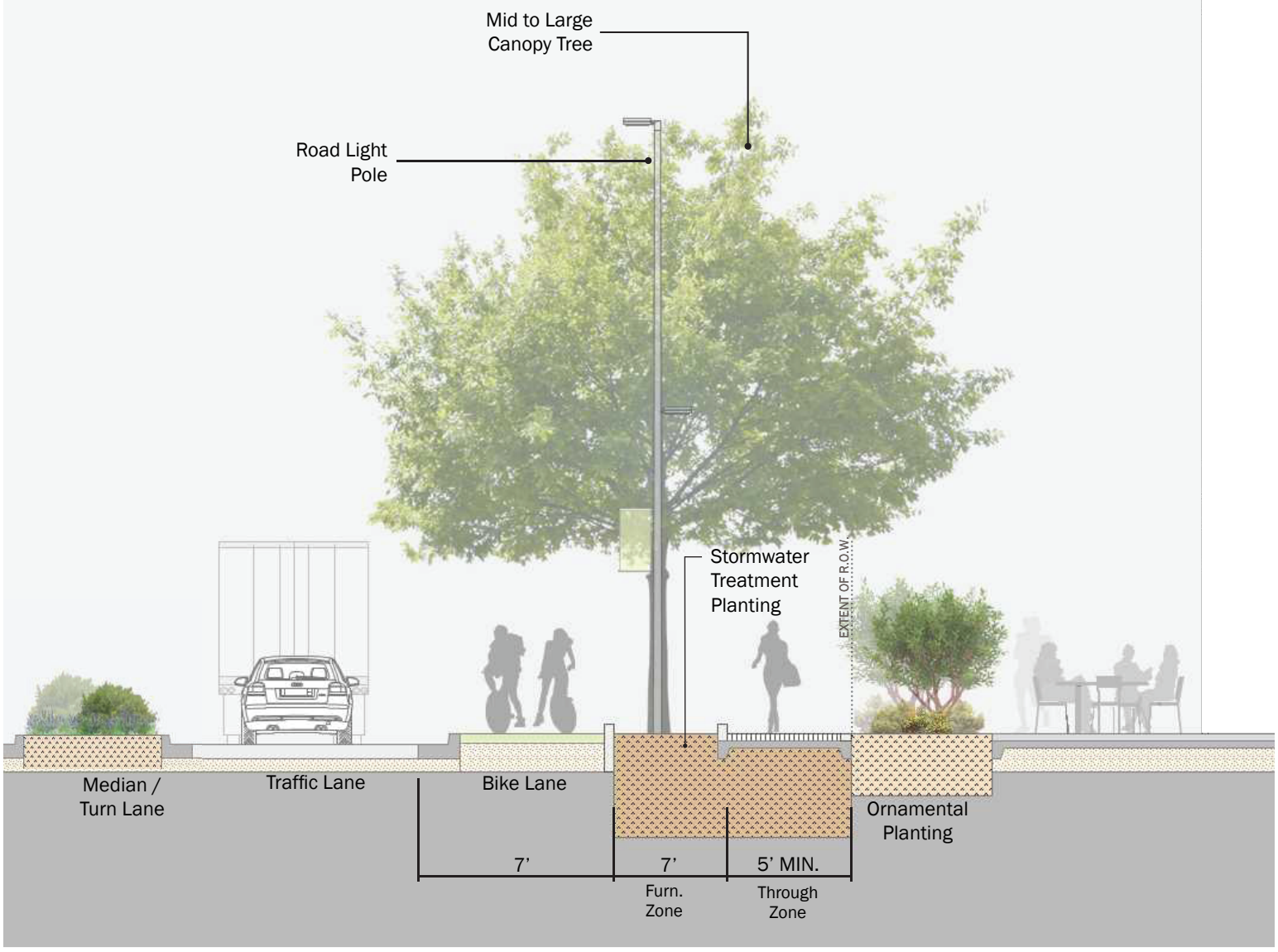
Streetscape Lighting
(§6.5.2.2.6)

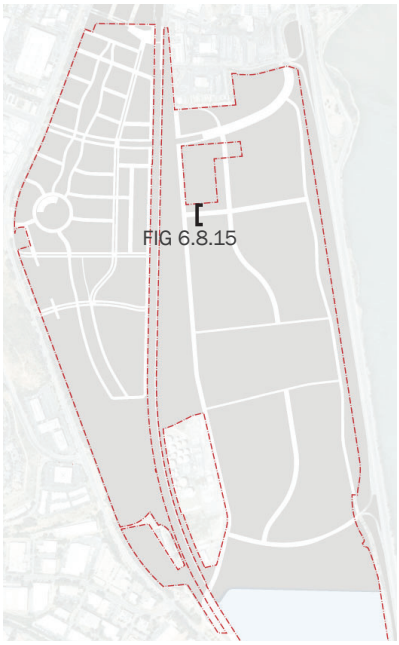
Pedestrian Sidewalks	Sidewalk Light Pole, Path Lighting, In-Grade Tree Lights
Roadways	Road Light Pole

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

FIG 6.8.16 - GENERAL COLLECTOR ROAD PLAN

EXTENT OF R.O.W.

PLANTER LENGTH (2 TO 4 TREES)

15'-40' TREE SPACING

7'

7'

5' MIN.

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

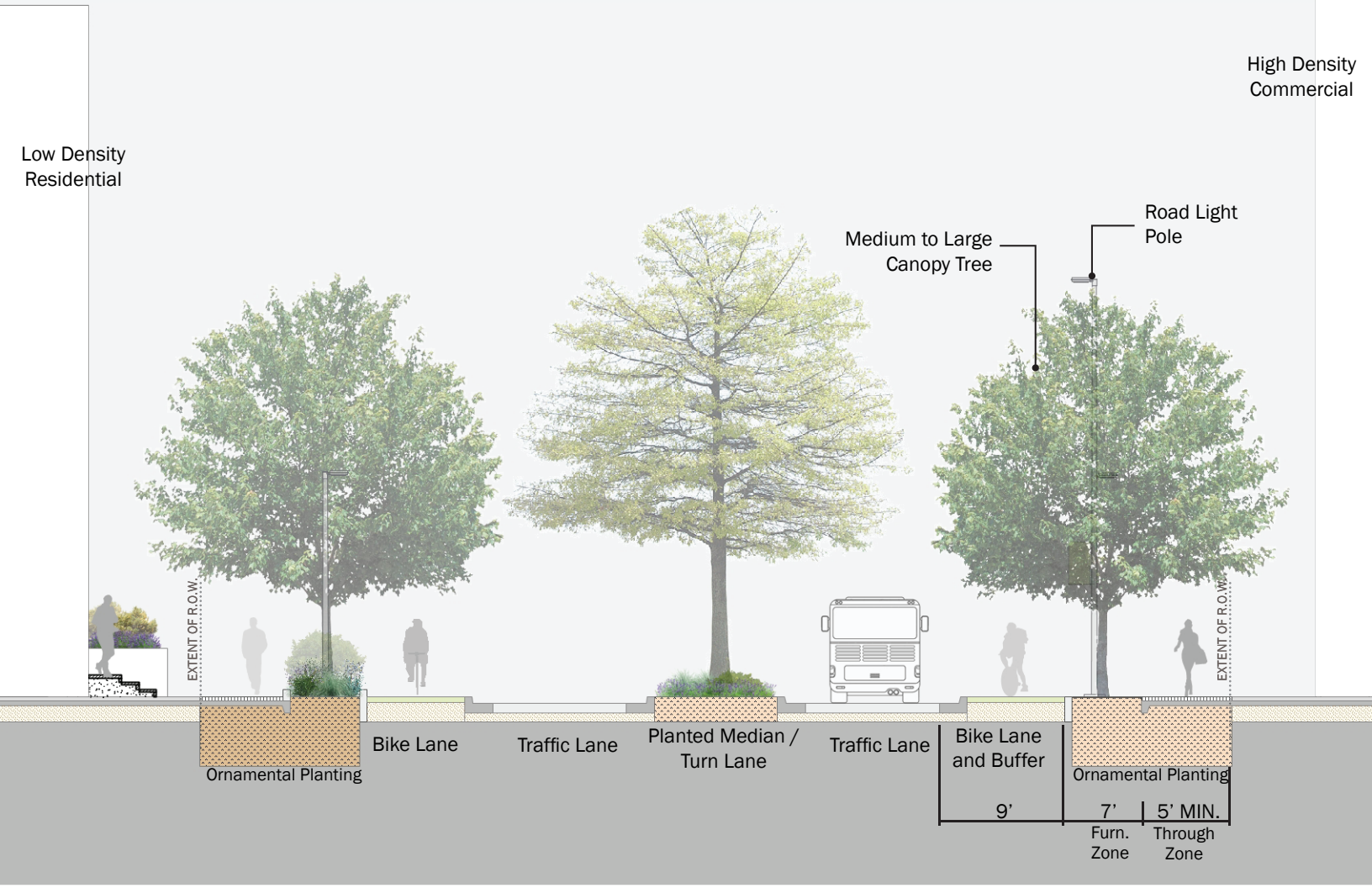
Streetscape Lighting
(§6.5.2.2.6)

Pedestrian Sidewalks	Signature Paving and Curbs and Bike Lanes
Roadways	Standard

Streetscape Furnishings
(§6.5.2.2.7)

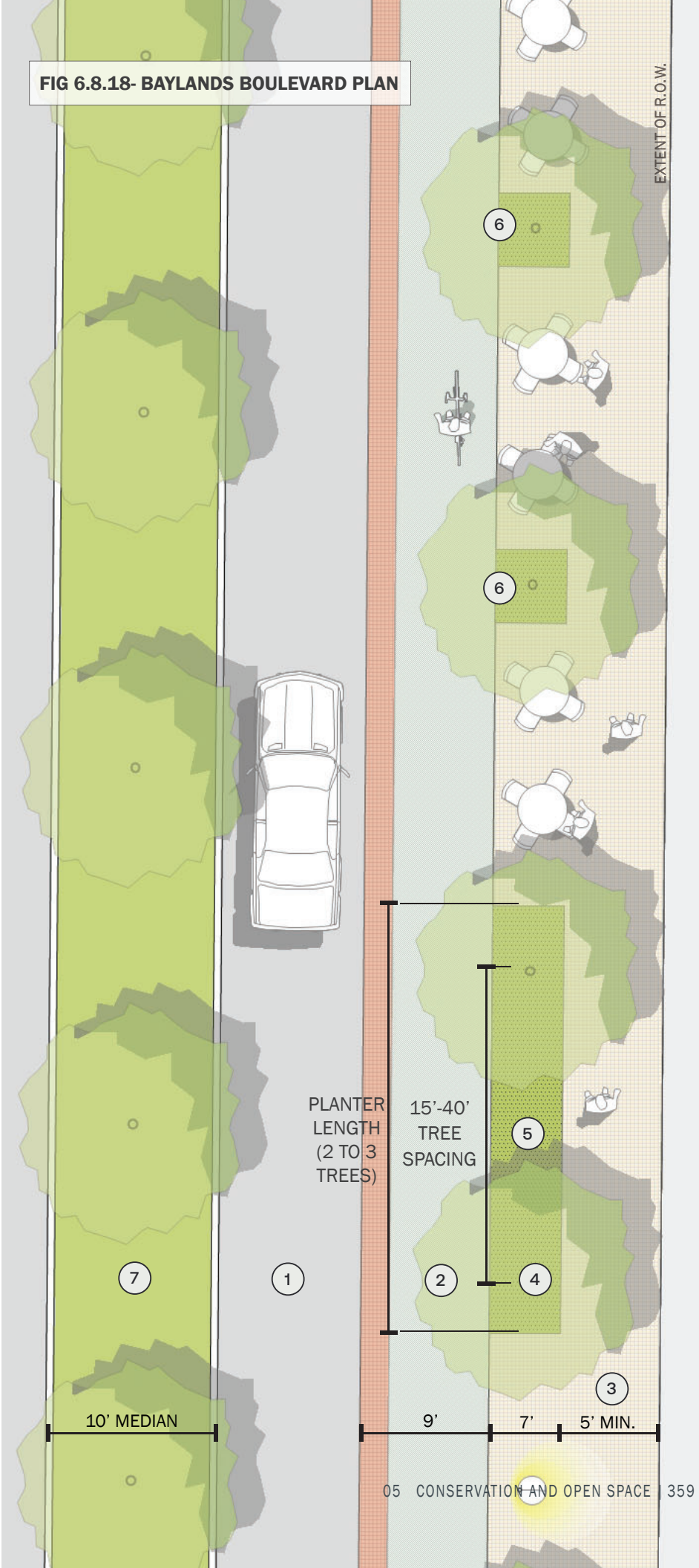
Sidewalk Dimensions	12' Total: 5' Walking Zone, 7' Furnishing and Planting Zone
Furnishing Types	Bike Racks, Benches

FIG 6.8.17 - BAYLANDS BOULEVARD COMMERCIAL ADJACENT



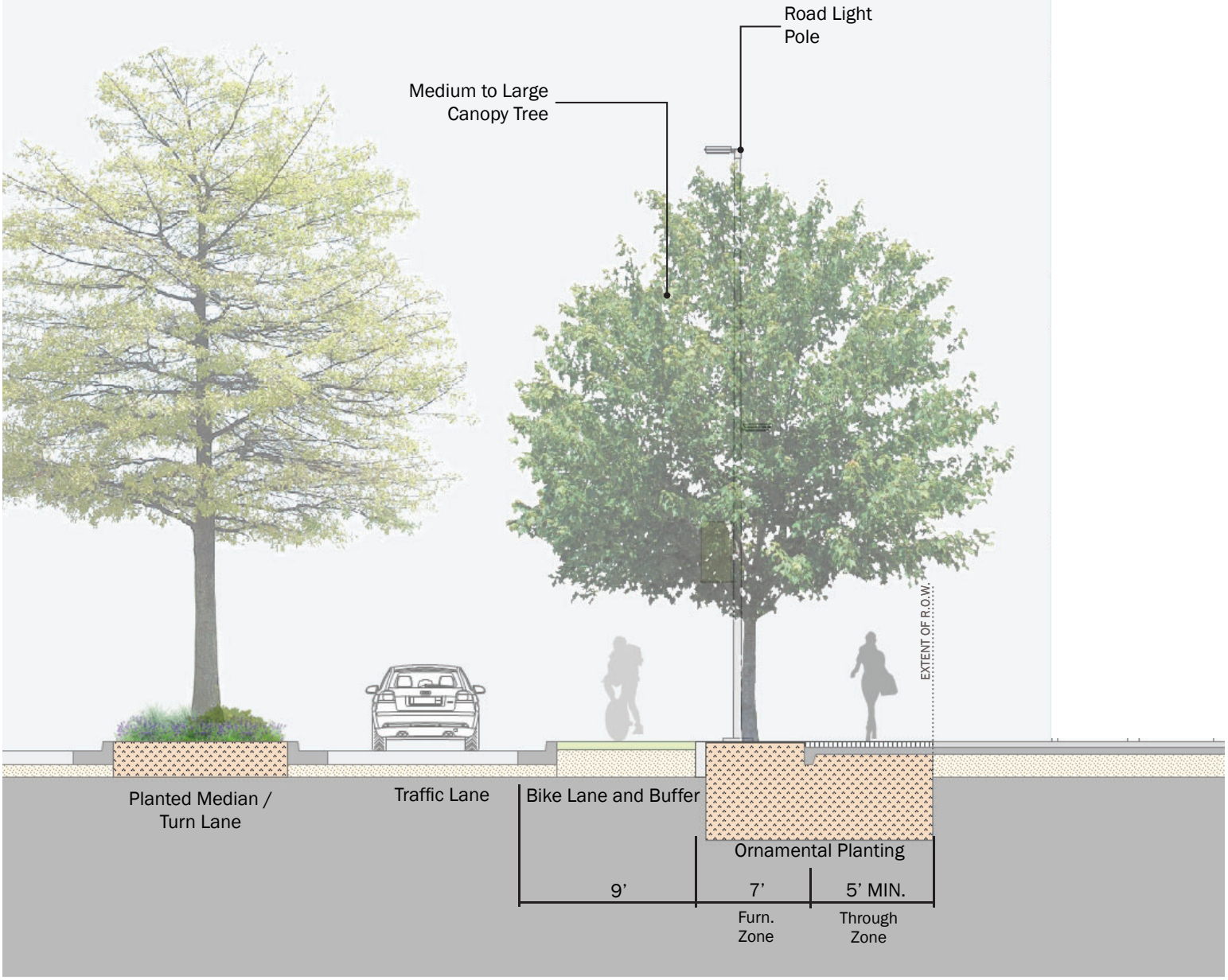
KEY MAP

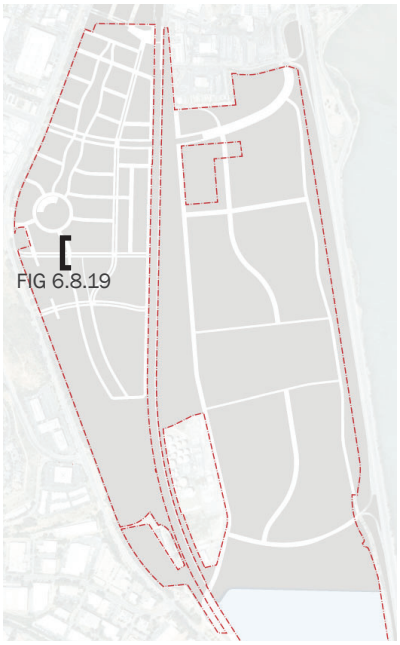
FIG 6.8.18- BAYLANDS BOULEVARD PLAN



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

FIG 6.8.20- MAIN STREET & CAMPUS PARKWAY PLAN

EXTENT OF R.O.W.

PLANTER LENGTH (2 TO 3 TREES)

15'-40' TREE SPACING

10' MEDIAN

9'

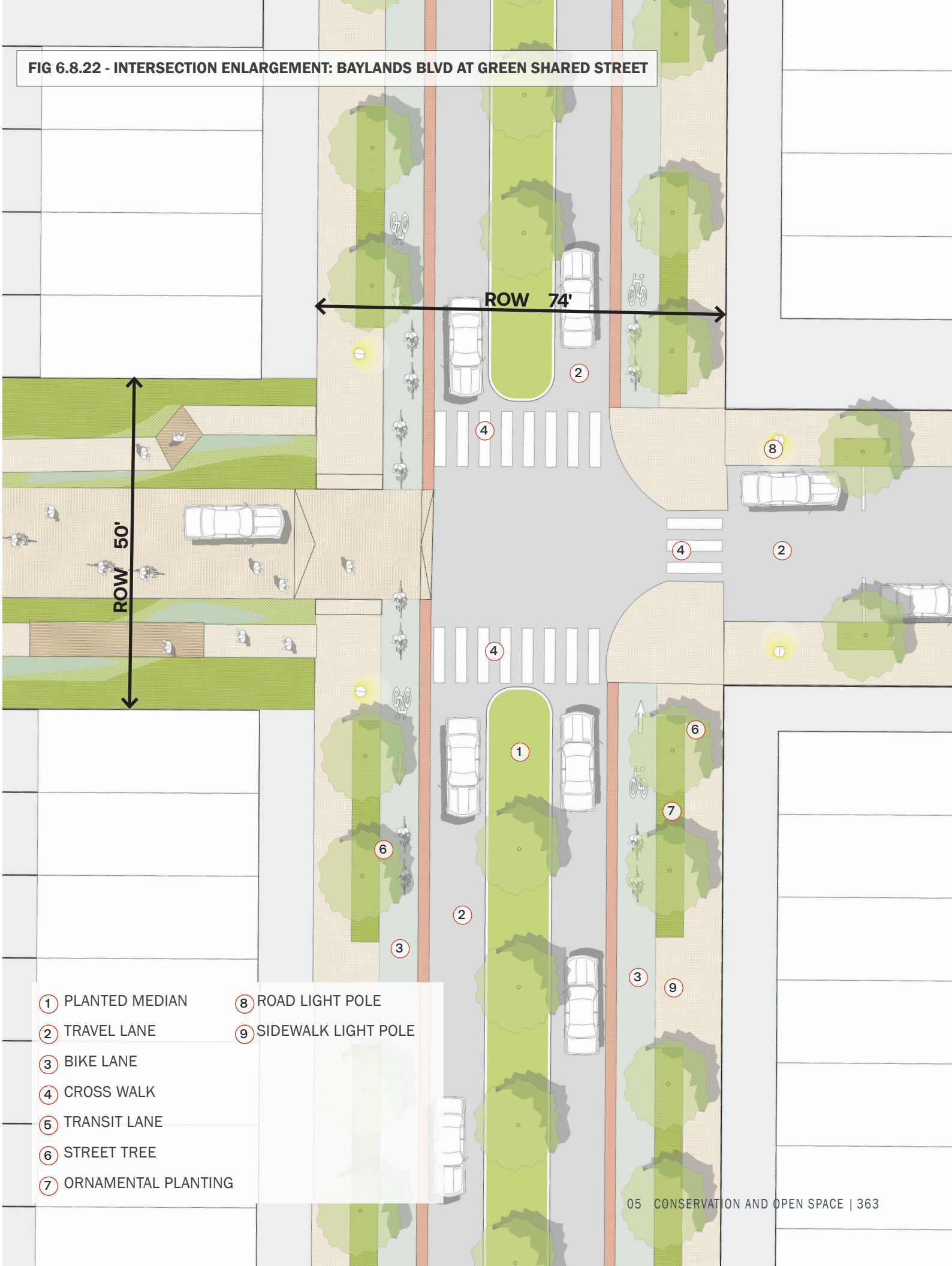
7'

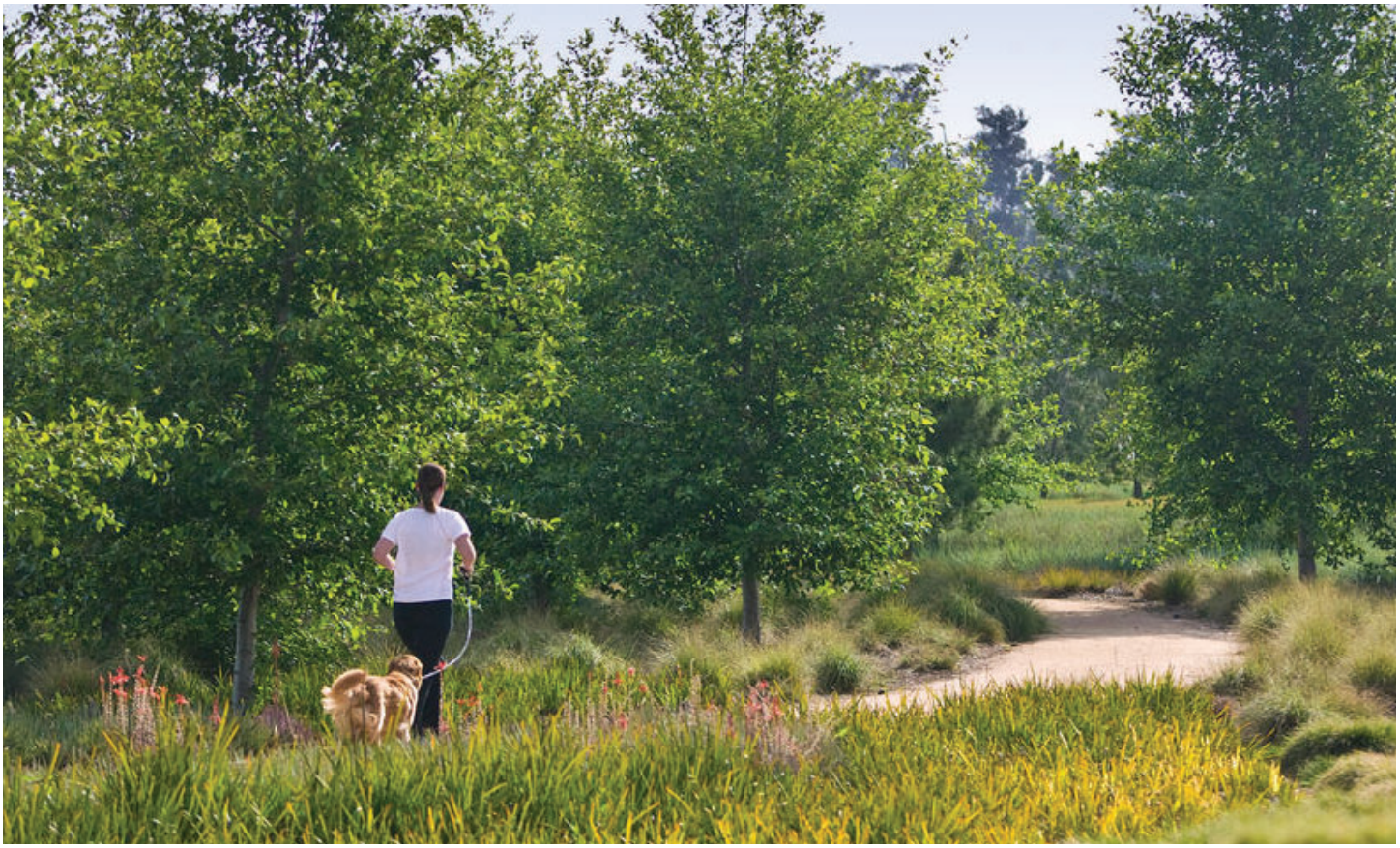
5' MIN.

1. TRAFFIC LANE
2. BUFFER
3. BIKE LANE
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. ORNAMENTAL PLANTING AREA
7. MEDIAN

FIG 6.8.21 - INTERSECTION ENLARGEMENT: BAYLANDS BLVD AT CALTRAIN

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

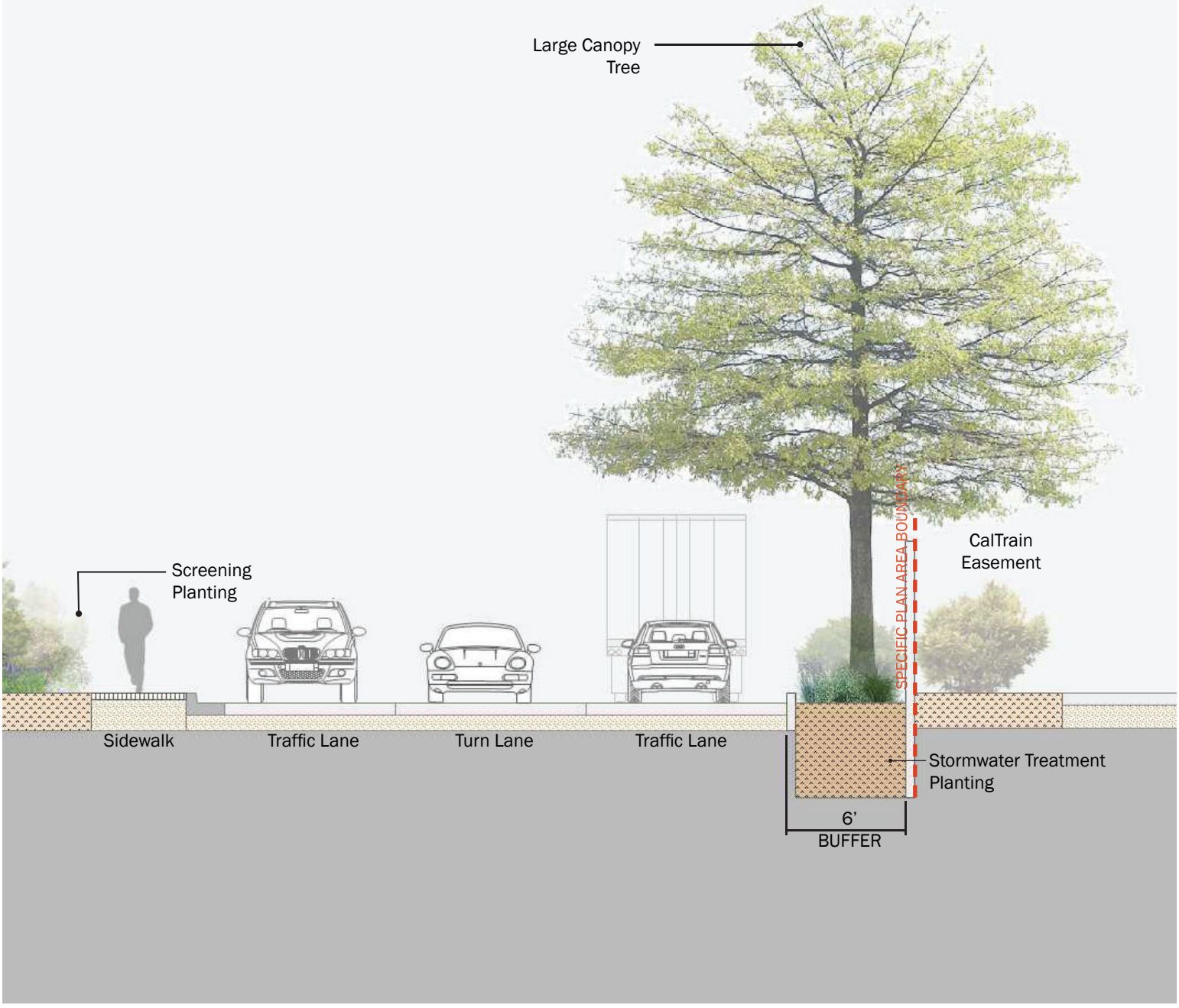
Streetscape Lighting
(§6.5.2.2.6)

Pedestrian Sidewalks	Sidewalk Light Pole, Path Lighting, In-Grade Tree Lights
Roadways	Road Light Pole

Streetscape Furnishings
(§6.5.2.2.7)

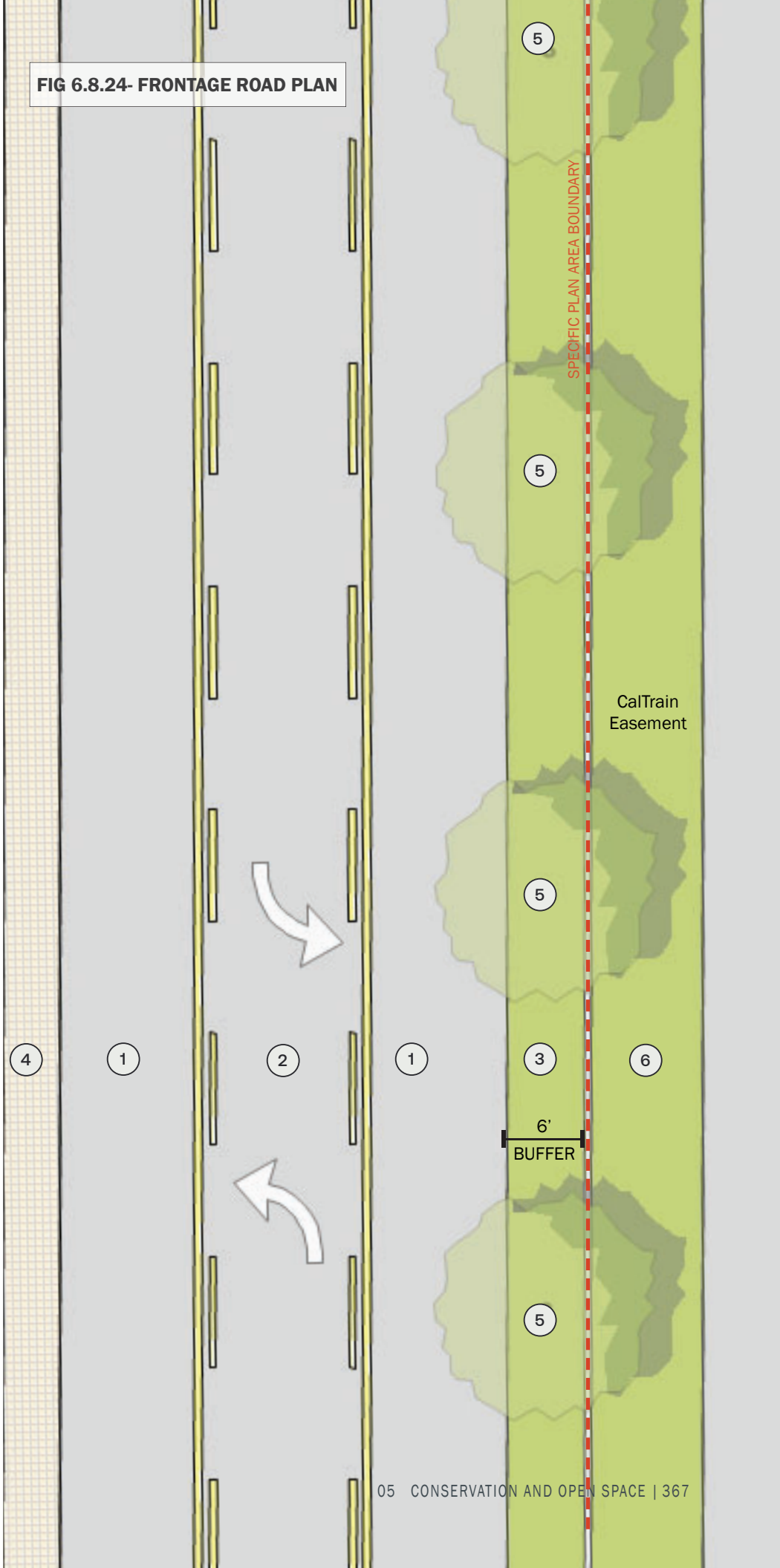
Sidewalk Dimensions	5' Walking Zone
Furnishing Types	Bike Racks, Benches

FIG 6.8.23 - FRONTAGE ROAD SECTION



KEY MAP

FIG 6.8.24- FRONTAGE ROAD PLAN



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)

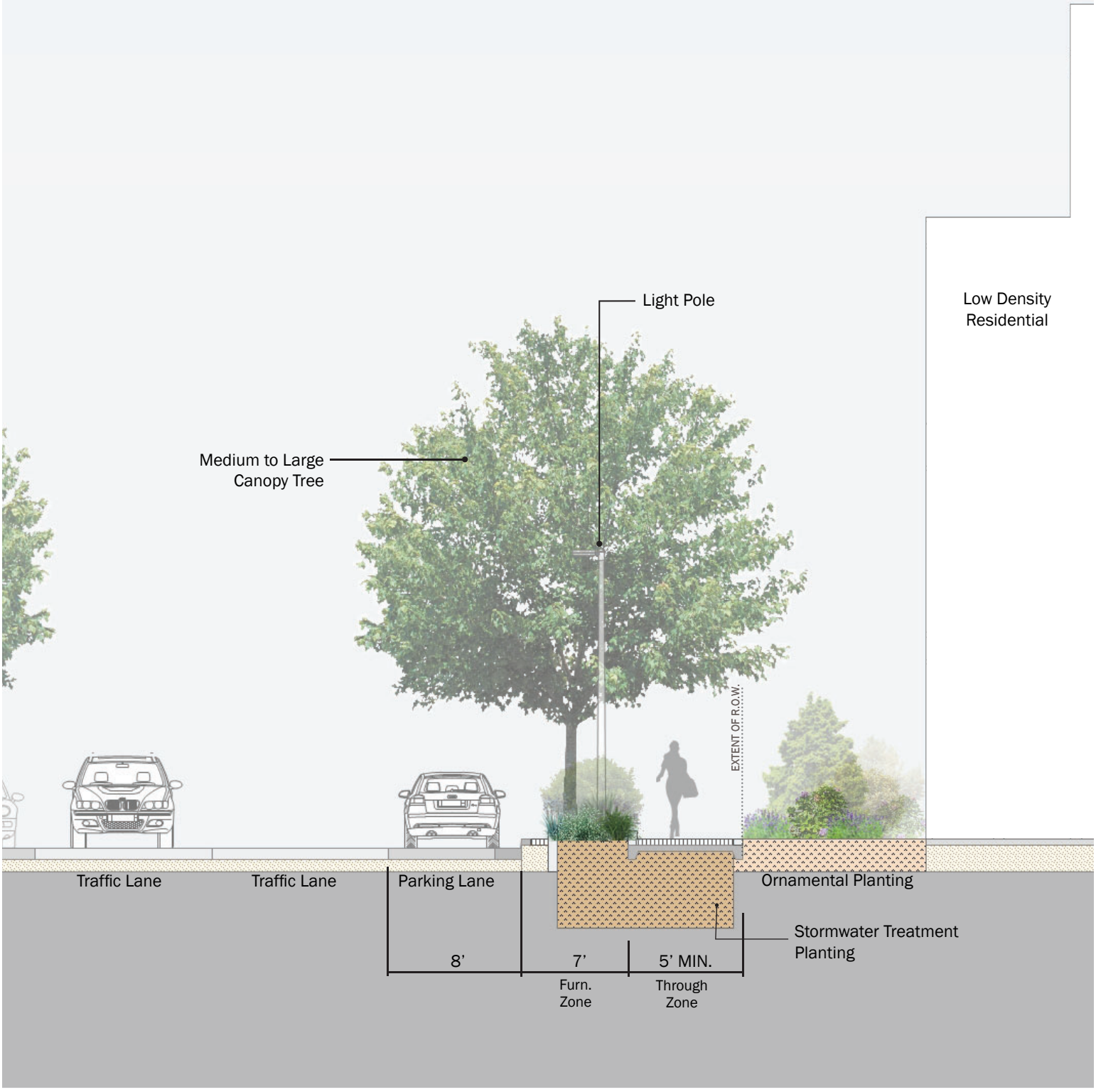
Pedestrian Sidewalks	Sidewalk Light Pole
Roadways	Road Light Pole

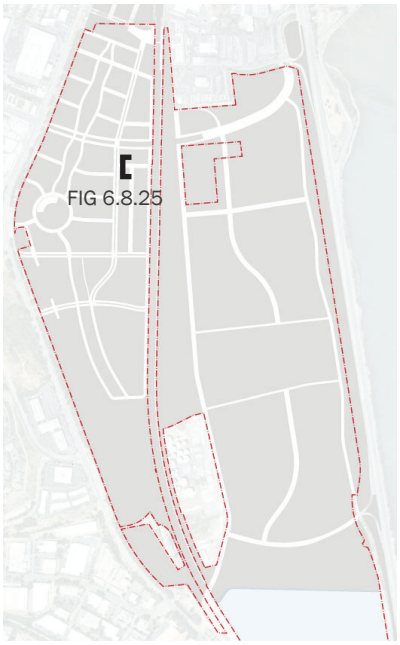
Streetscape Furnishings

(§6.5.2.2.7)

Sidewalk Dimensions	12’ Total: 5’ Walking Zone, 7’ Furnishing and Planting Zone
Furnishing Types	Bike Racks, Benches

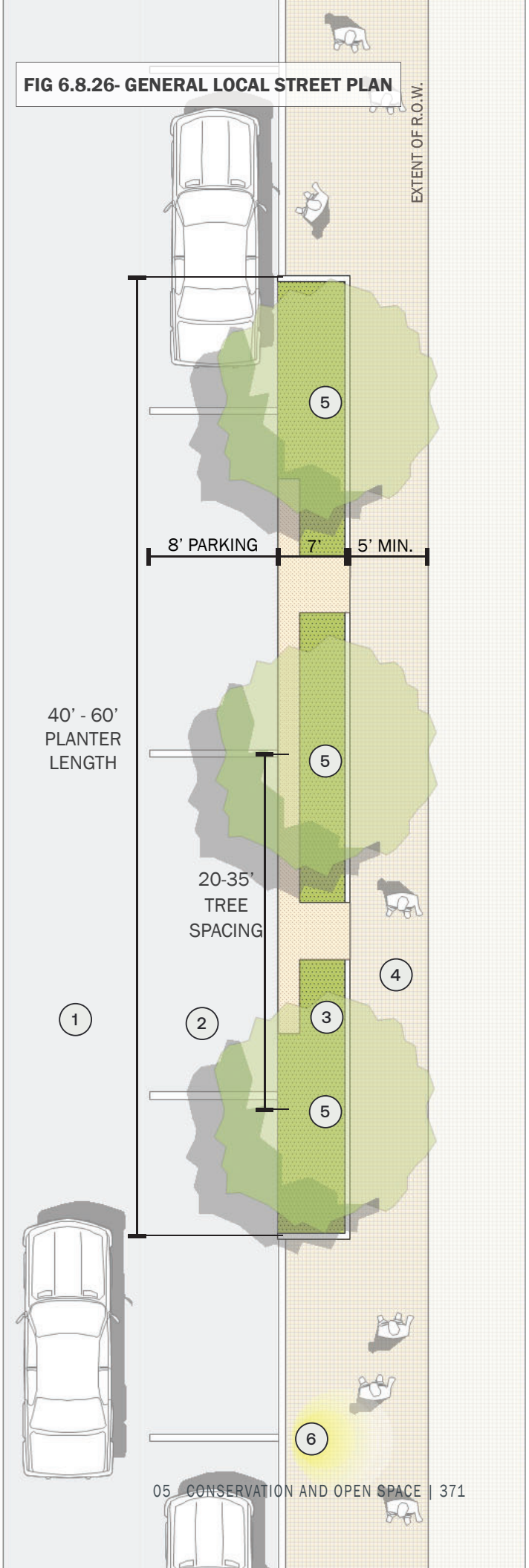
FIG 6.8.25 - GENERAL LOCAL STREET SECTION





KEY MAP

FIG 6.8.26- GENERAL LOCAL STREET PLAN



1. TRAFFIC LANE
2. PARKING LANE
3. STORMWATER PLANTING
4. PEDESTRIAN SIDEWALK
5. CANOPY TREE
6. ROAD LIGHT POLE

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

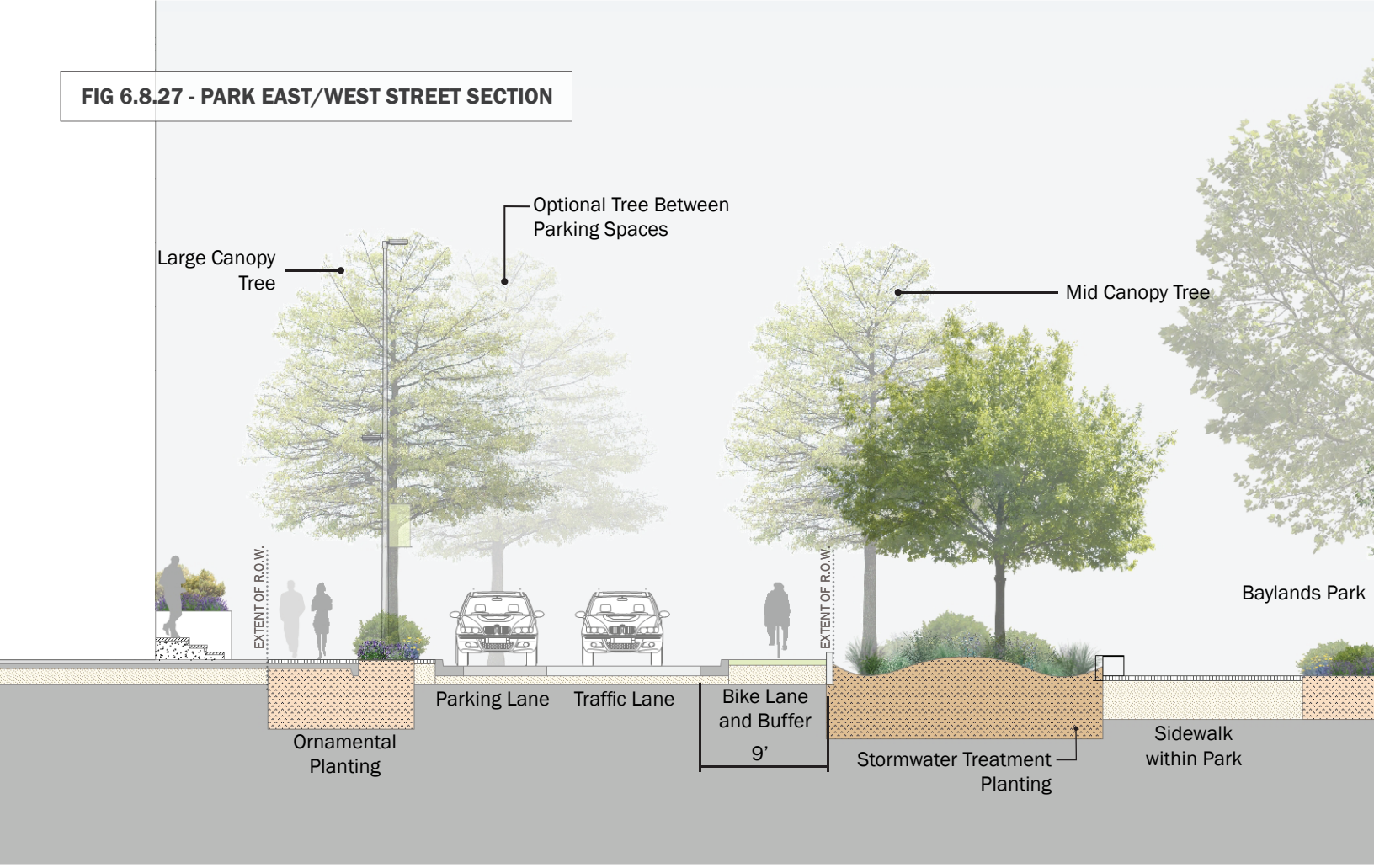
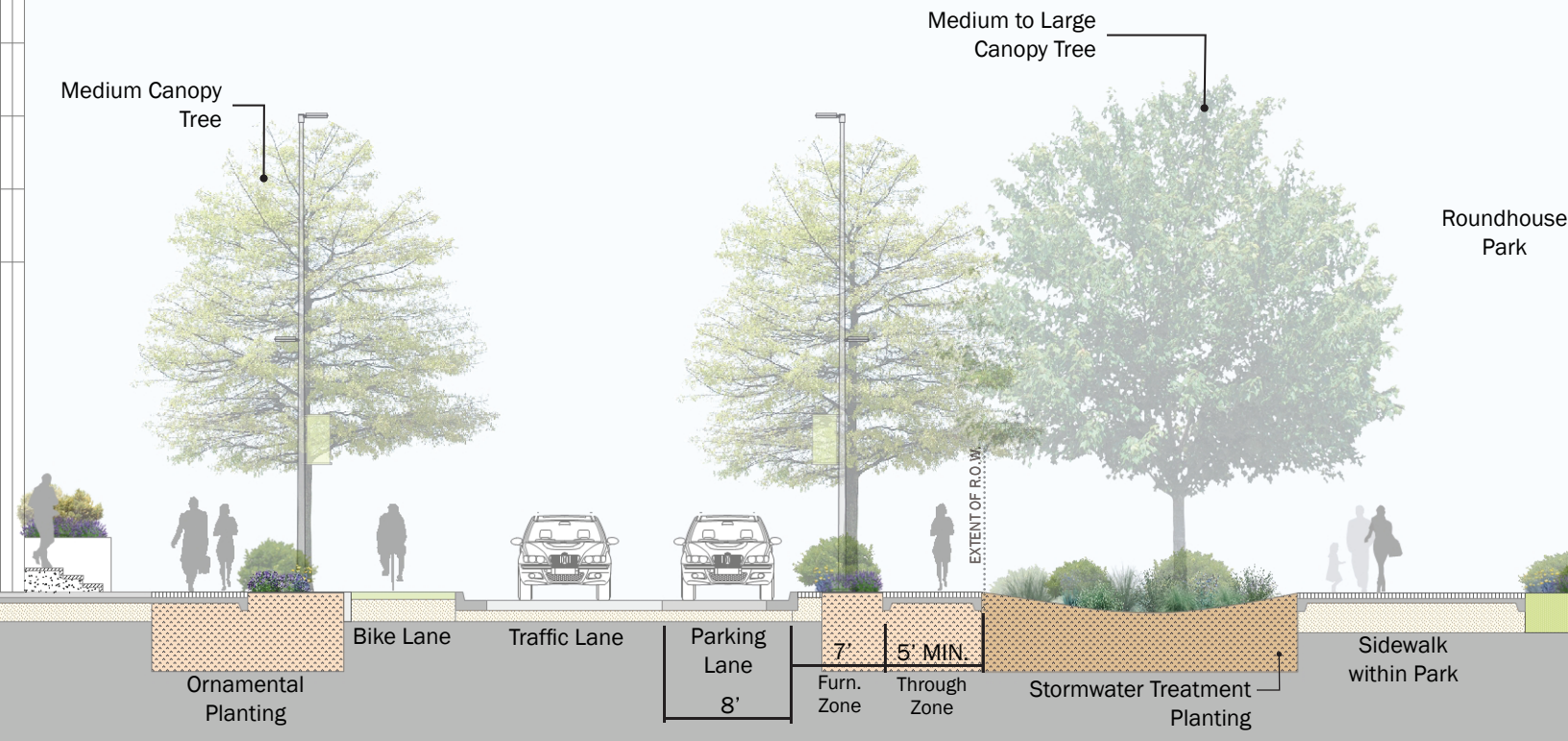
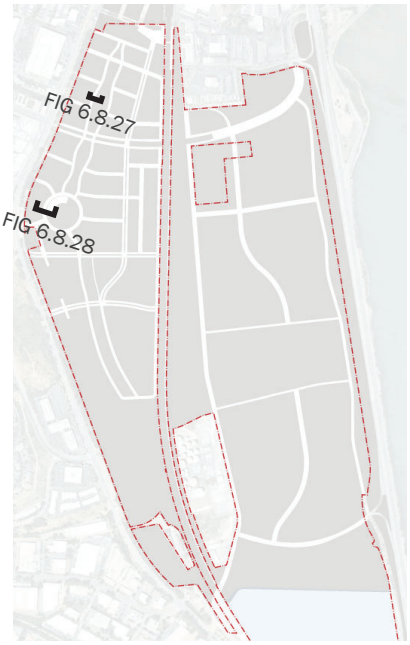


FIG 6.8.28 - ROUNDHOUSE CIRCLE SECTION





KEY MAP

FIG 6.8.29 - PARK WEST/EAST, ROUNDHOUSE CIRCLE PLAN

EXTENT OF R.O.W.

EXTENT OF R.O.W.

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

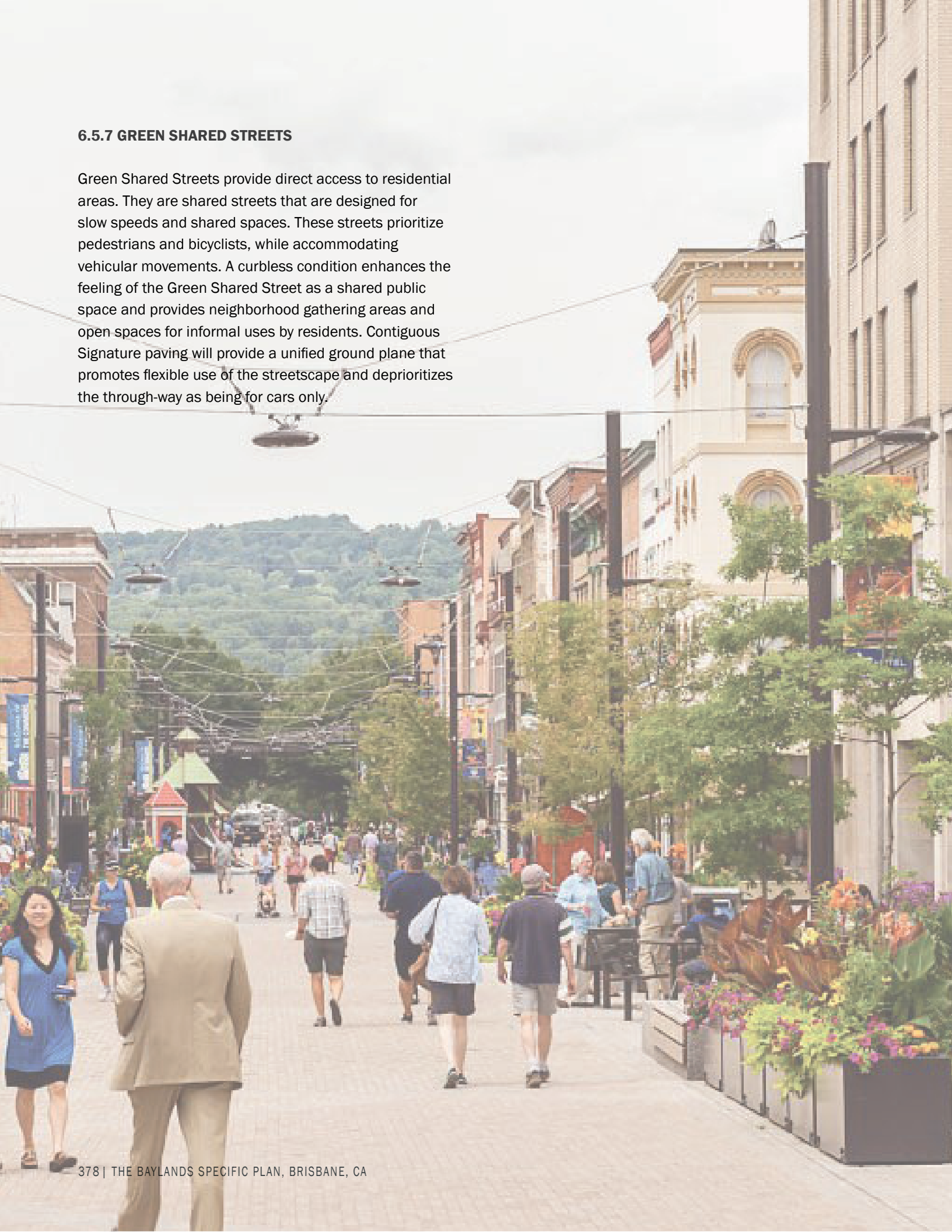
Bike Facilities Adjacent to Park Space

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

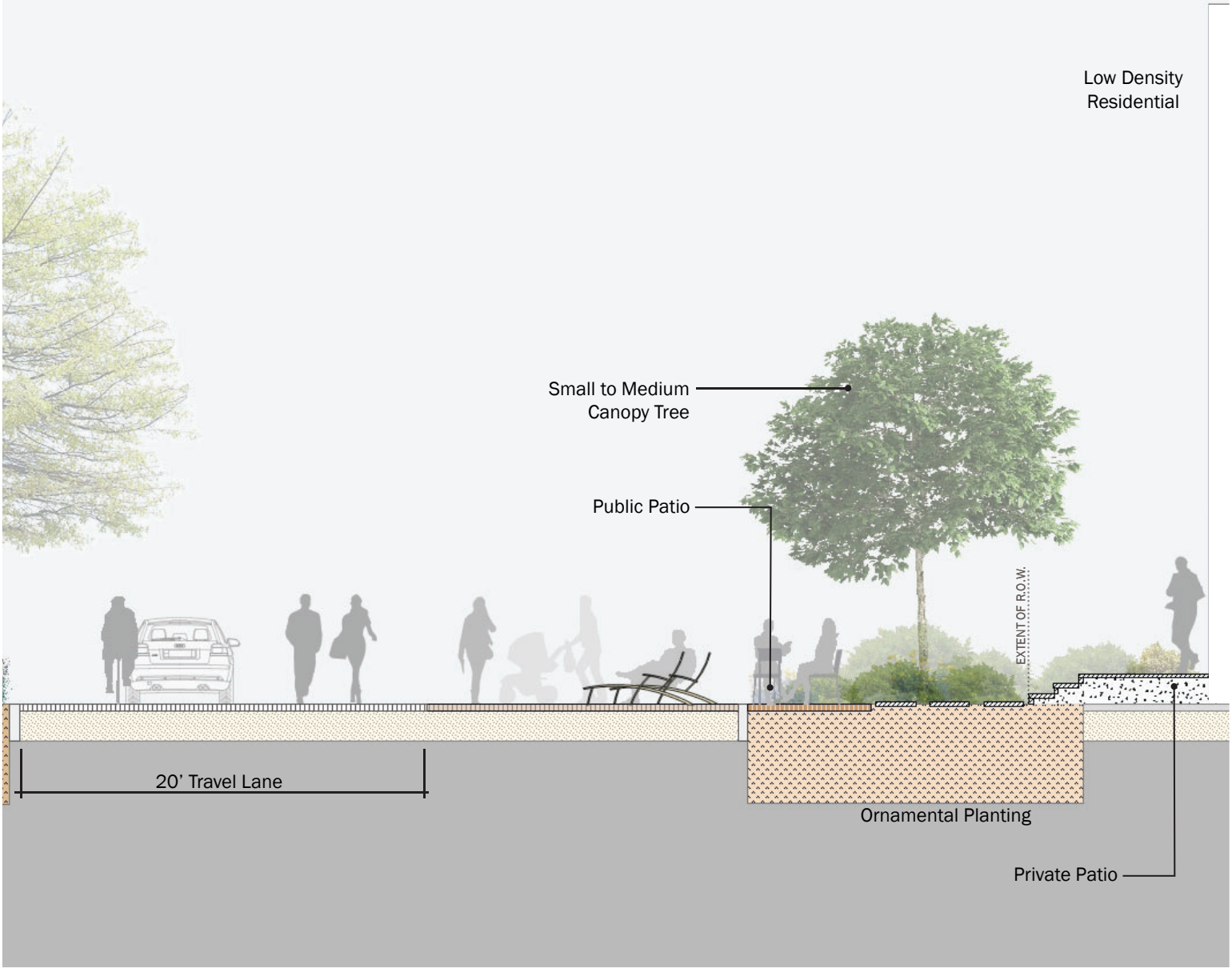
Streetscape Lighting
(§6.5.2.2.6)

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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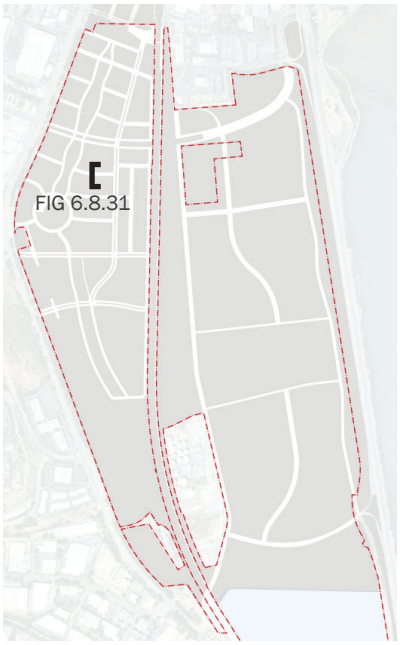
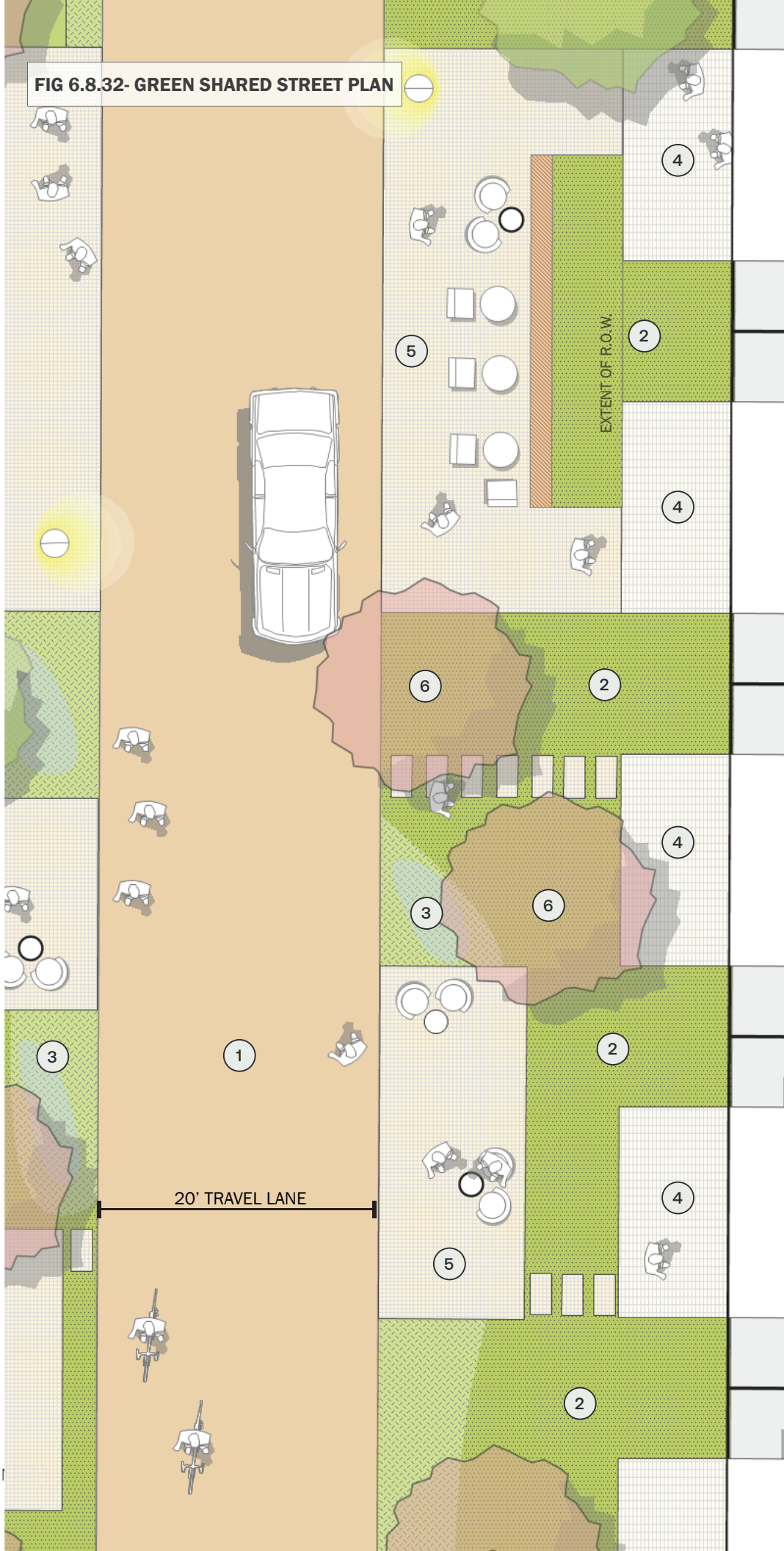


KEY MAP

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

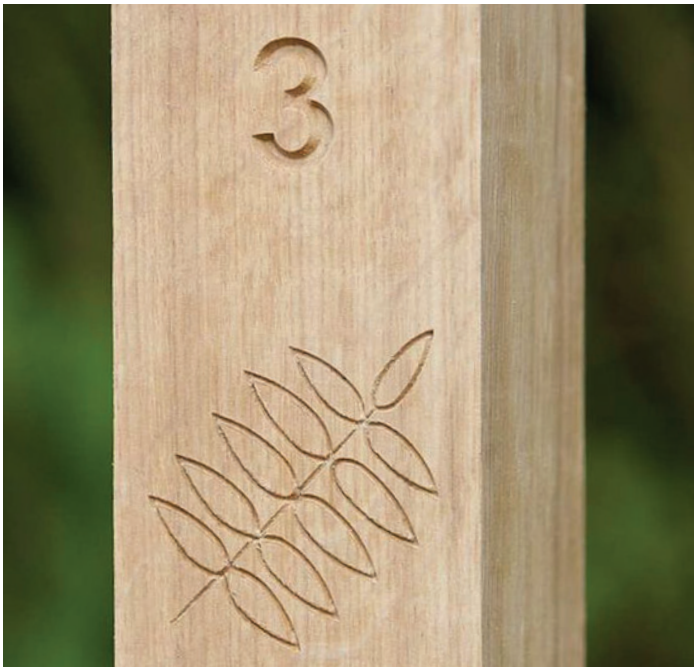
Anchor Active Project Nodes

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

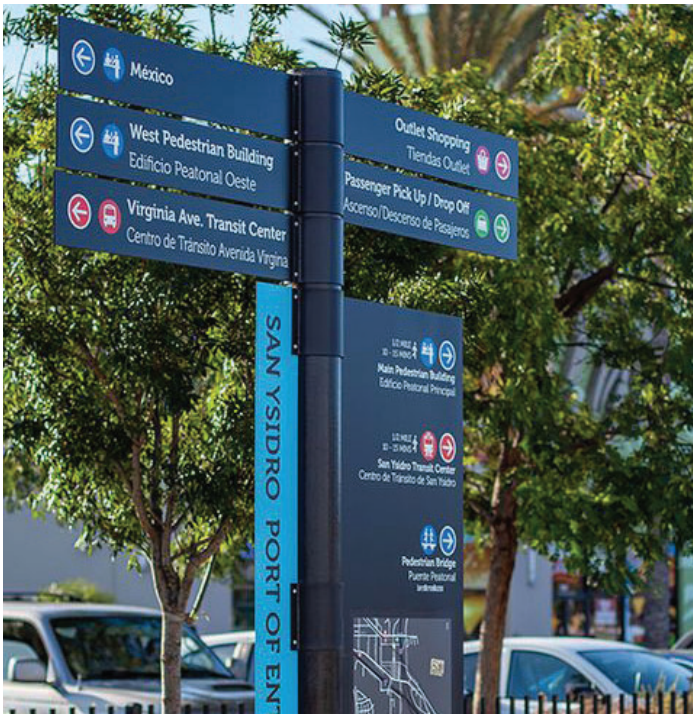
Sustainable Materials with Integrated Signage

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

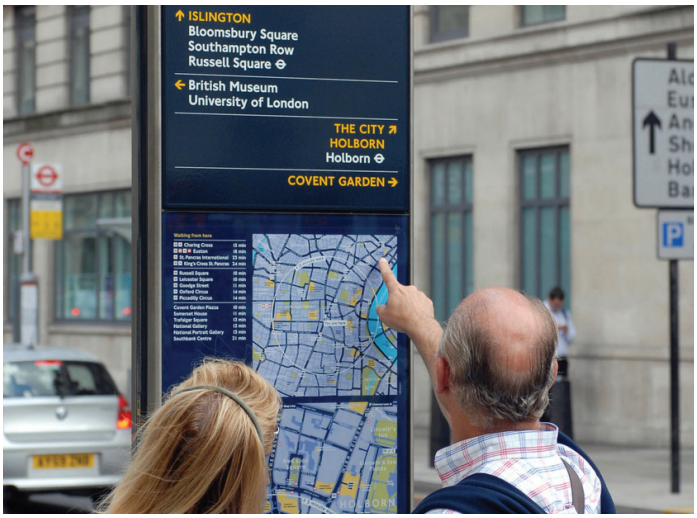
Narratives to Support Ecological Features

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

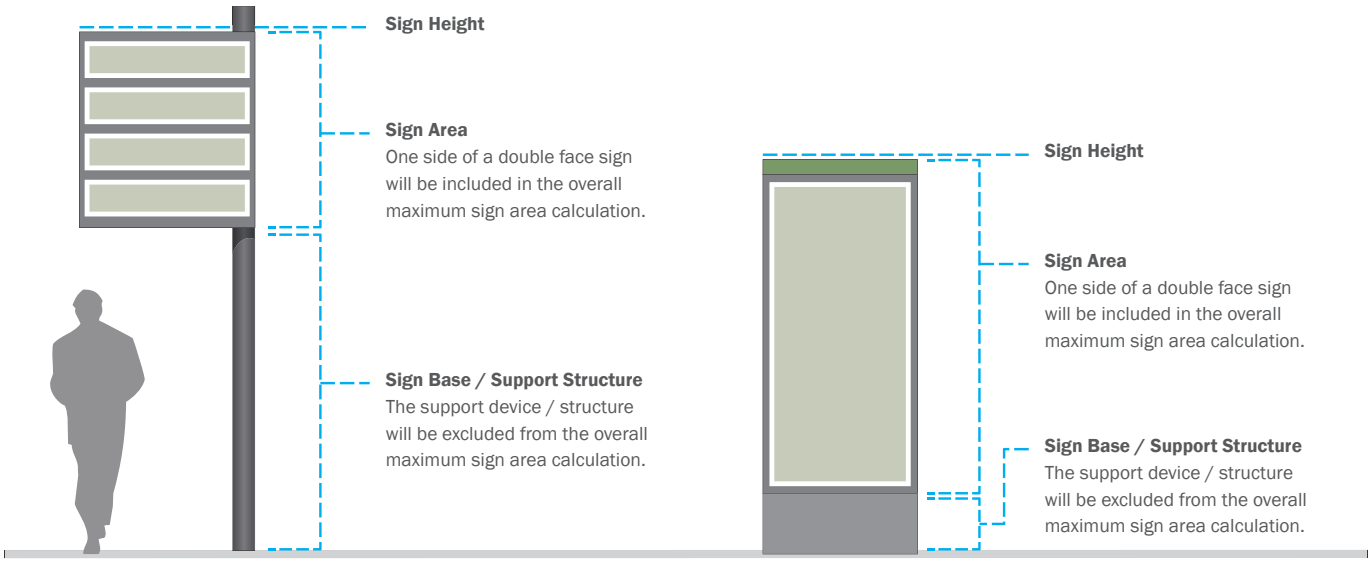
- Temporary Banners – temporary fabric signs intended for special events or announcements. Banners for special events may be posted up to two (2) consecutive weekends preceding the event and must be removed within twenty-four (24) hours following the events conclusion.
- Temporary Real Estate Signs – "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

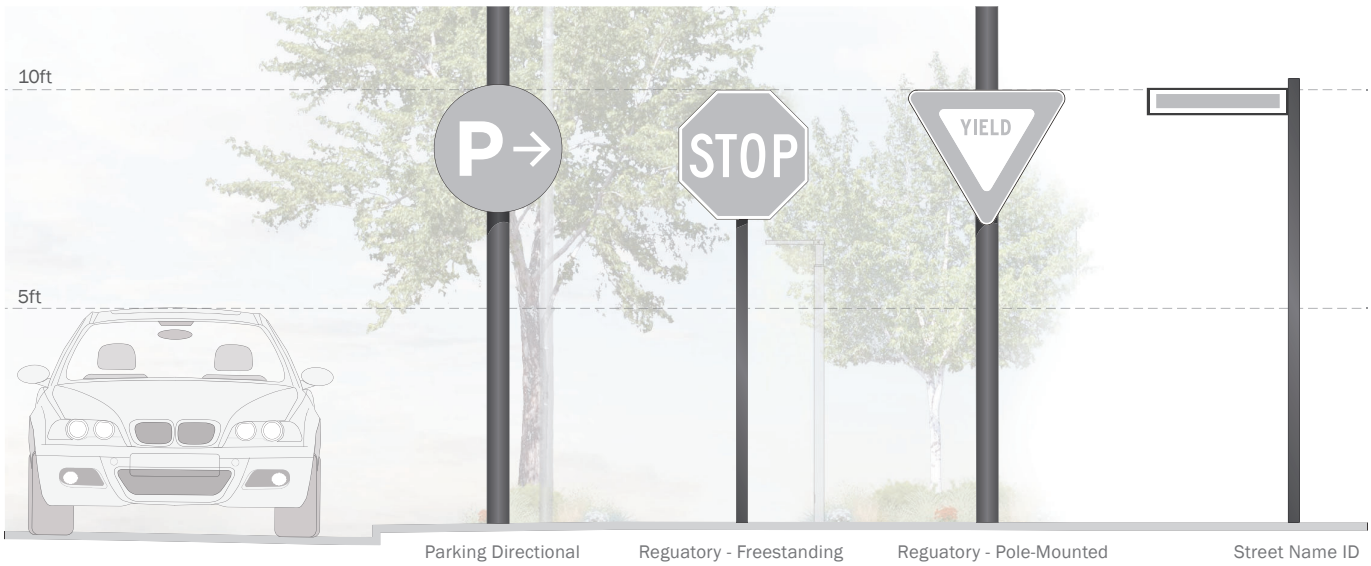
All signs shall be finished and maintained to give a professional appearance and to assure durability. Streetscape signage will typically consist of the following:

- **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.

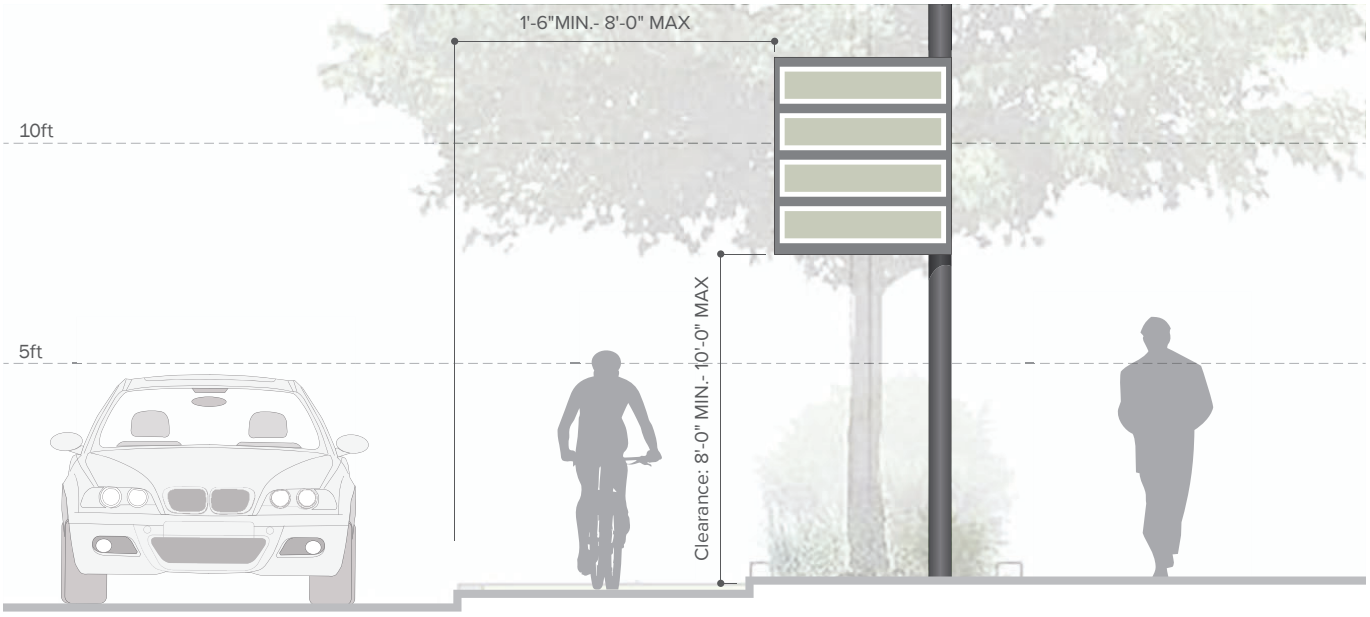
Sign Locations

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.

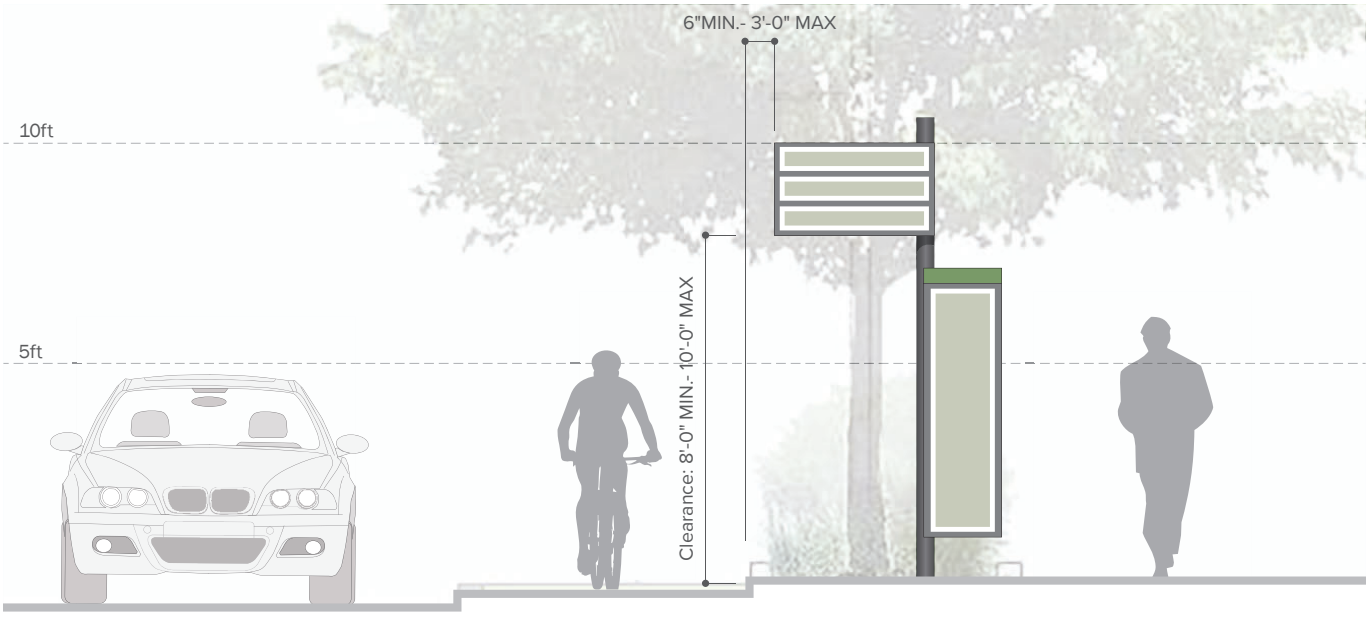
Sign Locations

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.

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.

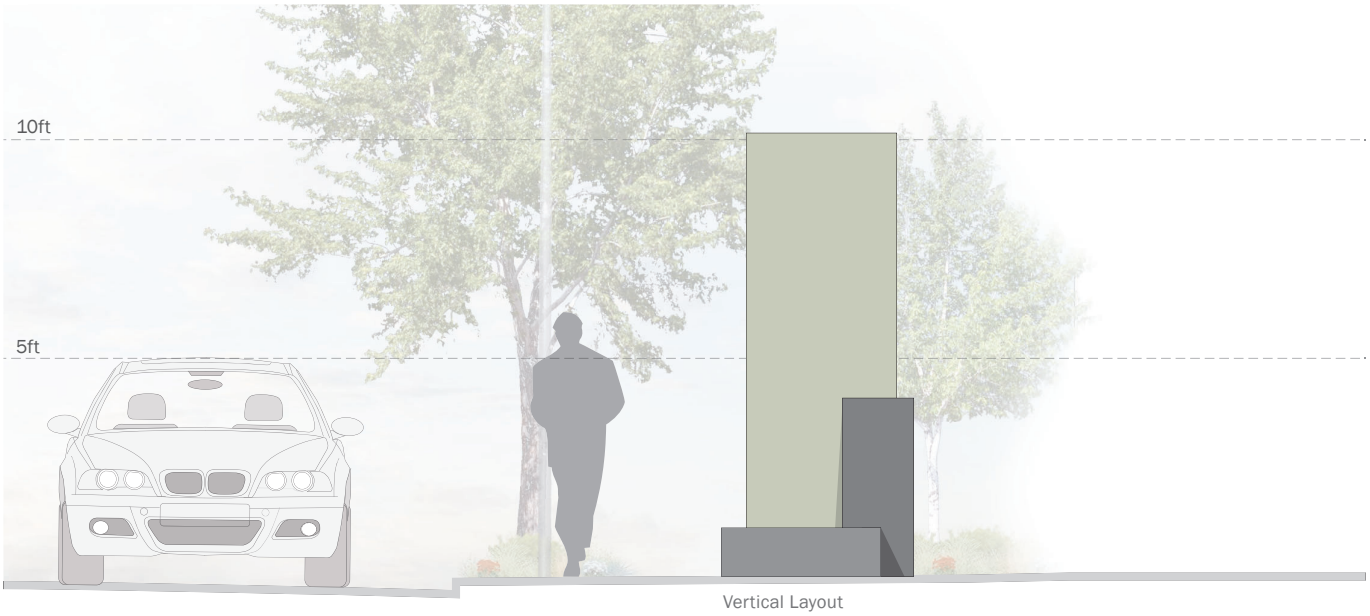
Sign Locations

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

Low Signage to Maximize Sightlines

Non-Illuminated at Preservation Areas

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.

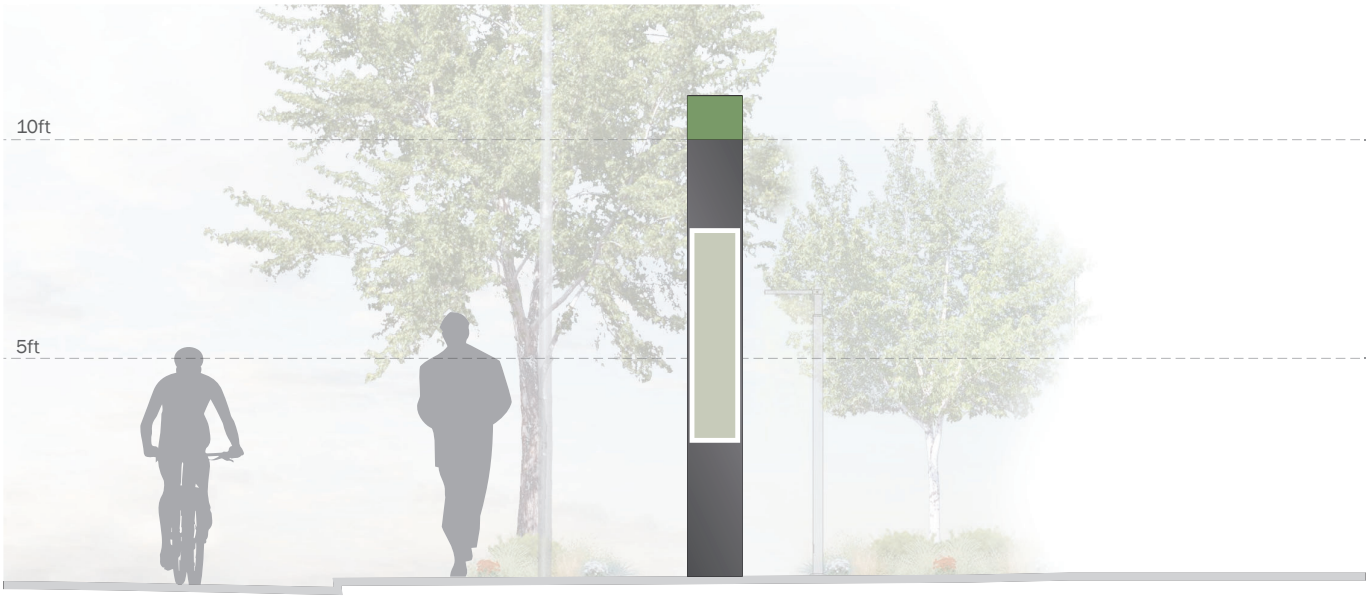
Sign Locations

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.

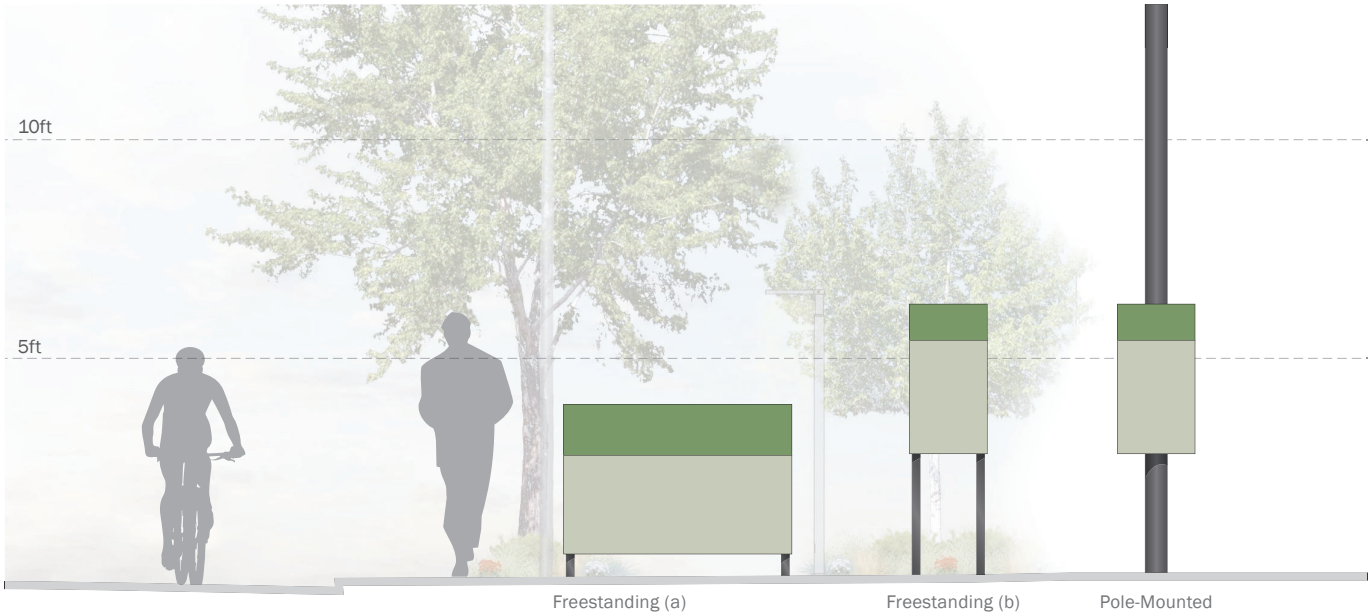
Sign Locations

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

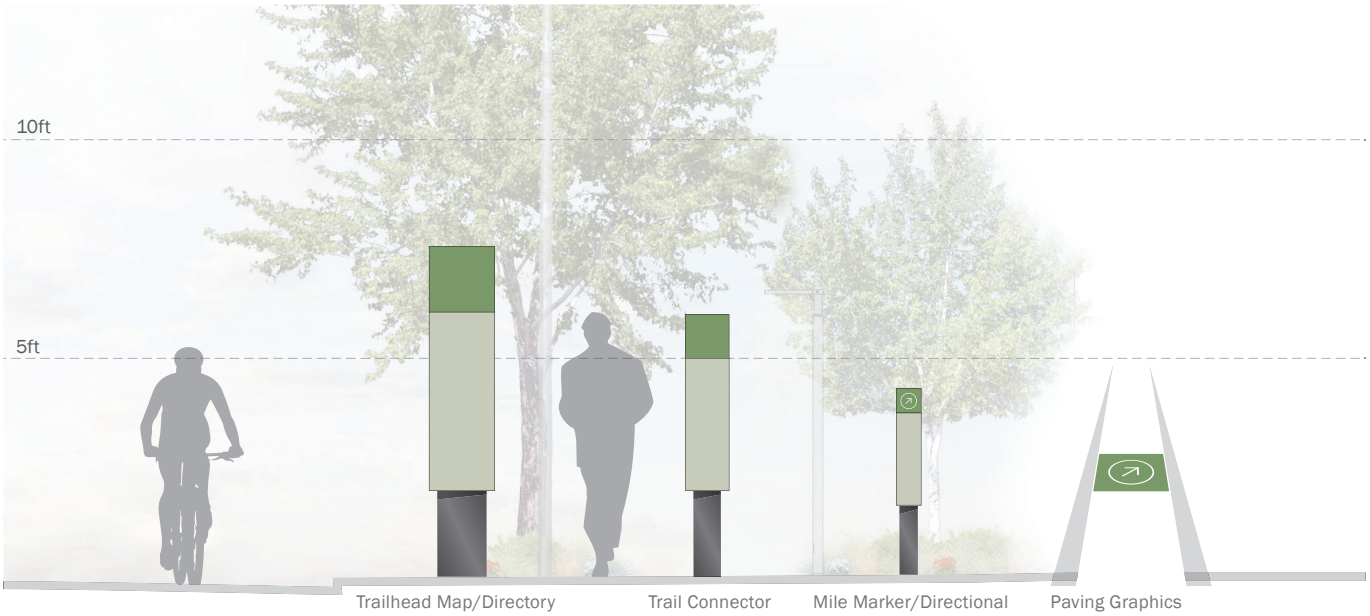
Locations will be placed near trailheads and trail intersections, as well as secondary locations along long stretches of uninterrupted trail to communicate regular mileage intervals.

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

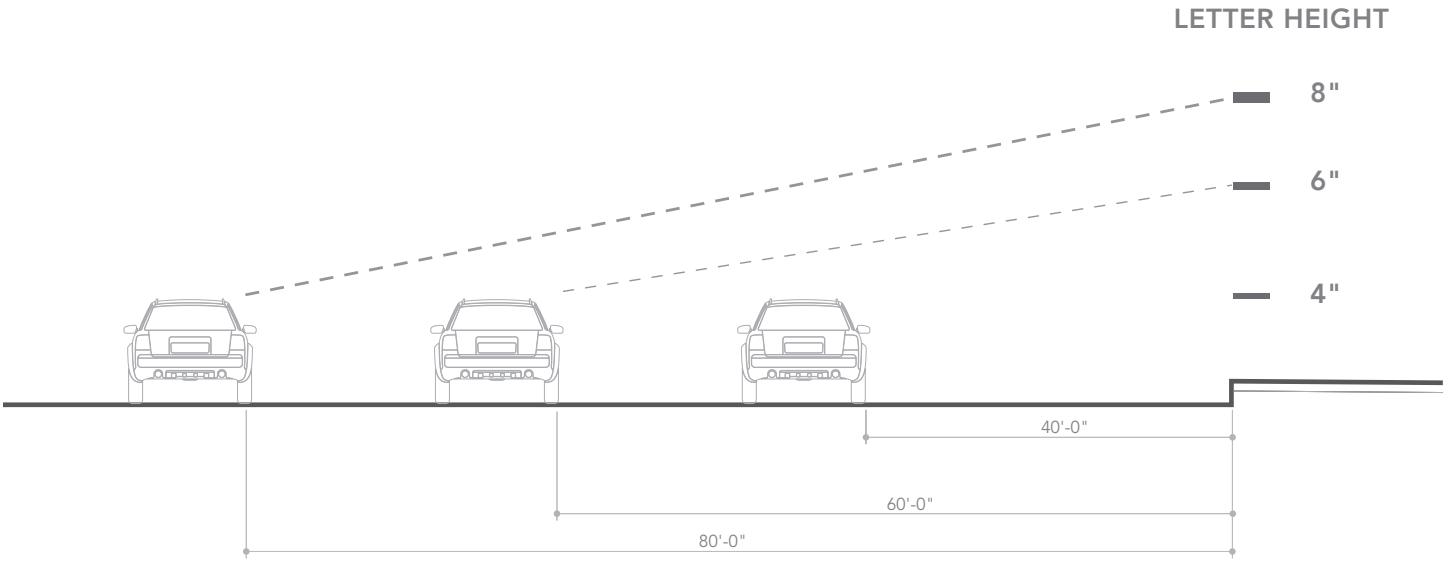
All signage to follow ADA and Brisbane, CA Municipal Code for vehicular and pedestrian clearances. All sign locations to maintain a minimum 5' clear pedestrian path and not interrupt any vehicular travel lane.

Legibility

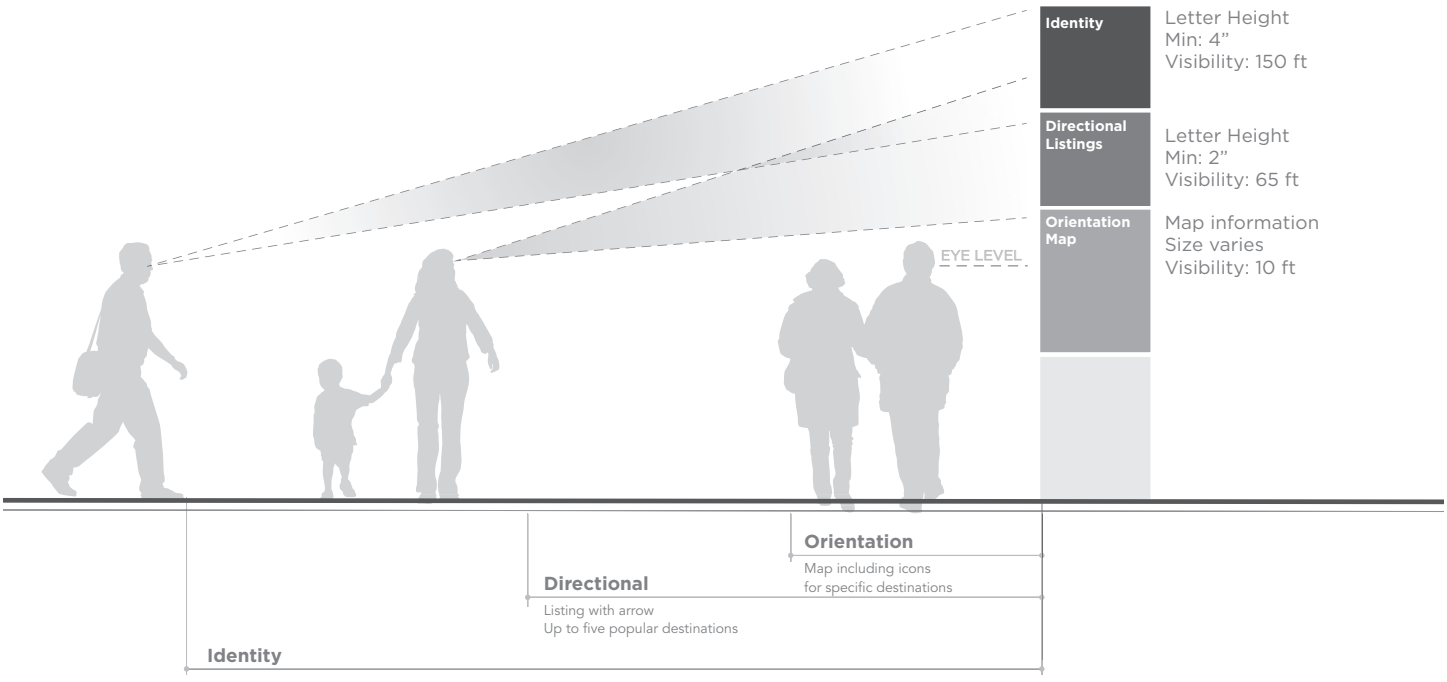
Size and other dimensions create a framework for good legibility, which will be further enhanced through the type, color & contrast, information hierarchies and illumination. An accepted "rule-of-thumb" to follow for legibility for signs is to have 1 inch of letter height for every 40 feet of desired 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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