

# 4 | LAND USE & COMMUNITY DESIGN

## 4.1 PURPOSE

This chapter describes the land use concept for the Brisbane Baylands Specific Plan through a series of land use goals, policies, development standards, and design guidelines that have been crafted specifically for the Planning Area. The chapter describes the development program—the types, intensities, and distribution of land use and the form, pattern, and character of the built environment. It also establishes broad design goals and principles to guide development and improvements within the Planning Area, supplemented by more specific guidelines that will assist in achieving those goals.

The chapter is organized according to the order in which the plan concept was realized. First, overarching land use goals and furtherance of General Plan principles are discussed, followed by brief overviews of similar development precedents that informed and share aspects of the Baylands plan. Key features of the Baylands physical setting and broad urban design and site planning goals are introduced and illustrated in Figure 4.1. Figures 4.2A and 4.2B demonstrate the physical pattern of land uses permitted in the Planning Area. Table 4-2A and Table 4-2B provide a summary of land use area and development program, and Table 4-3 demonstrates land use by development district. Regulations for land use and building design are included to ensure that development occurs according to the locations and types specified. Urban design principles and recommended guidelines are added as the final layer to produce architectural distinction and variety throughout.<sup>1</sup>

As required by State law and as noted in Section 1.2.2 Relationship to the General Plan, the Specific Plan, including this chapter, carries out the principles of the Brisbane General Plan. This Land Use and Community Design chapter is to be considered in conjunction with the other chapters of this Plan. This chapter contains goals, policies, standards, and guidelines, and includes conceptual drawings and area plans that illustrate how planned development could be realized under the Plan. It is important to note that these graphic representations are conceptual and illustrative in nature.

<sup>1</sup> Residential mixed-use building types were developed in conjunction with WRT-Solomon, ETC.

## 4.2 LAND USE CONSISTENCY

The Brisbane Baylands Specific Plan provides refinement and specificity to the land uses proposed for the Baylands in the 1994 Brisbane General Plan. The General Plan identifies two designations for the Baylands: Planned Development-Trade Commercial (PD-TC) and Lagoon. The PD designation was included in the General Plan to promote the use of areas that are predominantly vacant and present unique problems and development constraints due to their size, location, environmental setting, lack of infrastructure improvements, and/or potential impact upon neighboring districts. The designation can be combined with other land use designations to provide clearer direction regarding the City's preferred land use direction. The PD designation requires the completion and adoption of a specific plan and environmental impact report prior to development. It also requires that at least 25 percent of the surface land area be preserved for Open Space and/or Open Area.<sup>2</sup> The Trade Commercial (TC) designation, which is combined with the PD designation in the Baylands, provides for a range of commercial uses including office, retail, restaurants, personal services, commercial recreation, light industrial, research and development, warehouses, distribution facilities, and other similar uses. The Lagoon designation simply identifies the Brisbane Lagoon as one of three types of aquatic areas in the City.

The Brisbane Baylands Specific Plan provides for a range of uses that will provide social and economic benefit to the City and the region through the generation of new housing units, jobs, and tax revenues. Overall, these uses are consistent with the General Plan's PD-Trade Commercial and Lagoon designations except for the inclusion of residential uses. The inclusion of this use within the Planning Area will require an amendment to the General Plan. The inclusion of residential uses within the Baylands will yield development of housing units that respond to regional demand. It will also allow the Baylands to develop with a complementary mix of uses that will create active destinations, sustainable patterns of living, commuting, and working, and public spaces linked with the historical and ecological heritage of the area.

It should be noted that since no specific plan has been previously prepared for the Baylands, there are no existing specific use regulations and design standards under the City's Zoning Ordinance that apply to the area other than for interim uses. The development regulations and standards included in this Specific Plan will serve as the effective zoning requirements for implementing the development program under a revised PD zoning designation (refer to *Chapter 8: Implementation* for details).

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<sup>2</sup> Consistent with the 1994 General Plan, Open Area is defined as, "Parcels of land or portions thereof, primarily in private ownership, that serve to soften the impacts of urban development and otherwise provide primarily green areas and a feeling of "openness" to the development pattern. Note: the remainder of the definition from page 86 of the 1994 General Plan incorporated by reference."

### 4.3 LAND USE GOALS

The following goals describe the land use concept for the Specific Plan and are consistent with the City's General Plan goals.<sup>3</sup>

**Goal 4.1: Protection and enhancement of natural and cultural resources such as tidal channels and wetlands within a system of permanent open space.**

As stated, the 684-acre Baylands Specific Plan area includes 548 acres of upland developable land and 135 acres that includes the lagoon and the land immediately surrounding the lagoon. Within the developable area, the Plan preserves approximately 170 acres, or 31 percent of the Planning Area, as open space and open area. The planned open space and the lagoon together results in approximately 45 percent of the Baylands as preserved open space and open area. The open space system is generally organized around the Lagoon and the Baylands' existing hydrology and drainage into the San Francisco Bay.

These defining features of the Baylands are incorporated as key elements in the Plan and are set aside for protection and enhancement. Enhancement of the tidal channels and wetlands will include habitat creation and improvements where appropriate, with the reintroduction of native species to improve habitat values. The open space system also provides direct links to adjoining open space resources and trail systems next to the Baylands and beyond. This includes improved pedestrian and bicycle access to and through the Area, including a proposed path to Central Brisbane and recreational amenities surrounding the Lagoon. (Refer to Chapter 5 for more detailed discussion of the open space system).

This goal supports a number of goals within the General Plan:

- *“Brisbane will be a place where economic development... sees sustainable growth as dependent on preservation and replenishment of natural resources...”* (Brisbane General Plan, 1994, pg. 46)
- *“The City of Brisbane will... incorporate and reflect the natural environment as an integral part of land use...”* (Brisbane General Plan, 1994, pg. 54)
- *“The City of Brisbane will be a place... where open space lands have been set aside to protect the natural environment; where outdoor areas provide recreational open space and education opportunities; [and] where open space and natural areas provide respite to both residents and businesses...”* (Brisbane General Plan, 1994, pg. 110)

<sup>3</sup> One exception to conformance with the General Plan is the Specific Plan's proposal to allow housing in the northwest quadrant of the Baylands. Rationale for doing so are outlined and described in subsequent chapters. An amendment to the General Plan to permit housing has been filed and is being processed in conjunction with this Plan.

**Goal 4.2: Development that contributes to the Baylands’ sense of place and identity.**

Implementation of the Baylands Specific Plan will contribute to the unique sense of place that characterizes this portion of the Bay Area in a variety of ways. The Plan will establish a new positive identity for the Baylands—an area of Brisbane that has lacked a positive image for decades. The Baylands as it exists today is certainly not reflective of the rest of Brisbane and does not convey a positive image of the City. Redevelopment of the Baylands will revitalize currently derelict and underutilized brownfield lands, converting them into dynamic and productive mixed-use neighborhoods that will be a model for sustainable site design and green building techniques. The Plan will reconnect and reintegrate the Baylands area with the surrounding natural and urban systems and establish the area as an integral part of the Brisbane community. The system of parks, open spaces, and landscape features created by the Plan will enhance and highlight Brisbane’s connection to San Francisco Bay, maintain a sense of openness within the Baylands, and establish a new verdant landscaped character for the area.

In addition, the Plan provides detailed design standards and guidelines intended to promote development that establishes a distinctive identity and sense of place unique to its Brisbane locale. By siting development to create attractive, pedestrian-friendly streets and public space framed by well-designed buildings and by structuring the development to take advantage of views and vistas to surrounding natural features such as San Bruno Mountain, the Bay, the Lagoon and the newly-enhanced Visitacion Creek corridor. Development in the Baylands will create an atmosphere that is in keeping with Brisbane’s unique character.

This goal embodies the General Plan goals that:

- *“The City of Brisbane...will remain a place independent and distinct...” (Brisbane General Plan, 1994, pg. 38).*
- *“The City of Brisbane will... celebrate diversity as essential to the physical character of the City [and] incorporate a mix of land uses to best serve its citizens...” (Brisbane General Plan, 1994, pg. 54).*

**Goal 4.3: Regional-serving commercial development that is also convenient and beneficial to City residents, providing opportunities for employment, shopping, and entertainment, while contributing to a stable and diverse tax base for the City.**

The Plan provides for a range of uses that will be economically viable and beneficial for both the City and the region. The focus on regional-serving retail, entertainment, office, and other commercial uses takes advantage of the site's unique location and convenient regional access as well as current and projected opportunities in the local economy. The Plan will provide greater opportunity for Brisbane residents to work and shop in their own community, rather than having to go elsewhere. The comprehensive nature of the retail and employment uses in the Plan is intended to meet both local and regional needs and reduce retail leakage (i.e., local residents shopping outside Brisbane) to shopping centers in surrounding cities, while being generally complementary and non-competitive with uses in downtown Brisbane and other adjacent neighborhoods. Developers and property owners at the Baylands will be encouraged to include local businesses and hire local residents for both the construction and operations of the Baylands.

The Land Use Program (see Tables 4-2A and 4-2B) represent a market-based development strategy tailored to capture near- and mid-term market demands, while maintaining the flexibility to accommodate new uses in response to long-term shifts in the market. Specifically, the near-term strategy focuses on capturing current demand for housing and neighborhood-serving retail uses, with limited office and R&D uses, and key areas for potential renewable energy generation. The long-term strategy is to accommodate more regional-serving retail and additional office and institutional uses once market demand for this type of development strengthens. The intent is to help diversify the City tax base by contributing a stable source of future annual revenues.

This goal is consistent with the General Plan's local economic development goals:

- *“Brisbane will be a place where economic development... stabilizes and diversifies the tax base; serves the community by encouraging convenient and beneficial commercial development; provides sufficient revenues for necessary city services; [and] facilitates employment of residents...”* (Brisbane General Plan, 1994, pg. 46).

**Goal 4.4: Development that is appropriately coordinated and timed to ensure the provision of the infrastructure needed to serve it.**

The Brisbane Baylands Specific Plan outlines a conceptual framework for major circulation, land use, open space, and infrastructure for the entire Baylands in *Chapter 3: Sustainability Framework*. This addresses all of the necessary circulation, land use, open space, and infrastructure for the 684-acre Baylands area (including 548 upland acres and the 136 Lagoon acres) from the standpoint of sustainability that will unite the site and further ecologically-conscious goals of development. This approach ensures that the impacts on City infrastructure systems—sewer, water, drainage, and circulation—that are produced by the build out of the Baylands area are properly assessed and mitigated. This element for the Baylands identifies the major improvements required to accommodate the development program for the planning area and eventually all of Brisbane.

The infrastructure needs associated with the entire Specific Plan area are described in greater detail in *Chapter 7: Utilities and Services*, and the *Infrastructure Plan*. The identified infrastructure requirements are based upon the land use program described within this chapter. The actual provision and phasing of infrastructure will occur through Public Improvements Plans, documents to be submitted as part of development proposals. Public Improvements Plans, which are required by and described in greater detail in *Chapter 8: Implementation*, will include the detailed engineering of the improvements necessary to service proposed development as well as service benchmarks that must be met prior to occupancy. In short, the Specific Plan ensures that these proposed systems are integrated with existing systems and phased in conjunction with development. This goal reflects the General Plan land use goal that:

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Goal 4.4 reflects the General Plan land use goal that:

- “*The City of Brisbane will... design infrastructure and public facilities to be efficient, cost-effective and to contribute to the cohesion and character of the community.*” (Brisbane General Plan, 1994, pg. 54)

The following goal, although not consistent with the General Plan, is seen as essential to the overall land use mix and success of the Baylands as an integrated transit-oriented development, rooted in a foundation of sustainability.

**Goal 4.5: New housing development that accommodates regional housing**

**needs with a range of affordability options and an emphasis on sustainable development.**

Currently the City of Brisbane does not allow for residential development in the Baylands. The General Plan, which has not been updated since 1994, continues to govern development within the City. The Housing Element, which is the element of the General Plan that specifically guides housing development, was updated in 2009, and has been submitted to the State for review. Although this Element does not include the Baylands as a site for future housing development, many of the goals of the Housing Element are met by the development proposed in the Baylands Specific Plan.

The 2009 Housing Element sets forth a number of policies that will be adopted into the residential recommendations of the Specific Plan. Many of these are focused on sustainability goals and compact development patterns<sup>4</sup>:

- Rezoning of land to accommodate regional housing needs;
- The inclusion of more mixed-use and multi-family housing allowed in residential zones;
- Green building program implementation;
- Addressing energy concerns through conservation programs and use of renewable sources;
- Inclusion of solar sensitive design and water conservation in new housing development projects;
- Linking residential and employment uses in order to reduce vehicle trips for work commuting;
- Regulating development of environmentally sensitive and hazardous lands to assure mitigation of significant impacts;
- Reducing regulatory constraints to infill housing that would add to a mix of types, size, tenure and affordability.

The Specific Plan includes a range of housing options in a compact pattern. All types of housing included are intended to be higher-density, ranging from residential flats with retail in the ground floor to medium-density townhomes. This furthers both the goals of affordability, by including a range of types that will also have different sizes and prices, and encourages compact development. Residential uses are within either a quarter- or half-mile walk of commercial and office development so that residents may live close to shopping and employment destinations. Additionally, the Baylands is linked with regional transit

<sup>4</sup> The following goals are taken from the Draft Housing Element for 2007-2014 prepared by the City of Brisbane as a part of the current General Plan Update. (2009)

options, including San Francisco MUNI, Caltrain, existing and proposed SamTrans systems, and a proposed BRT. At least one of these transit options are within a five-to-ten minute walking distance to all housing areas.

Also included in the Specific Plan are opportunities for renewable energy and solar infrastructure. This includes the potential for both on- and off-site generation and reliance on alternative forms of energy that will reduce reliance on the grid. This is paired with green building standards that will reduce inefficiencies in building and site design, thereby reducing consumption. Water conservation is also central to the Specific Plan. This is addressed thoroughly in *Chapter 5: Conservation and Open Space* and *Chapter 7: Utilities and Infrastructure*.

The entire Baylands Specific Plan is intended to fully encompass the ecologically-sensitive goals that are intrinsic to the City of Brisbane, and accordingly, the General Plan.

This goal embodies the Housing Element goals that the City of Brisbane will:

- *“Maintain a diverse population by responding to the housing needs of all individuals and households, especially seniors and those with income constraints or special needs...” (Brisbane 2007-2014 Housing Element, pg. VI-1).*
- *“Ensure that new residential development is compatible with existing development and reflects the diversity of the community....” (Brisbane 2007-2014 Housing Element, pg. VI-1).*
- *“Encourage compact, in-fill, mixed-use and transit-oriented development to reduce vehicle miles traveled and greenhouse gas emissions...” (Brisbane 2007-2014 Housing Element, pg. VI-1).*
- *“Encourage sustainable residential development to conserve resources and improve energy efficiency to reduce housing costs and reduce greenhouse gas emissions...” (Brisbane 2007-2014 Housing Element, pg. VI-1).*
- *“Provide housing opportunities for people who work in Brisbane to reduce vehicle miles travelled and greenhouse gas emissions....” (Brisbane 2007-2014 Housing Element, pg. VI-1).*
- *“Ensure that housing development that is not in urbanized areas mitigates the infrastructure costs and impacts of development....” (Brisbane 2007-2014 Housing Element, pg. VI-2).*
- *“Avoid unreasonable government constraints to the provision of housing....” (Brisbane 2007-2014 Housing Element, pg. VI-2).*

## 4.4 PRECEDENTS

The land use program and development pattern recommended for the Baylands reflects the success of past and ongoing redevelopment projects similar in type and scale. This includes allusions to the Baylands' own history and development. The projects that follow range from mixed-use infill redevelopment in former industrial areas, planned communities adjacent to wetlands, research and development uses intermixed with residential, and an entertainment-based district in a downtown core. All of these ideas fused together, and situated in a manner appropriate to the Baylands regional and natural setting, produced the resulting development program and land use plan.

### 4.4.1 Baylands History

The shape, context, and existing conditions of the Baylands are a function of the history of the site, the City of Brisbane, and the entire Bay Area. The influences of industry that supported the region have left traces on the Baylands, and ultimately define its identity. This industrial character is the primary precedent that drives the structure of the plan. Likewise, the spirit of industry, and the drive towards innovation has been the driving force of the Baylands' current condition—to once again make this area a hub of activity and economic strength.

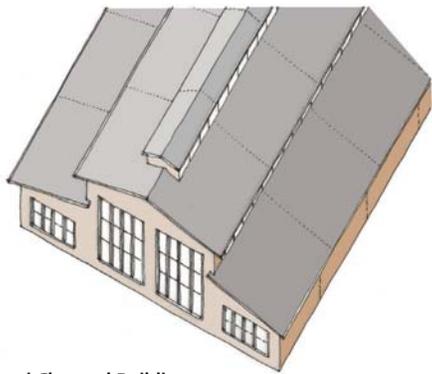
The Baylands were originally created to support the railroad that linked the San Francisco Bay Area to the region and the United States. The railroad alignment that currently exists was previously a trestle on pilings built to cross the Bay inlet, and was completed in 1907. The route was called the “Bayshore Cutoff,” as portions of the Northern Ridge (Icehouse Hill) were removed to facilitate train access. During construction, the earthquake of 1906 delayed progress, and much debris and rubble from the earthquake was taken from San Francisco and deposited in the area west of the tracks. The railroad dubbed this area “Bayshore” and built facilities to service the railroad, including a switching yard, a brick roundhouse, and a turntable, which were completed around 1910.

The Baylands were the hub of freight engine service for the Southern Pacific (later Union Pacific) Railroad. It employed hundreds of people in multiple on-site service facilities for many years until the railyard was officially closed in the 1980s. The Roundhouse was used less frequently as diesel train engines replaced steam engines, and the building was eventually abandoned in 1982. In March 2010, the Roundhouse was placed on the National Register of Historic Places.

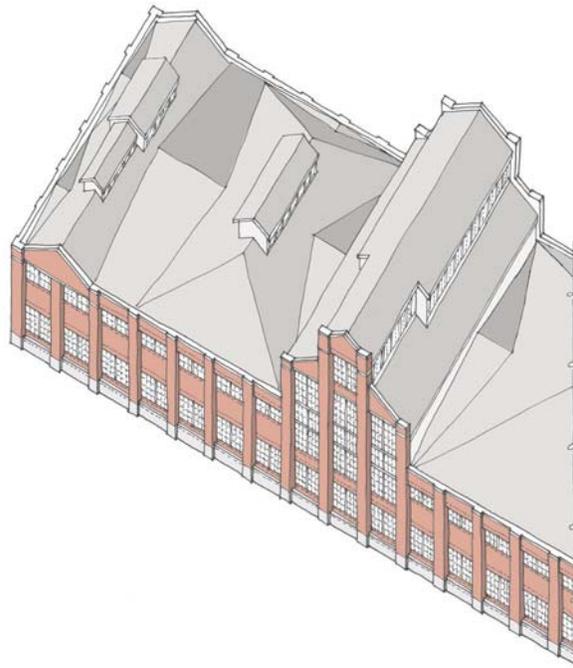
The few remaining buildings that date back to the time when the Baylands site was occupied and thriving serve as an important reminder of Brisbane’s heritage. The intention is to respect the heritage of the site by preserving and reusing the buildings that can feasibly be reused, documenting those that cannot, and developing new uses that complement them.

There are three existing buildings in the planning area vicinity that are regarded by Brisbane City officials and the general public as characteristic of the site’s industrial past. These are the Roundhouse, the Lazzari Charcoal Building, and the Machinery and Equipment Building. Another well-known structure, the Moore Building was demolished in 1997).

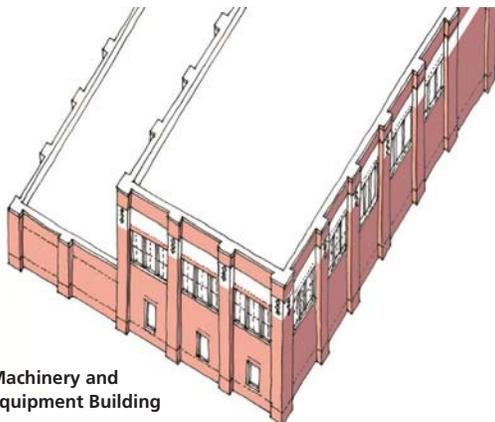
These historic buildings provide a rich vocabulary of architectural elements that can influence new Baylands development. Rather than mimicking these historic buildings, new development can complement them in a manner in which they can be important features of the new Baylands community.



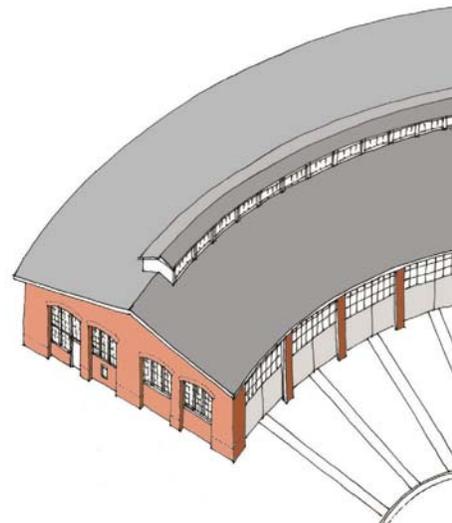
Lazzari Charcoal Building



Moore Building



Machinery and Equipment Building



The Roundhouse

The land use mix and development strategy of the Baylands draws influence from the successful redevelopment of a number of precedent projects from around the country. The following are descriptions of several important examples.

#### 4.4.2 Pearl District, Portland, Oregon

The Pearl District, located within the central city of Portland, is an approximately 300-acre former industrial area that was redeveloped in the 1990s and 2000s to include a combination of residential, commercial, and office uses. The area is linked by the iconic Portland Streetcar and includes substantial parks and open space, including historic parks.

Aesthetically, the Pearl District features a mix of modern high-rise residential buildings juxtaposed with former warehouses, which are of brick construction. This is a distinguishing feature of the Pearl District. The streets and public spaces also incorporate ecological design and stormwater management techniques that result in a “greening” of the public realm. Tanner Springs and Jamison Square, two of the main parks, both include wetlands and evoke the natural hydrology of the waterfront area. Tenure is nearly evenly divided between rented and owned units.<sup>5</sup>



Buildings in the Pearl District include a mix of industrial buildings that have been rehabilitated for residential and commercial uses and compact infill development that addresses the pedestrian realm with ground-floor retail. A network of parks and open space are located at regular intervals throughout and land uses are well-linked with transit that shares the right-of-way with cars, bicyclists, and pedestrians.

**LAND USE & INTENSITY**  
 Townhouses, 25-40 DU/Ac net  
 High Density Flats, 45-100 DU/Ac net  
 High-Rise Flats, +125 DU/Ac net  
 Office / R&D, 1.0-4.0 FAR

<sup>5</sup> “Guide to the Pearl District Neighborhood.” [http://www.movingtoportland.net/living\\_pearl.htm](http://www.movingtoportland.net/living_pearl.htm)

### 4.4.3 Playa Vista, Los Angeles, California

Playa Vista, a mixed-use planned development in Los Angeles' Westside, shares similarities with the Baylands. The 1,087-acres area was formerly an airport and aircraft factory, with remaining historic structures, that now features a mix of residential, office, commercial and cultural uses. It is adjacent to important wetlands and a creek, which are incorporated into the development through parks and open space. Playa Vista incorporates sustainable design practices and will include as a hub of green technology.

With construction beginning in the mid-2000s, Playa Vista includes a range of housing types, including affordable housing. The architectural design of building is drawn from regional examples, incorporating a variety of types and styles to add diversity and interest. Medium-density housing accommodates retail and office uses in the ground floor, which enhance residential areas with convenient services and active uses.

The residential area was the first phase of the development to be completed in the western portion. A neighborhood retail center is planned to be the centerpiece of the development, with an office campus towards the east. A Los Angeles Clippers training center is located on-site as well as several key office tenants. Tenure is an equal mix of rental and ownership units, with the majority owned.

Playa Vista includes a range of housing types, parks, and a strong link to the natural setting. The development is balanced with land uses that support housing, including retail and employment uses. Streets are designed to accommodate a range of mobility options.

**LAND USE & INTENSITY**  
Townhouses, 20-30 DU/Ac net  
Medium Density Flats, 45-65 DU/Ac net  
Office / R&D, 0.3-1.0 FAR  
Retail, 0.3-0.4 FAR



#### 4.4.4 University Circle, East Palo Alto, California

University Circle provides a precedent within the Bay Area of a mixed-use development focused primarily on office uses oriented towards public open space. University Circle, completed in 2002, is located alongside U.S. 101 northeast of Downtown Palo Alto and Stanford University, 30 miles south of San Francisco, and 10 miles south of the San Francisco International Airport. The site is situated with ideal highway visibility and access among the growing office sector of this area and serves as an excellent example for the freeway frontage parcels in the northeast quadrant of the Baylands.

University Circle is part of a 22.8-acre redevelopment area of the City of East Palo Alto, which was formed in 1998. The area was previously characterized by physically-dilapidated buildings and crime. The master developer of the project – University Circle, Inc. (U.C.I.) began preparing the site in the 1999.

Today, the development consists of three office buildings with surface parking, a 200-room Four Seasons Hotel with parking garage, and restaurants in ground floor spaces. The buildings were all constructed with high-quality building materials, state-of-the-art technology, and landscaping. The central open space is a primary feature of the campus, onto which all four buildings front and is ringed by a vehicular drive. It includes green space, paths, benches, and a water feature and serves as the central gathering and social space. The 450,000 square feet of office space is occupied by a combination of law firms, financial institutions, a foundation, and other locally-serving businesses, on 25,000 s.f. floorplates. A shuttle to Downtown Palo Alto is also offered to link the development with the popular Palo Alto attractions and Stanford University. The property owner also continues to work with the City to encourage local employment and contracting opportunities.<sup>6</sup>



University Circle includes state-of-the-art office space oriented around a strong open space element.

**LAND USE & INTENSITY**  
Mid/High-Rise Office, Hotel, Ground-floor Retail, Surface and Structured Parking  
0.5-0.1 FAR

<sup>6</sup> "Economic Development in East Palo Alto." <http://www.ci.east-palo-alto.ca.us/economicdev/successes.html>.

University Park (left) and Mission Bay (right) transformed former industrial uses and railyards into pedestrian-oriented streetscapes that enliven the public realm.



University Park (left) and Mission Bay (right) include a variety of uses, including office and laboratory buildings geared towards biotechnology companies.



University Park (left) and Mission Bay (right) include a mix of residential uses, incorporating a variety of architectural styles.



#### 4.4.5 University Park, Cambridge, Massachusetts

University Park is a mixed-use redevelopment project in Cambridge, Massachusetts that consists of residential development, retail areas, parks and open space, and office and laboratory buildings geared towards biotechnology companies. The land is owned by the Massachusetts Institute of Technology, but is leased by a master developer and was developed in partnership with the City of Cambridge. The site was previously occupied by manufacturing plants linked by rail adjacent to the Charles River. Previously, it had been marsh land which was filled to accommodate industrial uses, similar to the Baylands. When this industry declined, MIT acquired the land, but failed to develop the parcel until the 1970s. The master developer began construction in the mid-1980s and the project was completed in 2005.

University Park includes 1,300,000 sq.ft. of office space, 92,800 sq.ft. of retail, and a hotel. Transit service is widely accessible, with Boston's "T" subway and bus lines in close walking distance, and an on-site employment shuttle that services University Park itself.

The design goals of the project were to create a pedestrian-oriented campus with a variety of land uses that allowed living, working, and shopping locally, but also linked with the City of Cambridge. New construction echoes the street pattern and materials and architectural detailing of Cambridge, while several historic buildings were converted into residential lofts and technology space.<sup>7</sup>

#### 4.4.6 Mission Bay, San Francisco, California

Mission Bay is a 303-acre redevelopment area on the eastern waterfront of central city San Francisco. The site, which was previously a railyard of the Southern Pacific Railroad Company, was deemed a redevelopment area in 1998 and was re-envisioned as a hub for biotechnology and innovative design. Development and design guidelines are overseen by the Redevelopment Agency of San Francisco and the master developer: Catellus Development Corporation. Being a contaminated site built on reclaimed land and a former railyard, Mission Bay has many parallels to the Baylands.

The development program for Mission Bay, which is still under construction, will feature a mix of uses and an extensive parks and open space plan to link the site with the surrounding waterways, including Mission Creek. This includes 6,000 housing units, 4.4 million sq.ft.

University Park includes a range of medium-high density housing types, hotels, retail, and parks, all in support of a dense concentration of university- and research & development-related office and lab buildings. Mobility options balance walkable and bikeable streets, excellent public transit access, and structured parking.

##### LAND USE & INTENSITY

Medium Density Flats, 30-65 DU/Ac net  
High Density Flats, 60-100 DU/Ac net  
High-Rise Flats / Hotels, +125 DU/Ac net  
Office / R&D, 3.0-6.0 FAR  
Structured Parking, 3-7 stories

The redevelopment of Mission Bay is centered around the new UCSF campus, and all of the related uses to complement a contemporary biotech campus: a hospital, R&D buildings, office buildings, dormitories, medium-high density housing, structured parking and parks. A new network of streets builds upon adjacent street patterns, all centered on investments in public transit, namely MUNI's T-Third Street LRT.

##### LAND USE & INTENSITY

High Density Flats, 75-125 DU/Ac net  
Office / R&D, 2.5-5.0 FAR  
Structured Parking, 4-8 stories

<sup>7</sup> "University Park at MIT." [http://www.fceboston.com/portfolio\\_up\\_overview.asp?node=0#](http://www.fceboston.com/portfolio_up_overview.asp?node=0#); "University Park at MIT." <http://casestudies.uli.org/Profile.aspx?j=8273&p=5&c=3>; "University Park," [http://en.wikipedia.org/wiki/University\\_Park\\_at\\_MIT](http://en.wikipedia.org/wiki/University_Park_at_MIT).

of office/ commercial space geared towards biotechnology, a 2.65 million sq. ft research campus for the University of California San Francisco (UCSF), a UCSF hospital, a hotel, and additional neighborhood-serving retail and community facilities. Companies such as Bayer Pharmaceuticals and other pharmaceutical, biosciences, and medical technology research companies have begun or relocated to Mission Bay in recent years. It is projected that 30,000 permanent jobs will be created in Mission Bay. Residential density is estimated at 100 units per acre.

The redevelopment area is adjacent to downtown San Francisco and is accessible via a consistent street network that accommodates pedestrians, bicycles, and vehicles. Pedestrian-oriented buildings and public spaces unite the development, as well as the newly-constructed T line of San Francisco MUNI. The architecture of Mission Bay is cutting-edge, both in a bold aesthetic and green building principles. In August 2010, Mission Bay was named a Catalyst Site by the California Department of Housing and Community Development (HCD), recognizing its leadership in sustainable design.<sup>8</sup>

#### **4.4.7 LA Live, Los Angeles, California**

LA Live is a 27-acre redevelopment area in Downtown Los Angeles that features 5.6 million sq. ft. of development focused on entertainment uses, including live performance and movie theaters, and nightlife. The development also includes residential towers and a 54-story hotel and condominium tower, which is the site's centerpiece. It is adjacent to the Staples Center on the Figueroa Boulevard corridor at the juncture of Interstates 10 and 110. The entertainment portion of LA Live is similar in size to the entertainment variant proposed for the Baylands in the northern portion, however will be proportional in scale to the development character of the Baylands.

Pedestrian activity in LA Live is centered around a central plaza on which entertainment and retail uses front. The design intent of the project is to be a 24-hour entertainment destination for the city that unites tourists and locals. It was developed by Anschutz Entertainment Group (AEG) and financed both through private investment and city redevelopment funds. Access to a number of transit routes is nearby through the Pico Boulevard and 7th Street Metro stops on the Los Angeles Metro system. The Metro bus has several routes that are close to the site, in addition to the DASH bus, which target service in Downtown. A shuttle to nearby USC students is also offered on weekends, and bicycle parking is offered inside parking garages.

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<sup>8</sup> "Mission Bay." <http://www.sfdevelopment.org/index.aspx?page=61>



Photo credit: Flickr user David Jones.

LA Live is an entertainment-focused development in Downtown Los Angeles that is linked to the Convention Center and the Staples Center. It also includes residential buildings which are close to Downtown.

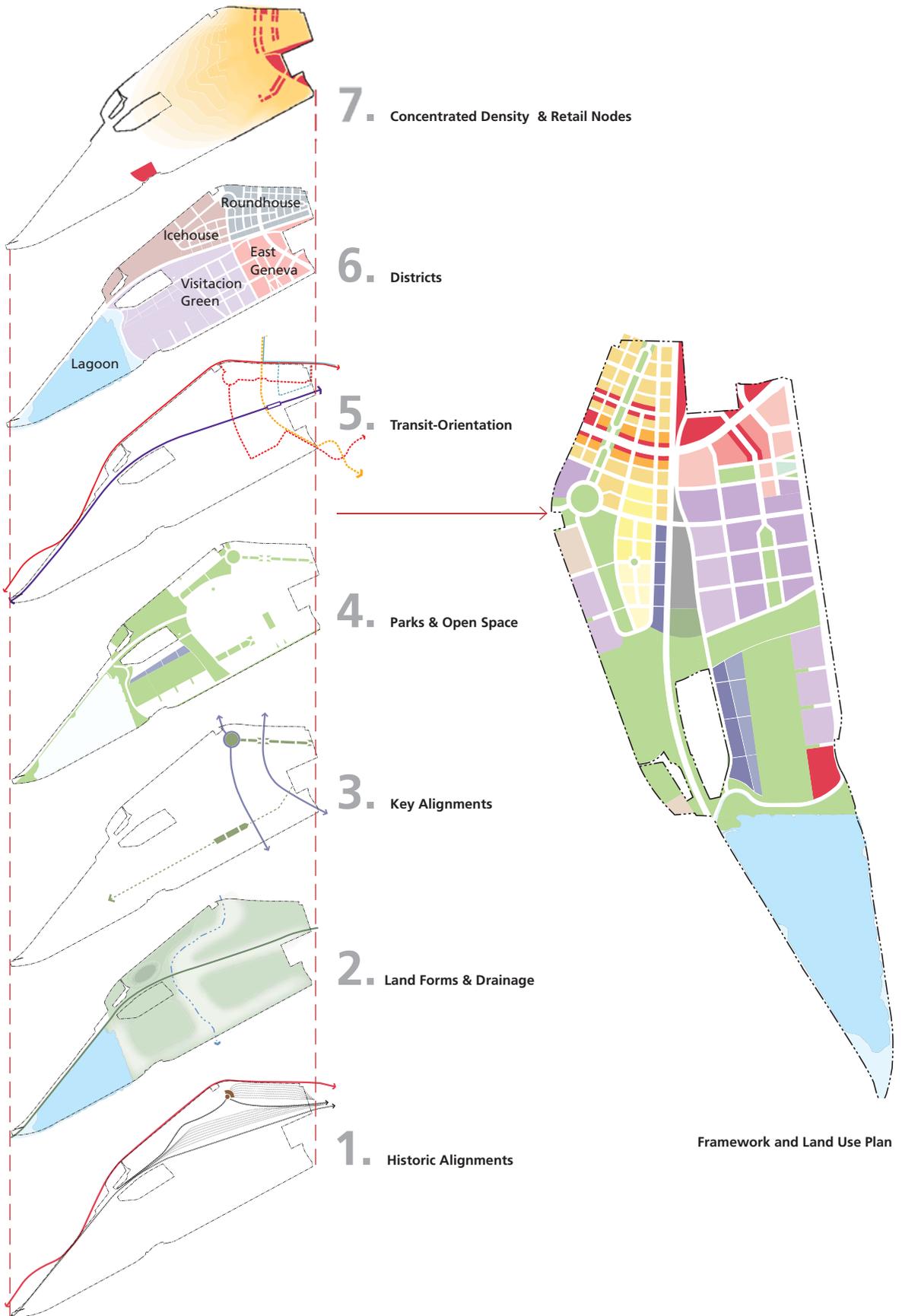
**LAND USE & INTENSITY**  
 High-Rise Flats / Hotels, +200 DU/Ac net  
 Mid-Rise Office, 2.5-0-4.0 FAR  
 Retail: 2.0-3.5 FAR  
 Arena & Theatres  
 Structured Parking, 3-7 stories



Photo credit: Flickr user Prayitno.



Photo credit: Flickr user David Jones.



## 4.1 KEY FEATURES

## 4.5 LAND USE STRUCTURE/ KEY FEATURES

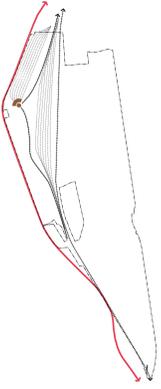
The land use program, street network, and conceptual site plans are based on carefully-crafted design principles to ensure that future development results in an attractive and sustainable new mixed-use development for the Baylands. It is important that the land use, development, and design principles depicted in the land use diagram and accompanying figures will be respected and understood in the implementation of the plan.

The Key Features Diagram (Figure 4.1) identifies the natural and historic features and fundamental design decisions that led to the structure and major alignments as presented. The land use plan first was influenced by historic and natural features and topography, such as the alignment of Bayshore Boulevard that forms the western boundary, the rail right-of-way, and the footprint of the former railyard. Existing natural features, topography, and drainage systems drove the location of development and key land uses, which provided the framework for distinct districts to take shape. Addressing the natural features and respect for the ecological prominence of the Baylands, an extensive parks and open space system was created to knit these districts together and provide a connection to the natural environment. Transit networks were designed to link with existing facilities and to provide necessary convenience throughout the Baylands, especially in areas of greatest density concentration. Finally, key retail nodes were positioned to complement transit links and density. These areas will allow a range of retail types and formats, encouraging pedestrian-oriented retail in residential areas. An entertainment variant is also suggested, which would allow an arena, theater, and multiplex in the northeast quadrant (East Geneva).



Links to regional transportation and the gradual decrease of density to favor natural elements in the south drove the concentration of density in the northern portion of the Baylands. Ground-floor retail will activate the streetscape and public realm in areas of greatest density and activity.

### 4.5.1 Historic Alignments



The shape of the present-day Baylands is a result of the history of the site and the region. The site is bounded on the west by Bayshore Boulevard, which historically ran along the edge of the San Francisco Bay, when the Planning Area was once part of an estuarine ecosystem of marshes, tidal mud flats, and open Bay waters. The advent of the railroad in the early 1900s would permanently alter the area, which began by the laying of railroad causeway across the Bay inlet. This area between the causeway and Bayshore Boulevard was filled with tons of rubble generated by the 1906 earthquake, and in 1914, this area was permanently filled and became the main railroad yard for freight train activity into and out of San Francisco until operations ceased in 1979. The Bay east of the tracks was used as a municipal landfill site beginning in the 1930s and continuing through to the construction of U.S. Highway 101 in the 1950s. Over this period, the shoreline moved as much as three quarters of a mile eastward and created the area now known as the Baylands.

### 4.5.2 Land Forms and Drainage



Variations in topography have historically been a key part of the character of Brisbane, as it is developed on the side of San Bruno Mountain and slopes downward into the Bay. The Baylands is a continuation of this pattern, responding to these existing elements. Conversely, the Baylands is man-made, heavily-altered site, and development intends to unite the site with the natural and built features that surround it. Ice House Hill, located in the southwest portion of the Planning Area, is a prominent feature that will become incorporated as open space. Icehouse Hill stands as a remnant of the “Bayshore Cutoff,” which cut the hillsides to accommodate the passage of the rail right-of-way. Presently, the “train slot” bisects the Baylands site at an even elevation and is itself a topographical site feature.

The Baylands development program is situated to respond to natural topography and drainage systems. Parks and open space will further contribute to the ecological functioning of the site.



The Brisbane Lagoon is a primary feature of the Baylands Specific Plan and is at the heart of the Brisbane Community. Preserving this naturalized water feature and addressing its presence is central to land use decision. Additionally, the tidal channel that currently exists at the northern edge of the Lagoon, which is a drainage easement and is also preserved, serves as the southern boundary of the developed portion of the Specific Plan.

Within the development area of the Baylands, drainage responds to the variation in topography and the natural ecological function of the land. Overall, development sits on higher ground and drains to low features, including the Visitacion Creek Corridor and the Lagoon.

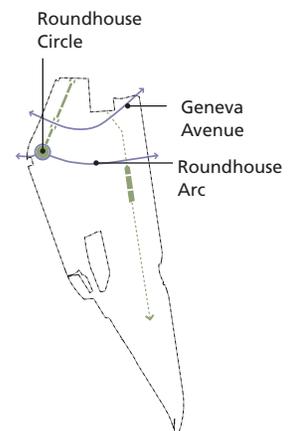
The area previously occupied by the landfill was covered by 20 to 30 feet of clean soil after landfill operations ceased in 1967. This area is at much higher elevation than the western portion of the site. Some of this will be redistributed to the eastern portion of the site during development in order to complement the natural features, preserve views to the Lagoon and the Bay, and accommodate the proposed land use pattern.

### 4.5.3 Key Alignments

The land use concept and districts that form the foundation of the Specific Plan are based on key alignments that create order, reinforce views and vistas to open space and natural features, and link it with existing transportation routes and access points.

Roundhouse Circle is a key geometric driver in the design of the Baylands. It is the primary existing site feature that both tells the history of the site and also dictates circulation patterns on the western side. The open space network and a key east/ west alignment both hinge on the Roundhouse Circle.

The Roundhouse Arc and Geneva Avenue form the primary east and west alignments. The Roundhouse Arc has its origin around the historic Roundhouse, and extends eastward. This connects the Roundhouse area to the eastern districts, and serves as the primary thoroughfare through the middle portion of the planning area. Geneva Avenue is a continuation of the existing Geneva Avenue, and will anchor the highest density of retail, residential, commercial, office, and (possibly) entertainment uses together and connect to U.S. 101 and Candlestick and Hunter's Point.



Open Space alignments are also essential to the land use framework. The “Promenade” open space that extends northwest from the Roundhouse Circle is the linear park system that extends through the northern residential district that intersects with Geneva Boulevard. Another open space axis extends southwest from the Roundhouse Circle, parallel to Bayshore Boulevard. On the eastern side, the Eastern Panhandle (“Tuning Fork”) ties land uses together and provides a public open space spine for R&D uses. It originates at Geneva Boulevard in the form of the Retail Main Street and extends south, uniting the commercial area with the R&D campus. It terminates as a “campus green” that opens into larger open space.

All of the alignments are intended to serve as gateways into the planning area. Additionally they provide important viewsheds to surrounding features. These include views the Bay, the Lagoon, and San Bruno Mountain. The western Panhandle emphasizes views to San Bruno Mountain and the Eastern Panhandle together with the southern area is designed to provide views southward to the Lagoon.

As previously noted, the rail tracks are a major feature of the site that is also a key alignment in the determination of the land use plan.

#### 4.5.4 Parks and Open Space



The network of parks and open space provides each district with a variety of urban parks and plazas, recreation amenities, and a direct link to the ecological and habitat areas associated with the Lagoon and regional open space network. The open space in the northern portion is mostly in the form of urban parks, which provide gathering space and recreational opportunities within developed areas and provide green space within to balance with dense development.

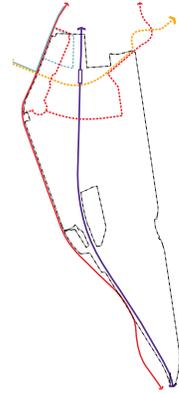
Open space is a major component of the southern portion of the Baylands. Open space in this area serves multiple functions of recreational open space, restored habitat for native flora and fauna, groves, and limited agricultural uses. These areas are meant to be amenities for the urbanized portions of the Baylands and the City of Brisbane, restore the natural ecology of the site, and also serve as a transition zone between the development in the north to the conservation lands in the south and west.

### 4.5.5 Transit-Oriented

Transit use and links are integral to the Baylands' compact design and sustainability principles. Additionally, transit provides important economic ties to the greater Bay Area, with Caltrain extending between San Francisco and San Jose, and MUNI and SamTrans providing access to San Francisco and points in San Mateo County.

Transit links are provided at key points within the Planning Area. The Roundhouse district is intended to function as a transit-oriented development area, with stops for MUNI, a proposed Bus Rapid Transit system (BRT), and a transit hub to connect these providers with the regional Caltrain system. This intermodal transit station would act as the activity center for the Baylands and the City of Brisbane.

A proposed SamTrans extension would provide transit service to residential and office uses in the lower-density southern areas around the Roundhouse and across the Roundhouse Arc. This would also allow access to the retail, business, and entertainment uses in the northern portions of the Baylands. Overall, almost the entirety of the developed area of the Baylands will be within a quarter or half mile walk of transit.

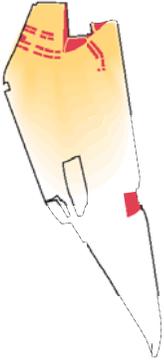


### 4.5.6 Districts

Fitting within the key alignments and features, respecting the natural features of the site, and considering the land use program desired for the Baylands, the subdivided site forms four districts, each with distinct characteristics. These include the Roundhouse district in the northwest, East Geneva in the northeast, Icehouse, and Visitacion Green (North and South). The Lagoon is an additional district, although only open space uses are proposed therein. These districts are discussed in greater detail in Section 4.7: District Concept. Each district has a separate and distinct land use make-up and gives a framework for land use programming and development standards.



### 4.5.7 Concentrated Density & Retail Nodes



The development of the Baylands is designed to concentrate density in the north, close to transit routes and gradually descend southward. In the areas of greatest density, key retail nodes are planned to offer convenient shopping and a supplemental tax base for the City of Brisbane. Retail would be developed in several formats, responding to adjacent land uses and block structure, and will be flexible to market conditions. Boulevard-scale retail is planned for Geneva Avenue within the Roundhouse transit-oriented development area. This density of uses, and regional traffic and visibility, will provide ideal conditions for a vibrant regional-serving retail corridor. This area links with the retail destination on the eastern side of Geneva, forming a continuous corridor. Two blocks north of Geneva in the Roundhouse district is a proposed Neighborhood-serving Retail corridor. Along this street, stacked residential flats will feature retail in the ground-floor, which will offer services to support the surrounding residential community.

Larger format, regional-serving retail is proposed for the area on either side of Geneva Avenue in the East Geneva district. The block pattern and development regulations in this area will allow for large format, regional-serving retail tenants that will serve the local community, and also attract a regional market. This could alternately incorporate a theater, arena, and multiplex, in addition to regional-serving retailers as expressed in the entertainment variant of the land use plan.

Hinging from this regional-serving retail node is the Main Street retail corridor that extends south of Geneva to anchor the mid- and high-rise office uses in the southern portion of East Geneva. Retail in this area will serve both a local and regional market, providing services to office or entertainment users in upper stories of buildings, and offer generally smaller floorplates than those of the regional retail area to the north. This street continues southward towards the campus R&D area, Visitacion Green North, which will also be at a convenient proximity to access these services.

## 4.6 LAND USE PROGRAM

As noted, the entire Baylands area includes approximately 684 acres which will be developed with a variety of land uses. (see Figures 4.2A and 4.2B) The land use program and design was based on the opportunities and constraints of the key natural and historical site features, the surrounding context and character, land applicable precedents of neighborhood design, and finally, market conditions and economic indicators.

The land use program accommodates a mix of uses including retail, residential, dining and entertainment, hotels and conference, office, institutional, R&D, light industrial, and parks and open space uses. Overall, from the north, density steps down and development becomes more integrated with open space in the southern portion. The land use character in the northern portion of the Baylands is transit-oriented with the highest-density of residential uses combined with a mix of retail, commercial, office, and entertainment uses, linked with parks. The primary focus in the central portion of the Planning Area is on campus-style office, R&D, and institutional uses to the east, and lower-density residential to the west. The primary focus of the southern portion is on open space and recreational uses, with a limited number of additional R&D development sites along the eastern edge, and potential sites for renewable energy production along the western edge. This area will be the lowest impact and serve to preserve and enhance the Lagoon and surrounding uplands.

As noted in *Chapter 2: Planning Area*, the Planning Area is currently largely vacant and highly disturbed. Two building supply businesses, Sierra Lumber and Van Arsdale-Harris Lumber, currently operate in the northern portion of the Planning Area east of Tunnel Avenue. As a means of better integrating these viable uses into the overall plan for the area and enhancing their operations, both of these businesses are anticipated to be relocated to an alternate site just west of Tunnel Road in the area designated for Light Industrial uses. As shown in Figure 1.1-Project Area, the relocation site is bounded by Tunnel Avenue, Roundhouse Arc to the north, the Caltrain rail tracks, and the wastewater treatment site to the south. The proposed relocation and design of the new facilities for these two businesses will be addressed in an application separate from this Specific Plan. The existing Kinder Morgan Energy tank farm located farther south—bounded by Tunnel Avenue, Lagoon Way, and the Caltrain rail tracks—is outside of the Specific Plan boundary, so therefore no changes are anticipated for this site or its current operations by this Specific Plan.

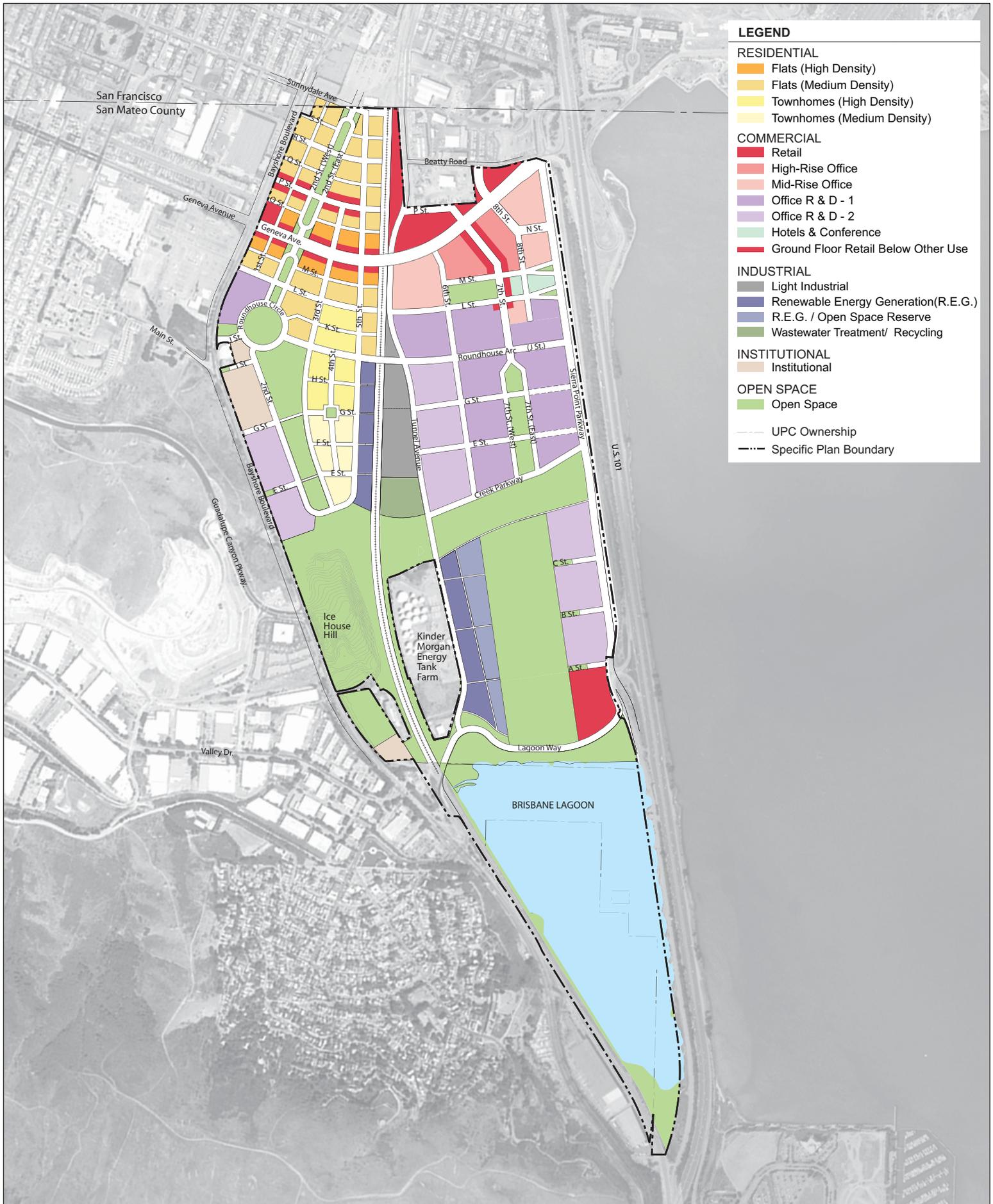
While the Specific Plan provides flexibility for property owners to craft individual plans, the City's intent is that future development patterns will fulfill the concepts presented in this document and closely resemble the general development principles depicted in the conceptual site plans. Table 4.3 identifies the level of flexibility associated with various plan elements by identifying which characteristics are essentially fixed (i.e., they are intended to be implemented as illustrated in the Plan) and which characteristics are more flexible (i.e., their implementation may vary from what is illustrated in the Plan).

When it is stated that certain characteristics be fixed, this is understood to be within the context of the overall design for the entire Planning Area, including Land Use and Sustainability Goals (see Chapter 3) and circulation diagrams. Due to the scale of the maps in this Specific Plan, the location of elements such as road alignments and land use boundaries are approximate. They will be developed more fully in the infrastructure plan. This depicted development patterns will require flexibility and interpretation, however, the basic patterns, alignments, and intent presented in these maps will be maintained as closely as possible as they are critical to the character and function of the plan. The land use, circulation, and other diagrams must be understood in conjunction with all Specific Plan goals, policies, standards, and guidelines. Similarly, it is important to note that the conceptual site plans for various development areas are illustrative, showing one way in which the Specific Plan goals, policies, and land use program can be realized. Substantial changes to the Specific Plan will require an amendment, the process for which is described in *Chapter 8: Implementation*.

**Table 4-1: Regulatory Nature of Plan – Fixed and Flexible Characteristics**

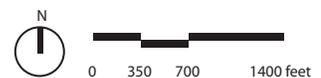
<i>Plan Characteristics</i>	<i>Fixed</i>	<i>Flexible</i>
Land Use	<ul style="list-style-type: none"> <li>– Maximum amount of gross floor area within the planning area</li> <li>– General location and distribution of land use districts</li> <li>– Development Standards</li> </ul>	<ul style="list-style-type: none"> <li>– Precise acreage within each designation</li> <li>– Mix of permissible land uses within each land use district</li> </ul>
Streets	<ul style="list-style-type: none"> <li>– Geneva Avenue</li> <li>– Promenade Park Streets</li> <li>– Roundhouse Circle</li> <li>– Roundhouse Arc</li> <li>– Retail Main Street</li> <li>– General circulation system layout, including:               <ul style="list-style-type: none"> <li>• General location, alignment, and classification of arterial and collector streets</li> <li>• Interconnectivity of street and trail systems</li> <li>• Design standards</li> <li>• Key alignments and streets</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>– Precise circulation system layout, including:               <ul style="list-style-type: none"> <li>• Precise street and trail alignments (other than key alignments)</li> <li>• Block length</li> <li>• Angle/configuration of intersection, etc.</li> <li>• Number and location of local streets and alleys</li> <li>• Street names</li> <li>• Phasing of circulation system</li> </ul> </li> </ul>
Open Space	<ul style="list-style-type: none"> <li>– Promenade Park</li> <li>– Amount of designated open space</li> <li>– Key attributes of open space areas</li> <li>– General distribution and configuration of open space</li> </ul>	<ul style="list-style-type: none"> <li>– Precise dimensions/configuration</li> <li>– Precise location and design of open area</li> <li>– Open space programming and design (i.e., use and improvement)</li> <li>– Ownership of open space</li> </ul>

Source: Wallace Roberts & Todd, LLC, 2011.



Brisbane Baylands Specific Plan Universal Paragon Corporation

# 4.2A LAND USE - BASE VARIANT



February 2011

**Table 4-2A: Land Use & Development Program - Base Variant**

<i>Land Use Category</i>	<i>Square Feet<sup>5</sup></i>	<i>Acres</i>	<i>Percent of Land Use</i>
<b>Residential</b>			
<i>Residential Flats<sup>3</sup></i>	<i>4,351,800</i>	<i>38.3</i>	<i>7.0%</i>
<i>(Units)</i>	<i>(3,950)</i>		
<i>Residential Townhomes<sup>2</sup></i>	<i>798,600</i>	<i>16.9</i>	<i>3.4%</i>
<i>(Units)</i>	<i>(484)</i>		
	<b>5,150,400</b>	<b>55.2</b>	<b>10.4%</b>
<b>Non-Residential</b>			
<i>Hotels &amp; Conference<sup>1</sup></i>	<i>261,100</i>	<i>2.1</i>	<i>0.4%</i>
<i>(Hotel Rooms)</i>	<i>369</i>		
<i>Retail</i>	<i>566,300</i>	<i>18.9</i>	<i>3.5%</i>
<i>Office</i>	<i>2,651,200</i>	<i>24.9</i>	<i>4.5%</i>
<i>R&amp;D</i>	<i>3,328,300</i>	<i>94.9</i>	<i>17.3%</i>
<i>Institutional</i>	<i>110,800</i>	<i>8.9</i>	<i>1.6%</i>
<i>Existing Roundhouse</i>	<i>28,200</i>		
<i>Light Industrial</i>	<i>n/a</i>	<i>10.5</i>	<i>1.9%</i>
	<b>6,945,900</b>	<b>160.2</b>	<b>29.2%</b>
<i>Open Space</i>		<i>169.7</i>	<i>31.0%</i>
<i>Streets</i>		<i>116.7</i>	<i>21.0%</i>
<i>Railroad R.O.W.</i>		<i>16.9</i>	<i>3.1%</i>
<i>Renewable Energy Generation (R.E.G.)</i>		<i>24.9</i>	<i>4.5%</i>
<i>Wastewater Treatment/ Recycling</i>		<i>4.8</i>	<i>0.9%</i>
		<b>333.0</b>	<b>60.8%</b>
<b>Total Area<sup>4</sup></b>	<b>12,096,300</b>	<b>547.6</b>	<b>100%</b>
Lagoon Area		135.6	
<b>Total Specific Plan Area</b>		<b>684.0</b>	

1) Based on 650 GSF per hotel room.

2) Based on 1,100 GSF per unit.

3) Based on 1,650 GSF per unit.

4) Not including existing light industrial uses to be relocated: Sierra Point Lumber and Van Arsdale Lumber (Approx. 142,500 GSF)

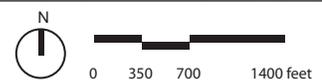
5) Structured parking is not included in building GSF or FAR calculations.

Source: Wallace Roberts & Todd, LLC, 2011.



LEGEND	
<b>RESIDENTIAL</b>	
[Orange]	Flats (High Density)
[Yellow-Orange]	Flats (Medium Density)
[Yellow]	Townhomes (High Density)
[Light Yellow]	Townhomes (Medium Density)
<b>COMMERCIAL</b>	
[Red]	Retail
[Teal]	Arena
[Pink]	Theater, Multiplex
[Light Red]	High-Rise Office
[Light Orange]	Mid-Rise Office
[Purple]	Office R & D - 1
[Light Purple]	Office R & D - 2
[Light Green]	Hotels & Conference
[Dark Red]	Ground Floor Retail Below Other Use
<b>INDUSTRIAL</b>	
[Grey]	Light Industrial
[Dark Blue]	Renewable Energy Generation(R.E.G.)
[Light Blue]	R.E.G. / Open Space Reserve
[Green]	Wastewater Treatment/ Recycling
<b>INSTITUTIONAL</b>	
[Light Brown]	Institutional
<b>OPEN SPACE</b>	
[Light Green]	Open Space
[Dashed Line]	UPC Ownership
[Dotted Line]	Specific Plan Boundary

# 4.2B LAND USE - ENTERTAINMENT VARIANT



**Table 4-2B: Land Use & Development Program - Entertainment Variant**

<i>Land Use Category</i>	<i>Square Feet<sup>5</sup></i>	<i>Acres</i>	<i>Percent of Land Use</i>
<b>Residential</b>			
<i>Residential Flats<sup>3</sup></i>	<i>4,351,800</i>	<i>38.3</i>	<i>7.0%</i>
<i>(Units)</i>	<i>(3,950)</i>		
<i>Residential Townhomes<sup>2</sup></i>	<i>798,600</i>	<i>16.9</i>	<i>3.4%</i>
<i>(Units)</i>	<i>(484)</i>		
	<b>5,150,400</b>	<b>55.2</b>	<b>10.4%</b>
<b>Non-Residential</b>			
<i>Arena</i>	<i>630,100</i>	<i>13.4</i>	<i>2.5%</i>
<i>Theater</i>	<i>337,200</i>	<i>4.6</i>	<i>0.8%</i>
<i>Multiplex</i>	<i>71,000</i>	<i>1.7</i>	<i>0.3%</i>
<i>Hotels &amp; Conference<sup>1</sup></i>	<i>586,800</i>	<i>2.7</i>	<i>0.5%</i>
<i>(Hotel Rooms)</i>	<i>719</i>		
<i>Retail</i>	<i>283,400</i>	<i>12.7</i>	<i>2.3%</i>
<i>Office</i>	<i>2,252,300</i>	<i>22.1</i>	<i>4.0%</i>
<i>R&amp;D</i>	<i>2,599,200</i>	<i>83.7</i>	<i>15.3%</i>
<i>Institutional</i>	<i>110,800</i>	<i>8.9</i>	<i>1.6%</i>
<i>Existing Roundhouse</i>	<i>28,200</i>		
<i>Light Industrial</i>	<i>n/a</i>	<i>10.5</i>	<i>1.9%</i>
	<b>6,899,027</b>	<b>160.2</b>	<b>29.2%</b>
<i>Open Space</i>		<i>169.7</i>	<i>31.0%</i>
<i>Streets</i>		<i>116.7</i>	<i>21.3%</i>
<i>Railroad R.O.W.</i>		<i>16.9</i>	<i>3.1%</i>
<i>Renewable Energy Generation (R.E.G.)</i>		<i>24.9</i>	<i>4.5%</i>
<i>Wastewater Treatment/ Recycling</i>		<i>4.8</i>	<i>0.9%</i>
		<b>333.0</b>	<b>60.8%</b>
<b>Total Area<sup>4</sup></b>	<b>12,049,400</b>	<b>547.6</b>	<b>100%</b>
Lagoon Area		135.6	
<b>Total Specific Plan Area</b>		<b>684.0</b>	

1) Based on 650 GSF per hotel room.

2) Based on 1,100 GSF per unit.

3) Based on 1,650 GSF per unit.

4) Not including existing light industrial uses to be relocated: Sierra Point Lumber and Van Arsdale Lumber (Approx. 142,500 GSF)

5) Structured parking is not included in building GSF or FAR calculations.

Source: Wallace Roberts & Todd, LLC, 2011.

## 4.7 DISTRICT CONCEPT

The following discussion describes the intended land use in each of the Specific Plan Districts and the land use designations that will regulate them.

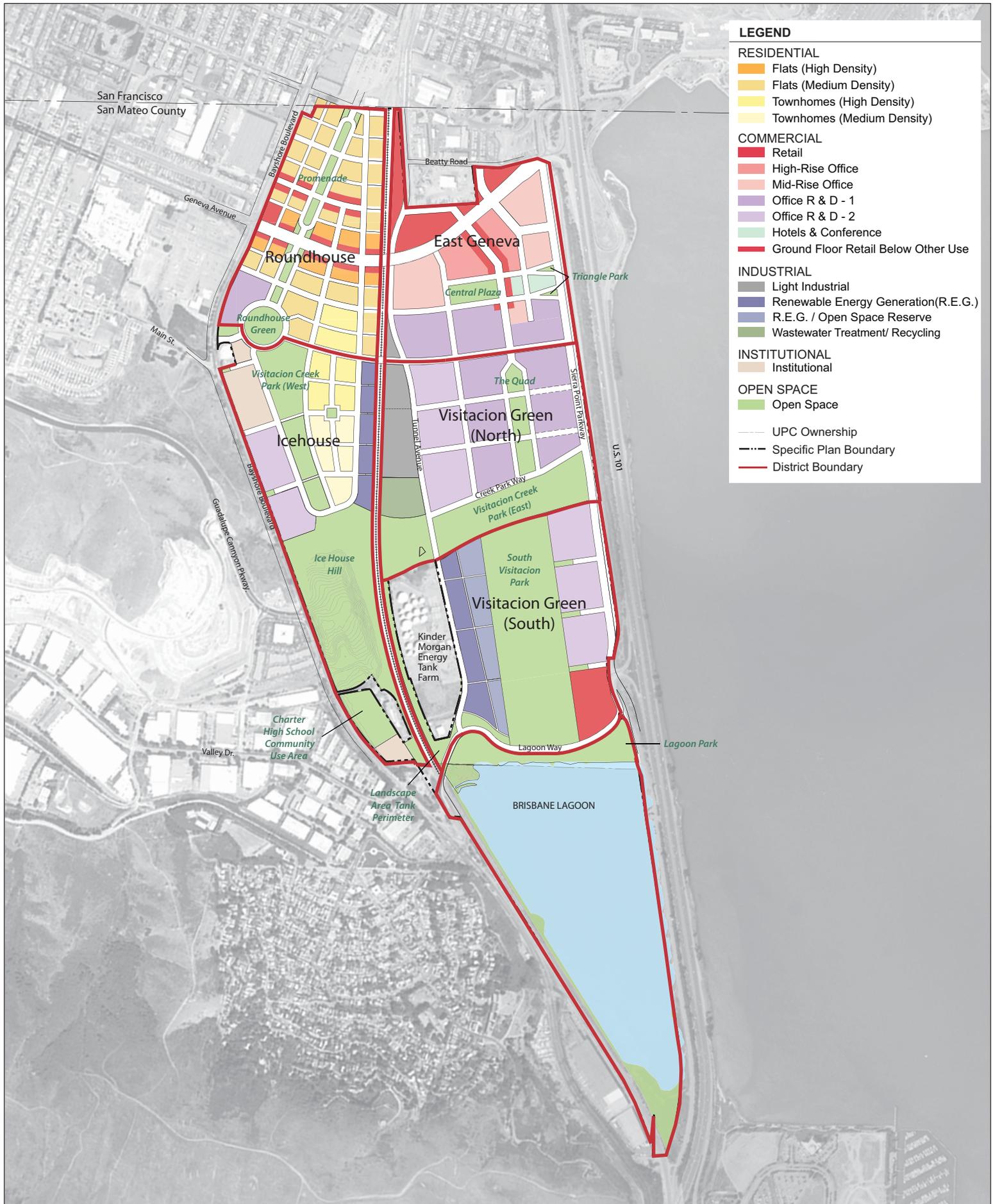
The land use and additional use area designations were written to implement the overall concept for the Baylands while maintaining the flexibility needed to ensure feasible development. The land use description for each designation is supplemented with land use regulations (see Section 4.8), design guidelines (Section 4.9), and development standards (Section 4.10), tailored to the specific range of permitted uses.



The Roundhouse district includes stacked flats with residential over ground-floor retail, a streetcar, and a pedestrian-friendly environment.

### 4.7.1 Roundhouse District

The Roundhouse District, located in the northwest corner of the Specific Plan area bounded by Bayshore Boulevard, Roundhouse Arc and the railroad. Roundhouse is the primary residential district within the Baylands. The district features nearly 80% of all of the residential acreage within the Baylands. Building typologies include mostly mid-to-high density residential buildings including stacked flats and high-density townhomes at the periphery near Bayshore Boulevard. Residential buildings front on the Promenade— a linear park that extends through the center of the district. The Roundhouse District includes also the Roundhouse Green—the historical icon of the Baylands.



# 4.3 DISTRICT CONCEPT

Roundhouse features the major mixed use pedestrian-oriented Main Street and neighborhood serving retail districts in the Baylands. These areas will encourage walkable streets with streetscapes and a diversity of architectural design. This district also includes retail and office.

This district also corresponds to the highest concentration of transit facilities – both existing and proposed – namely, the MUNI light rail (T-Third Street), the Caltrain commuter train, SamTrans routes and the proposed Bus Rapid Transit (BRT) along Geneva Avenue which is planned to connect the future Candlestick/Hunter’s Point development to the Balboa Park BART Station.

#### **4.7.2 East Geneva District**

The East Geneva District, located between the railroad and Sierra Point Parkway and north of Roundhouse Arc, is the primary commercial and office district that complements the residential character of Roundhouse. East Geneva contains over half of all retail areas within the Baylands, all of the high-rise office uses, in addition to a hotel and conference center. The majority of the district is dedicated to office uses, including high- and mid-rise office buildings. The primary open space feature is a 2.7-acre Central Plaza onto which the office buildings front that provides an animated public space for functions, festivals and passive recreation.

Regional retail uses are located along Geneva Avenue. This retail concentration continues to a walkable retail corridor that extends southward perpendicular to Geneva and terminates into the Quad, the campus open space area to the south.

As the commercial center of the Baylands, East Geneva will be a major activity center not only within the Baylands, but for Brisbane, San Francisco, and the Peninsula. The Entertainment Variant for land use allows for the inclusion of key entertainment facilities including an arena, mid-sized theater venue, and multiplex cinema. This land use variant also will accommodate an expanded hotel and conference center.

### 4.7.3 Icehouse District

Icehouse, located between Bayshore Boulevard, Roundhouse Arc and the railroad, is a multi-use district located south of the higher-density Roundhouse district. Consisting of mostly open space, Icehouse also incorporates residential, office/commercial, and institutional uses, in addition to renewable energy generation. In residential areas, the district features townhomes in a variety of formats organized around a fine-grained street pattern. These residential uses are buffered from the rail corridor to the east by a strip of ground-mounted photovoltaic (PV) fields.

Icehouse includes important open space resources, including Visitacion Creek Park (West) and Ice House Hill. Visitacion Creek Park, a broad, informal park, begins just south of Roundhouse Circle, extending south to Ice House Hill and east towards the Bay. Ice House Hill, a natural area located at the southern end of Icehouse that is a remnant of the original ridge system, is also an important component of the open space network. Trails may be included throughout this area, connecting the open space resources within this district to the overall pedestrian and bicycle facilities.

Most of the institutional uses in the Baylands are located in Icehouse, including two school sites. An elementary school, located at the northern portion of Icehouse would front along



The Icehouse District features lower-density residential neighborhoods oriented towards public open space and views of San Bruno Mountain.

Visitacion Green Park (West) and Roundhouse Circle. The other—a proposed charter high school—lies south of Icehouse Hill at the southern boundary of the district.

#### 4.7.4 Visitacion Green (North) District

The area south of Roundhouse Arc east of Tunnel Avenue and west of the Bay is grouped collectively as the Visitacion Green Districts. They are divided into “North” and “South” areas by Visitacion Creek Park (East).

The Visitacion Green North district is bounded by Roundhouse Arc to the north, Visitacion Creek Park (East) to the south, Tunnel Avenue and the train right-of-way to the west, and Sierra Point Parkway to the east. The district is predominated by campus R&D development including signature “campus” sites oriented along the Bay edge, while additional production and warehousing uses front on the railroad. This district also contains all of the light industrial uses within the Baylands. These uses are located between the railroad and Tunnel Avenue, incorporating the new location of the Sierra Lumber and Van Arsdale-Harris facilities and the wastewater treatment/recycling facility.



The Visitacion Green (North) district balances office R&D buildings with a strong public open space system and pedestrian realm, and is situated to offer views of the San Francisco Bay.

#### 4.7.5 Visitacion Green (South) District

Visitacion Green (South) is the southernmost district within the Baylands located closest to the Lagoon. As the termination of the gradual stepping down of densities, this district has the least amount of development at its lowest intensity. Over half of the land is retained as parks and open space, with an approximately 700-foot-wide open space area extending southward from Visitacion Creek Park (East) and meeting Lagoon Park. Development includes a few low-rise, campus R&D sites along the Bay edge and a small cluster of restaurant retail overlooking the Lagoon and Bay. Another feature of this district is an additional solar farm accommodating arrays of ground-mounted photovoltaic panels for solar energy generation, which forms a buffer along the eastern edge of the Kinder Morgan fuel storage facility. A portion of this strip will serve as a swing parcel for open space should the full area of solar panels not be utilized. Buildings within this district will be accessed by vehicular routes from the Sierra Point Parkway on the east side. Potential trail enhancements are provided within the broad southern park area that link with the overall trail and recreation network.

#### 4.7.6 Lagoon

The Lagoon area consists of both the aquatic portions of the Lagoon and the upland fringe. The entire district is designated as Open Space and is intended to preserve sensitive natural resources, provide new opportunities for passive recreation, contribute to the character and identity of the Baylands, and enhance the entry experience to downtown Brisbane. The area bounded by the realigned Lagoon Way on the north, Sierra Point Parkway on the east, and the railroad tracks on the west would become a public park accommodating passive recreational activities while protecting and enhancing the Lagoon and tidal marsh habitat.

The upland area at the north end of the Lagoon will be the primary recreation area and may include facilities such as picnic areas, informal turf areas, multi-use paths, viewing platforms, boardwalks interpretive features, a non-motorized craft storage and launching facility, restrooms, and parking. A proposed Lagoon Nature Center, to be located in this area, would provide the City of Brisbane with community meeting space. Improvements in other areas of the park generally would be restricted to low-impact trails, landscaping, seating, and overlooks.

**Table 4-3: Land Use Program by District**

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

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

<sup>†</sup> Upland area includes the Roundhouse, East Geneva, Icehouse, and Visitacion Green (North and South) land use districts, the Lagoon Park, and the railroad right-of-way. Total right-of-way is 148 acres.

## 4.8 LAND USE REGULATIONS

The land use regulations in this Specific Plan are intended to reflect and implement the overall land use concept and goals and to establish a clear regulatory framework for approving future development in the Baylands area.

**Goal 4.6**      **A mix of complementary land uses that contributes to the creation of socially vital and commercially viable centers of activity that serve both local and regional needs.**

**Goal 4.7**      **Land use regulations that provide clear direction while providing flexibility and supporting streamlined development approvals.**

Table 4-4 indicates the land use regulations for each Specific Plan land use designation. The regulations for each designation are identified by the letters “P,” “C,” and “PG.” The letter “P” identifies permitted uses; “C” identifies uses upon which conditions may be imposed during the Design Plan review process (refer to Section 8.3.6 Development Approvals), and “PG” refers to uses that may be permitted in the ground-floor only. The letter “I” identifies interim land uses that are allowed prior to the buildout of the Planning Area or redevelopment of parcels with uses identified as “P,” “C,” or “PG.” A Temporary Use (TU) Permit, as defined in this Specific Plan, is required for interim uses not identified as “I” uses; The TU Permit process will supersede Section 17.41 of the Zoning Code (Interim uses in the Baylands Subarea). Use classifications for permanent uses not listed in Table 4-4 are generally prohibited (see *Policy 4-2*), as are uses that are addressed with “--” rather than an aforementioned code. *Appendix C* includes definitions of the use classifications.

*Policy 4-1*      *Land uses in the Baylands will be guided by the use regulations of this Specific Plan and will be subject to a Baylands Planned Unit Development (PUD) Permit or a Temporary Use Permit (TU) process that provides for administrative approval of all permitted uses.*

*Policy 4-2*      *In order to allow for possible omissions or the introduction of new land uses over time, uses that are not identified in the Specific Plan use regulations but are consistent with Specific Plan goals and the identified development character may be considered as conditional uses. Such uses will be regulated in the same manner as the existing use classification into which the new use is integrated.*

**Table 4-4: Use Regulations by Land Use Designation**

Uses	RESIDENTIAL				COMMERCIAL						INDUSTRIAL							
	Flats (High Density)	Flats (Medium Density)	Townhomes (High Density)	Townhomes (Medium Density)	Retail	Arena	Theater, Multiplex	High-Rise Office	Mid-Rise Office	Office R & D - 1	Office R & D - 2	Hotels & Conference	Light Industrial	Renewable Energy Generation (R.E.G.)	R.E.G./ Open Space Reserve	Wastewater Treatment/ Recycling	Institutional	Open Space
Key:																		
P	Permitted Use																	
C	Conditional Use																	
PG	Permitted as Ground-Floor Use																	
E	Permitted in Entertainment Variant																	
--	Not permitted																	
Public & Semi-Public uses																		
Clubs or lodges	PG	PG	--	--	PG	--	--	C	C	C	C	--	--	--	--	--	C	--
Colleges, public or private	--	--	--	--	--	C	C	C	C	C	C	--	C	--	--	--	P	--
Cultural institutions	PG	PG	--	--	P	C	C	P	P	P	P	C	--	--	--	--	C	C
Day care	PG	PG	--	--	C	--	--	C	C	C	C	--	--	--	--	--	C	--
Educational research and development	PG	PG	--	--	P	C	C	P	P	P	P	--	C	--	--	--	C	C
Exhibition/Convention center	--	--	--	--	C	C	C	C	C	C	C	P	--	--	--	--	--	--
Golf Course	--	--	--	--	I	--	--	--	--	I	I	I	--	I	C	I	--	P
Government offices and facilities	PG	PG	--	--	--	C	C	C	C	P	P	C	C	--	--	--	C	--
Non-motorized craft launching and storage facility	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C
Parks and recreation	C	C	C	C	--	--	--	--	--	--	--	--	--	--	C	C	--	P
Religious institutions	C	C	C	C	P	--	--	C	C	C	C	C	--	--	--	--	P	--
Commercial uses																		
Alcoholic beverage sales	PG	PG	--	--	P	P	P	PG	PG	PG	PG	P	--	--	--	--	--	--
Animal sales and services	--	--	--	--	P	--	--	--	--	C	C	--	--	--	C	--	--	C
Automobile/vehicle sales and services	--	--	--	--	C	--	--	--	--	C	C	--	C	--	--	--	--	--
Banks and other financial institutions (including ATMs)	PG	PG	--	--	P	P	P	PG	PG	PG	PG	PG	--	--	--	--	--	--
Building materials sales and services	--	--	--	--	I	I	I	I	I	C	C	--	P	--	--	--	--	I
Business services	PG	PG	--	--	P	C	C	PG	PG	PG	PG	PG	PG	--	--	--	--	--
Eating and drinking establishments																		
- Full service	PG	PG	--	--	P	P	P	PG	PG	P	P	P	--	--	--	--	--	C
- Limited service	PG	PG	--	--	P	P	P	PG	PG	P	P	P	--	--	--	--	C	C
- With live entertainment	--	--	--	--	P	P	P	C	C	--	--	C	--	--	--	--	--	C
- With outdoor seating	PG	PG	--	--	P	P	P	PG	PG	C	C	P	--	--	--	--	--	C
Food and beverage sales	PG	PG	--	--	P	P	P	PG	PG	P	P	P	--	--	--	--	C	C

**Table 4-4: Use Regulations by Land Use Designation**

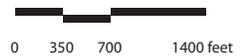
Uses	RESIDENTIAL				COMMERCIAL								INDUSTRIAL					
	Flats (High Density)	Flats (Medium Density)	Townhomes (High Density)	Townhomes (Medium Density)	Retail	Arena	Theater, Multiplex	High-Rise Office	Mid-Rise Office	Office R & D - 1	Office R & D - 2	Hotels & Conference	Light Industrial	Renewable Energy Generation (R.E.G.)	R.E.G./ Open Space Reserve	Wastewater Treatment/ Recycling	Institutional	Open Space
Key:																		
P	Permitted Use																	
C	Conditional Use																	
PG	Permitted as Ground-Floor Use																	
E	Permitted in Entertainment Variant																	
--	Not permitted																	
Home improvement sales and services	--	--	--	--	C	C	C	PG	PG	C	C	C	C	--	--	--	--	--
Hotels	C	C	--	--	C	C	C	C	C	C	C	P	--	--	--	--	--	--
Laboratory, commercial	--	--	--	--	C	C	C	C	C	P	P	C	C	--	--	C	--	--
Maintenance and repair services	--	--	--	--	C	--	--	--	--	--	C	--	P	--	--	--	--	--
Offices	PG	PG	--	--	P	C	C	P	P	P	P	C	--	--	--	--	C	--
Parking facilities	C	C	I	I	C	P	C	C	C	C	C	C	C	I	--	I	C	C
Personal instructional services	PG	PG	--	--	P	--	P	PG	PG	PG	--	--	--	--	--	--	--	--
Personal services	PG	PG	--	--	P	--	--	PG	PG	P	P	--	--	--	--	--	--	--
Recreation and entertainment	--	--	--	--	C	P	P	C	C	--	--	PG	--	--	C	--	C	C
Retail sales	PG	PG	--	--	P	P	P	PG	PG	C	C	PG	--	--	--	--	--	--
Entertainment uses																		
Arena	--	--	--	--	C	P	C	--	--	--	--	--	--	--	--	--	--	--
Multiplex/ Cinema	--	--	--	--	C	C	P	--	--	--	--	--	--	--	--	--	--	--
Theater	--	--	--	--	C	C	P	--	--	--	--	--	--	--	--	--	--	--
Industrial uses																		
Concrete Recycling	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Production	--	--	--	--	--	--	--	--	--	P	P	--	P	--	--	--	--	--
Research and development	--	--	--	--	C	C	C	P	P	P	P	C	P	--	--	--	--	--
Soil and Rock Processing	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Warehousing and storage	--	--	--	--	--	--	--	--	--	C	P	--	P	--	--	--	I	I
Wholesaling and distribution	--	--	--	--	--	--	--	--	--	C	P	--	P	--	--	--	--	--
Residential uses																		
Duplexes	P	P	P	P	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Multi-family Apartments	P	P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Stacked Flats	P	P	C	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Single-family Attached	--	--	P	P	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Single-family Detached	--	--	--	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Townhomes	P	P	P	P	--	--	--	--	--	--	--	--	--	--	--	--	--	--

**Table 4-4: Use Regulations by Land Use Designation**

Uses	RESIDENTIAL				COMMERCIAL						INDUSTRIAL							
	Flats (High Density)	Flats (Medium Density)	Townhomes (High Density)	Townhomes (Medium Density)	Retail	Arena	Theater, Multiplex	High-Rise Office	Mid-Rise Office	Office R & D - 1	Office R & D - 2	Hotels & Conference	Light Industrial	Renewable Energy Generation (R.E.G.)	R.E.G./ Open Space Reserve	Wastewater Treatment/ Recycling	Institutional	Open Space
Key:																		
P	Permitted Use																	
C	Conditional Use																	
PG	Permitted as Ground-Floor Use																	
E	Permitted in Entertainment Variant																	
--	Not permitted																	
Transportation, Communication, and Utilities																		
Commercial Parking	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Communications facilities	--	--	--	--	C	C	C	C	C	C	C	C	P	P	P	P	C	C
Energy Storage	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Ground-mounted Photovoltaic Array	I	I	I	I	I	I	I	I	I	I	I	I	I	P	P	I	I	I
Renewable Power Generation*	C	C	C	C	C	C	C	C	C	C	C	C	C	P	P	C	C	--
Transmission towers	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Transportation facilities																		
- Transportation passenger terminals	PG	PG	--	--	C	C	C	C	C	C	C	C	C	--	--	--	--	--
Wastewater Treatment/ Recycling	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	--	--
Utilities, minor	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

\* The use of solar panels on rooftops or integrated into structures may be permitted by right, but will be subject to design review as part of overall design review process. See Sections 4.10.1 and 4.11.

Source: Wallace Roberts & Todd, LLC, 2011.



# 4.4 ILLUSTRATIVE PLAN

## 4.9 PRINCIPLES OF URBAN DESIGN

The following principles illustrate the overarching principles for building and site design throughout the Baylands.



### 1) Expression of unique natural setting.

Development is designed to respond to the natural setting that makes the Baylands unique. Land uses are situated so that buildings may capture views and that recreation is interlaced with natural amenities.



### 2) Concentrated density linked with transit

Central to the design of the Baylands Specific Plan is the concentration of development close to existing and proposed transit links. This includes both residential and commercial development, both which will benefit from the convenience of accessible transit. Further to the south, density drops down to respect the natural ecology with land uses that are more suitable to this setting.



### 3) Active and pedestrian-friendly streets, frontages, and destinations.

Creating active streets and destinations is accomplished through the coordination of building design and land use. Places to live, work, and shop, and in- and outdoor entertainment that are located in close proximity will produce regular activity, while building frontages, scale, and streetscapes will address the street and encourage a comfortable and welcoming street environment.



### 4) Sustainability in all forms

Sustainable design in every form informs the development strategy of the Baylands. This unites all scales of sustainability: compact development with links to transit; the incorporation of natural stormwater strategies in streets and open space; green building standards, on-site power generation, and site design that preserves the natural environment.



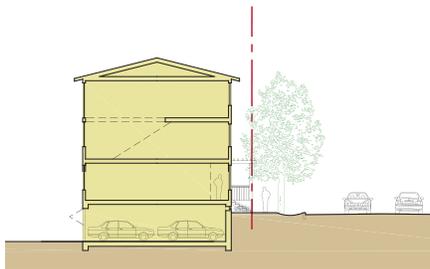
**5) Quality and diversity in design**

The Baylands will become a special place to live and work not only because of its unique setting but because of the distinctive buildings that will shape its appearance. To achieve distinction in design, development guidelines ensure that architecture is high-quality, distinctive, and various design styles are to be used for different blocks, which will contribute to variety in the private realm.



**6) Streets with unique senses of place**

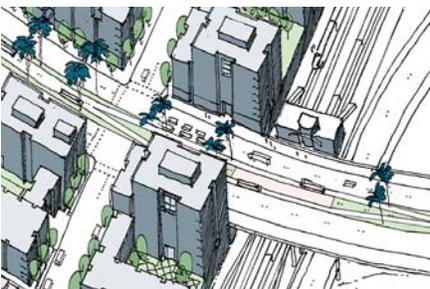
Street environments are impacted by scale, building design, land use, and the presence of various modes of transportation. Within the Baylands there is a hierarchy of streets created to respond to various adjacencies and create different experiences. These are reinforced by varying sidewalk and setback widths, bike lanes, building heights, and park frontages. Building, street furniture, and landscaped elements further encourage diversity among streets.



Tuck-under Parking

**7) De-emphasizing vehicles and parking.**

As a development that will feature strong elements of transit and pedestrian orientation, personal vehicles and private parking will play a lesser role. Parking will be designed to be tucked under both townhouse units and high-rise residential buildings in addition to office and commercial uses. Parking structures will be designed to allow for sharing between different land uses. Entrances to parking garages and structures will be located on secondary streets to reserve the primary street frontage for an enhanced public realm.



Bi-level Building Frontages at Geneva Boulevard.

**8) Response to specific technical characteristics.**

The physical setting of the Baylands includes topographical variation produced as a combination of historic alignments, transportation routes, land alteration, and existing drainage. This produces challenges in building and site design that will yield innovation in architecture and engineering, while maintaining the overarching design goals of the Baylands vision.

## 4.10 DESIGN GUIDELINES AND DEVELOPMENT STANDARDS

To ensure that the distinctive, high quality development envisioned for the Baylands is achieved, design guidelines and development standards have been tailored to the specific uses and areas proposed for development. The design guidelines and development standards are organized by district and the building types and land use designations that are predominantly located within that district. These are presented according to district in the sections that follow (Sections 4.10.1 through 4.10.5). Table 4.5 provides a guide to the regulations that follow.

Specific Plan development standards will function as requirements that must be implemented by future projects. Design guidelines will function as recommendations that provide more general design direction whose intent must be fulfilled, but whose realization is flexible and can be achieved in more than one way. Both the standards and the guidelines are intended to inform the City's design review and development approval process. In the following sections, each land use designation begins with a general statement of design intent, followed by design guidelines that provide general direction on how to achieve the desired development character, followed by development standards tables that set forth specific development requirements. The guidelines and standards each address, as applicable, development intensity, lot size, setbacks, building height, design character, building materials, parking and loading, signage, and landscaping. While standards generally cannot be waived except as provided for in Section 8.3.6, the guidelines will be applied and reviewed on a case-by-case basis during the design review process that will be required as part of the Baylands Design Plan Review process (refer to Section 8.3.6: Development Approvals).

To illustrate the concepts embodied in the development standards and design guidelines, prototypical sections and precedent photos are included for each land use designation. Additionally, each district discussion includes an aerial massing view demonstrating prototypical build-out. These illustrations show an example of how the design guidelines and development standards could be realized. Similarly, an overall illustrative plan (Figure 4.4) shows how the build-out of the entire project might occur. It is important to note that these graphic representations are conceptual and illustrative in nature and do not have a regulatory function.

The section contains a combination of required standards and recommended guidelines appropriate for the various building types provided. Terms are defined in *Appendix D: Glossary*.

### 4.5 DEVELOPMENT STANDARDS KEY

LAND USE DISTRICT	SECTION	PAGE
<b>ROUNDHOUSE</b>		
 RESIDENTIAL: Flats (High Density)	4.10.2	94
 RESIDENTIAL: Flats (Medium Density)	4.10.2	95
 RESIDENTIAL: Townhomes (High Density)	4.10.4	109-110
 COMMERCIAL: Office R&D 1	4.10.5	115
 COMMERCIAL: Single-Use Retail	4.10.2	96
<b>EAST GENEVA</b>		
 COMMERCIAL: Retail	4.10.3	100
 COMMERCIAL: High-Rise Office	4.10.3	101
 COMMERCIAL: Mid-Rise Office	4.10.3	102
 COMMERCIAL: Hotels & Conference	4.10.3	103
 COMMERCIAL: Multiplex/ Cinema	4.10.3	105
 COMMERCIAL: Theater	4.10.3	106
 COMMERCIAL: Arena	4.10.3	107
<b>ICEHOUSE</b>		
 RESIDENTIAL: Townhomes (High Density)	4.10.4	109-110
 RESIDENTIAL: Townhomes (Medium Density)	4.10.4	111
 INSTITUTIONAL: Institutional	4.10.4	113
 INDUSTRIAL: Renewable Energy Generation (R.E.G.) <sup>9</sup>	n/a <sup>9</sup>	
<b>VISITACION GREEN NORTH</b>		
 COMMERCIAL: Office R&D 1	4.10.5	115
 COMMERCIAL: Office R&D 2	4.10.6	119
 INDUSTRIAL: Light Industrial <sup>10</sup>	4.10.5	116
 INDUSTRIAL: Wastewater Treatment / Recycling <sup>11</sup>	4.10.5	117
<b>VISITACION GREEN SOUTH</b>		
 COMMERCIAL: Office R&D 2	4.10.6	119
 INDUSTRIAL: Renewable Energy Generation (R.E.G.)	n/a <sup>9</sup>	
 INDUSTRIAL: R.E.G./ Open Space Reserve	See R.E.G. or Open Space	
 COMMERCIAL: Single-Use Retail	4.10.2	96
 OPEN SPACE: Open Space	See Chapter 5: Conservation & Open Space	
Notes: <sup>9</sup> Design standards associated with the renewable energy land use will be subject to a separate approval process. <sup>10</sup> The development of the Light Industrial uses will be negotiated as part of the anticipated relocation of the Sierra Lumber and Van Arsdale-Harris Lumber companies. <sup>11</sup> Design standards associated with the wastewater treatment/ water recycling facility will be subject to a separate approval process.		

Figure 4.5 shows the allowable maximum building heights for the plan area. Each specific district section further elaborates on these height standards as well as the other development standards associated with the various land uses.

### 4.10.1 Overall Design Guidelines

High-quality design is a priority for all development in the Baylands. Design guidelines ensure that future development meets the standards and principles set forth. The following design elements, illustrated below, are key aspects of successful building design. All future development in each land use area should comply with these principles. When a greater degree of specification is appropriate, it is so indicated in the tables that correspond to each land use.

#### ***Building Articulation***

The street walls defining urban blocks shall be articulated to create rhythm and variety, achieving a fine-grained pattern to the urban fabric. Articulations in building massing are achieved with projections, recesses and notches, bay windows, balconies, roof overhands, and step-backs.



#### ***Transparency***

The facade of a building shall be appropriately transparent at ground level to allow active ground floor uses, such as retail, commercial or community uses, to be visible from the street.





**Roofs**

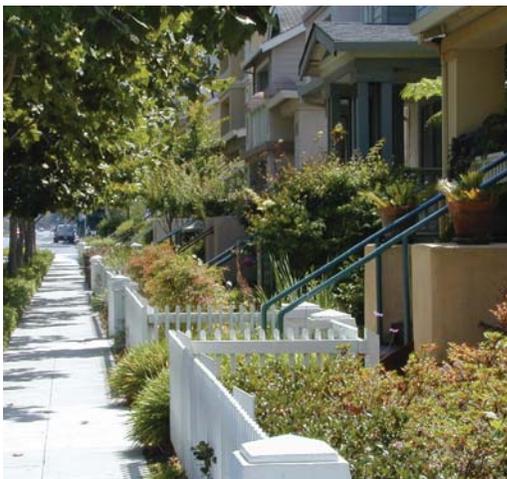
Roof design should be compatible with the building design and articulation, emphasizing color, form, materials. Rooftop mechanical equipment should be screened. Roofs should incorporate opportunities for solar panels (PV or solar hot-water).

Roof design should facilitate stormwater management and the reduction of stormwater runoff. Flat roofs should incorporate open space and planting bed opportunities.



**Fenestration**

Fenestration, also called window patterns, should be well-proportioned to the building, varied to achieve diversity in architecture, and provide adequate light and air to interiors.



**Entrances**

Entrances should be well-designed, appropriately-scaled and easy to find, and serve as a special feature in building design.

### Materials

Materials should be high quality with textures and colors that further accentuate building design. Material changes should relate to building massing.



### Signage

Signage should complement building design in material, scale, lettering and lighting and enhance the public realm.



### Parking

Private parking must be on-parcel with entrances prohibited on primary streets. Visitor parking is accommodated on street. Podium or structured parking should be wrapped with active uses, not exposed to the street. Parking ratios are established for each use per square footage or dwelling unit.

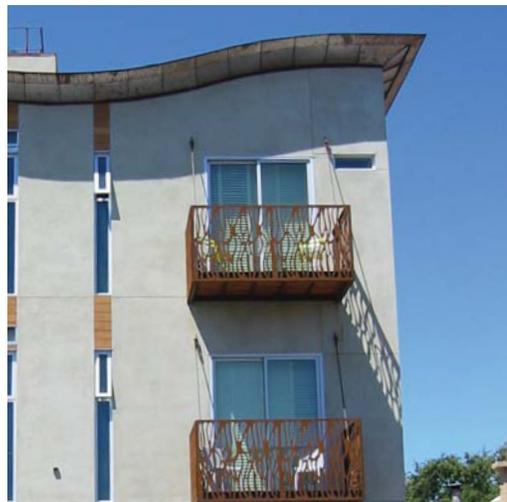
Parking standards for Retail, and Mid- and High-Rise Office uses are based on proximity to transit. Distances are from transit station entrance to building entrance, considering access to MUNI T-Third and BRT, and Caltrain.





### Canopies and Awnings

Canopies and awnings should occur at regular intervals to identify retail and/or mark entries and lobbies and accent building design. Canopies and awning may project up to 4' into the public right-of-way. They should provide at least allow 8' clearance below.

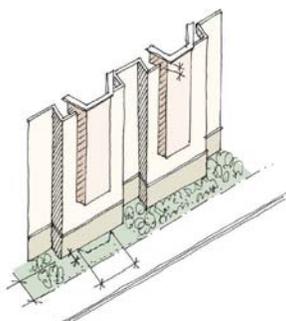


### Porches, Stoops and Bay Windows

Stoops, overhangs, bay windows and balconies are encourage to animate the streetscape and give human-scaled articulation to the building designs. They should be incorporated into the design of the overall building and landscape.

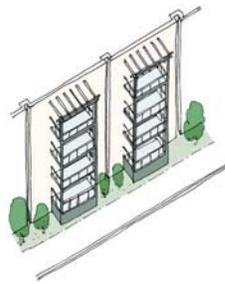
Projections up to 3' may occur in the public right-of-way that are no more than 12' wide and allow 8' clearance below. (In process)

Canopies and awning may project up to 4' into the public right-of-way. They should provide at least allow 8' clearance below.



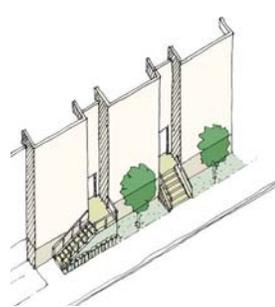
Bay Windows

Width: Up to 12'  
Depth: May project into the public right of way up to 3'  
Clearance: At least 8' underneath where they project into the public right-of-way



Porches and Balconies

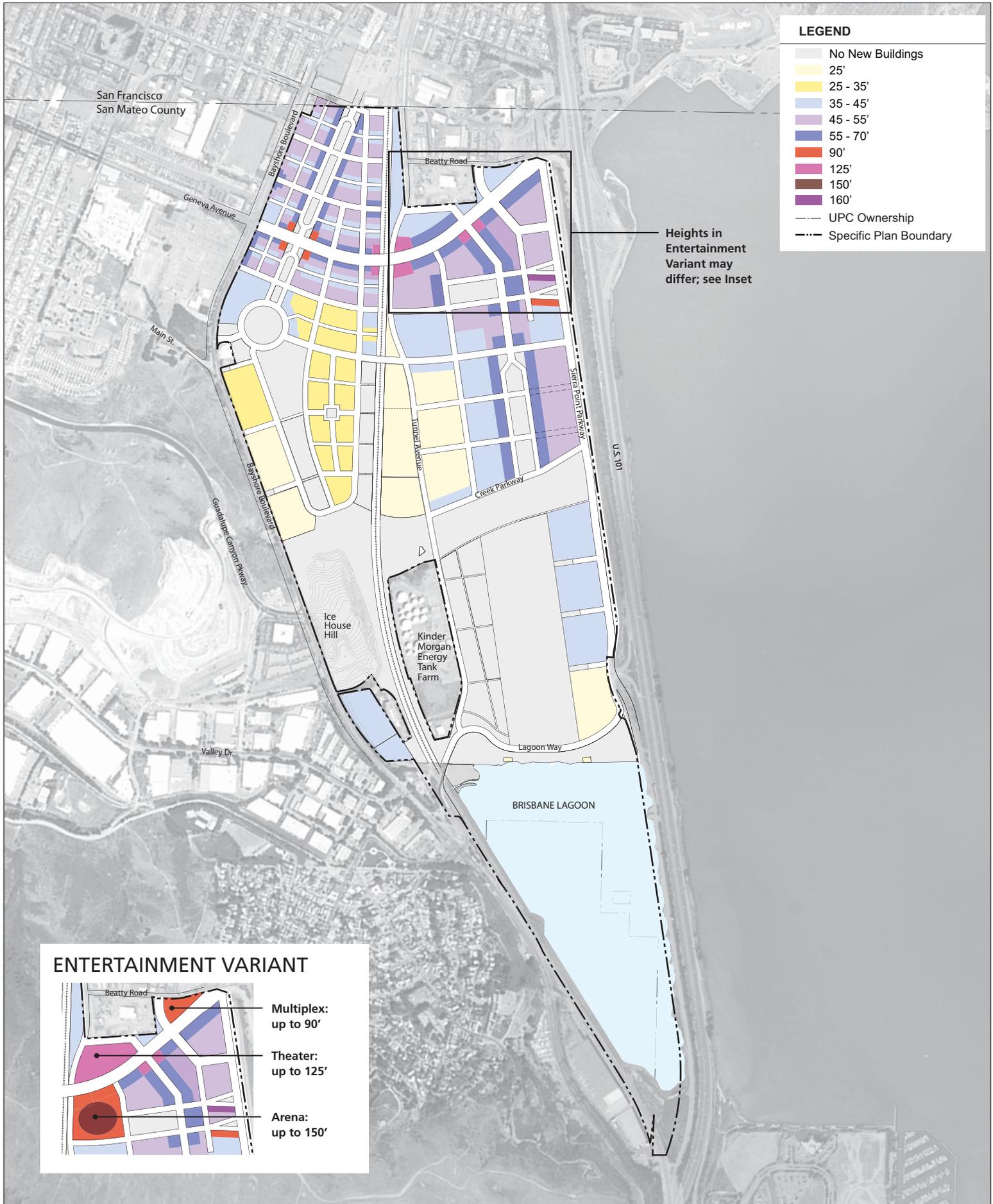
Width: No limit  
Depth: Balconies may project into the public right of way up to 3'  
Clearance: At least 8' underneath where they project into the public right-of-way



Front Stoops

Width: no limit  
Depth: May not project into the public right of way

Source: WRT - Solomon ETC, 2010.

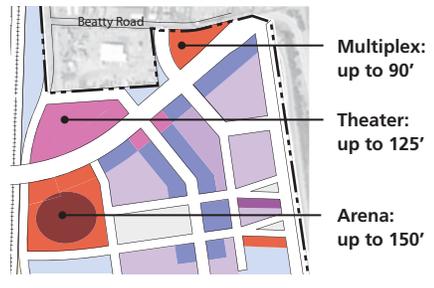


**LEGEND**

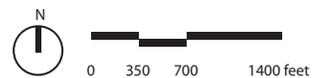
- No New Buildings
- 25'
- 25 - 35'
- 35 - 45'
- 45 - 55'
- 55 - 70'
- 90'
- 125'
- 150'
- 160'
- UPC Ownership
- Specific Plan Boundary

Heights in Entertainment Variant may differ; see Inset

**ENTERTAINMENT VARIANT**



**4.5 BUILDING HEIGHTS**



### 4.10.2 Roundhouse

Roundhouse is the primary residential district within the Baylands. Building typologies include mostly mid-to-high density residential building, including stacked flats and high-density townhomes at the periphery near Roundhouse Arc Road. Residential buildings front on the Promenade—a linear park that extends through the center of the district. Roundhouse also includes Roundhouse Green.

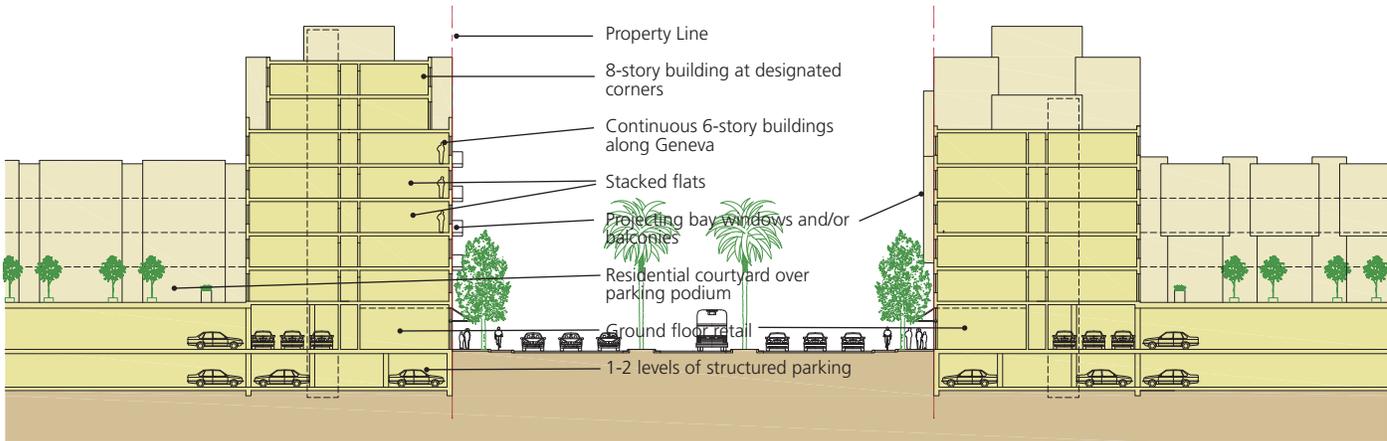
Design guidelines are created to address the diverse features of the Roundhouse district, including the mixed-use pedestrian-oriented Geneva Avenue, the neighborhood-serving retail district, and transit facilities.

#### Land Uses, Building Typologies, and Frontage Conditions:

Land Use	Section	Page
 RESIDENTIAL: Flats (High Density)	4.10.2	94
 RESIDENTIAL: Flats (Medium Density)	4.10.2	95
 RESIDENTIAL: Townhomes (High Density)	4.10.4	109-110
 COMMERCIAL: Office R&D 1	4.10.5	115
 COMMERCIAL: Single-Use Retail	4.10.2	96



**4.10.2 - A RESIDENTIAL: Flats – High Density**



High Density stacked flats with ground floor retail, along multi-modal transit street. (85-125 DU/Ac net shown in photo at right)

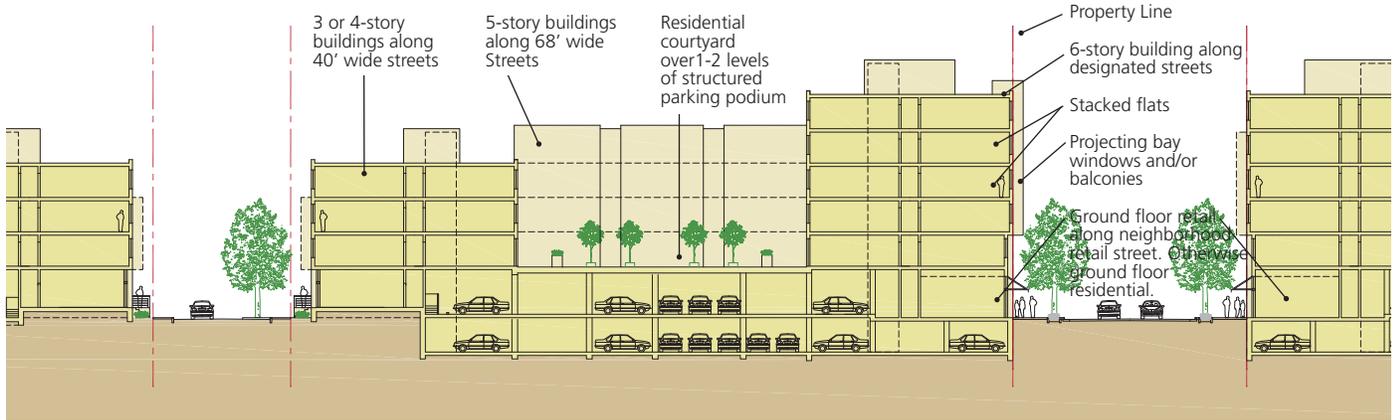
**Description**

High Density stacked flats are the proposed use for the blocks fronting on Geneva Avenue. These high density buildings will feature ground floor retail and an active pedestrian environment. They range from a minimum of 4 stories to a maximum of 8 stories at key corners. Units and potential towers will be situated around podiums with structured parking below. Density ranges from 60 to 95 dwelling units per acre (DU/Ac) net.

<b>Required</b>	
Heights	<ul style="list-style-type: none"> <li>• 45' to 70' typical range</li> <li>• Up to 90' at 4 tower locations along Geneva at 2nd Street</li> <li>• Up to 125' at 2 tower locations along Geneva between 5th Street and Caltrain R.O.W. (See Figure 4.5 Heights)</li> </ul>
F.A.R.	2.0 - 4.0
Streetwall Coverage	<ul style="list-style-type: none"> <li>• 80% min. on Geneva</li> <li>• 65% min. Typical</li> </ul>
Setbacks	<ul style="list-style-type: none"> <li>• 0' at ground floor retail</li> <li>• 6' on 40' Residential Streets</li> <li>• 8' Typical</li> <li>• 8'-12' on Promenade</li> <li>• 12' on Bayshore Blvd</li> </ul>
Bulk Controls	10% bulk reduction above 70 feet.
Parking Spaces	1 per dwelling unit + 1 space per 1,000 s.f. ground floor retail.
Parking Location	Structured parking must be on parcel with entrances prohibited on primary streets.

<b>Required</b>	
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Retail, commercial of flex space required on Geneva
<b>Recommended</b>	
Building Articulation	Facade articulation of 5 ft. at intervals of 80 ft maximum required
Transparency	At least 60% ground floor retail should be transparent.
Entrances	Should be well-designed, appropriately-scaled and easy to find, and serve as a special feature in building design.
Projections	Should occur at regular intervals to identify retail and/or mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.2 - B RESIDENTIAL: Flats – Medium Density**



**Description**

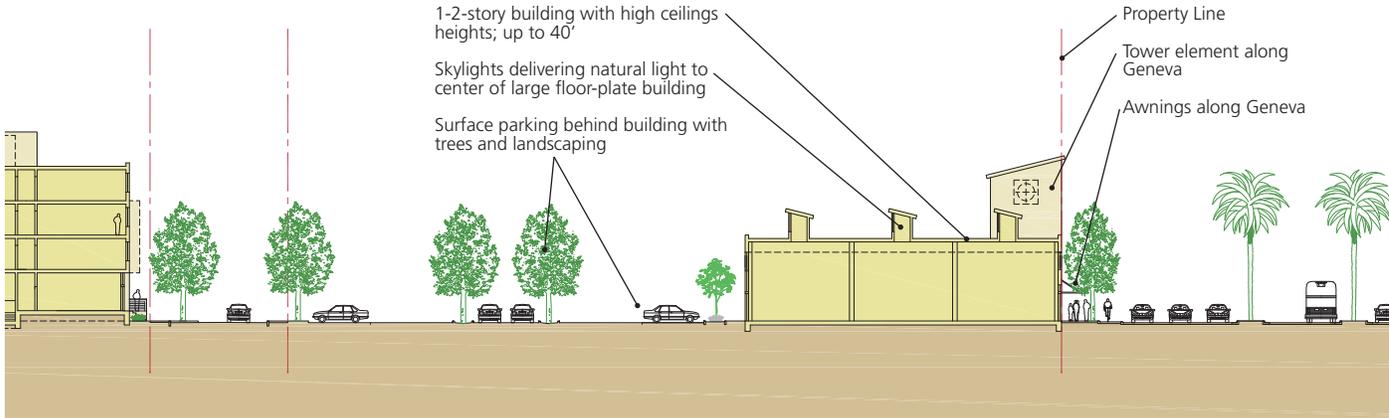
The majority of the stacked flat building types within the Baylands are Medium-density stacked flats. They range from 4 to 6 stories, plus a pair of narrow 8 story (90') towers along Geneva. The buildings sit atop and around podiums with structured parking below. Ground floor retail is required along Geneva and P Street to establish the pedestrian-oriented shopping district in this area. Buildings will address the Promenade open space with articulation, massing and entrances oriented towards the space. Density ranges from 45 to 70 dwelling units per acre (DU/Ac) net.

Medium density stacked flats with ground floor neighborhood serving retail. (50-55 DU/Ac net shown in photo at left)

<b>Required</b>	
Heights	• 45' to 70' typical range (See Figure 4.5 Heights)
F.A.R.	2.0 - 3.5
Streetwall Coverage	• 80% min. Typical • 65% min. on 40' residential
Setbacks	• 0' at ground floor retail • 6' on 40' Residential Streets • 8' Typical • 8'-12' on Promenade • 12' on Bayshore Blvd
Bulk Controls	15% bulk reduction above 70 feet.
Parking Spaces	1 per dwelling unit + 2.5 per 1,000 s.f. ground floor retail
Parking Location	Structured parking must be on parcel with entrances prohibited on primary streets.
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Retail required on Neighborhood Retail Street

<b>Recommended</b>	
Building Articulation	Facade articulation of 5 ft. at intervals of 80 ft maximum required.
Transparency	At least 60% ground floor retail should be transparent.
Entrances	Should be well-designed, appropriately-scaled and easy to find, and serve as a special feature in building design.
Projections	Should occur at regular intervals to identify retail and/or mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.2 - C COMMERCIAL: Single Use Retail**



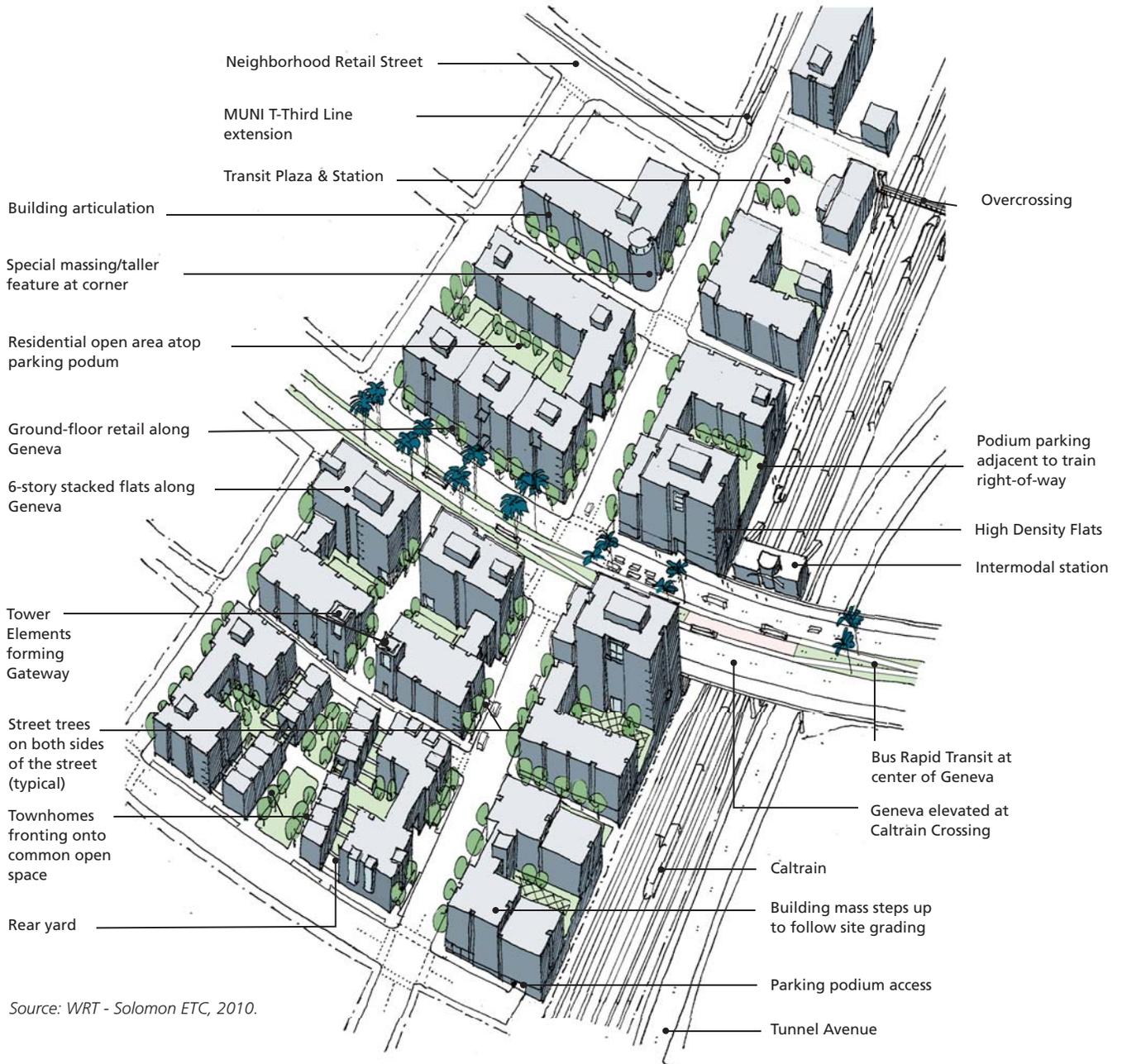
**Description**

Single Use retail is allowed within the Roundhouse district on the corner of Bayshore Boulevard and Geneva Boulevard. The purpose of this retail location is to draw visitors into the Baylands and continue along to the retail destinations on Geneva. The parcel will accommodate up to a 40,000 s.f. grocery store and complimentary in-line retail uses..

The building shall be designed to complement the pedestrian environment of Geneva.

<b>Required</b>	
Heights	See Figure 4.5 Heights
F.A.R.	0.4 - 1.25
Streetwall Coverage	<ul style="list-style-type: none"> <li>• 80% min. on Geneva</li> <li>• 65% min. Typical</li> </ul>
Setbacks	<ul style="list-style-type: none"> <li>• 0' at Geneva</li> </ul>
Bulk Controls	None
Parking Spaces	3:1,000 s.f.
Parking Location	Entrances prohibited on Geneva Boulevard.
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Retail required

<b>Recommended</b>	
Building Articulation	Facade articulation of 5 ft. at intervals of 80 ft maximum required. Should have a tower or other major vertical element, which may exceed height limit.
Transparency	At least 40% transparency recommended on Geneva.
Entrances	Should be well-designed, appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should occur at regular intervals to identify retail and/or mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

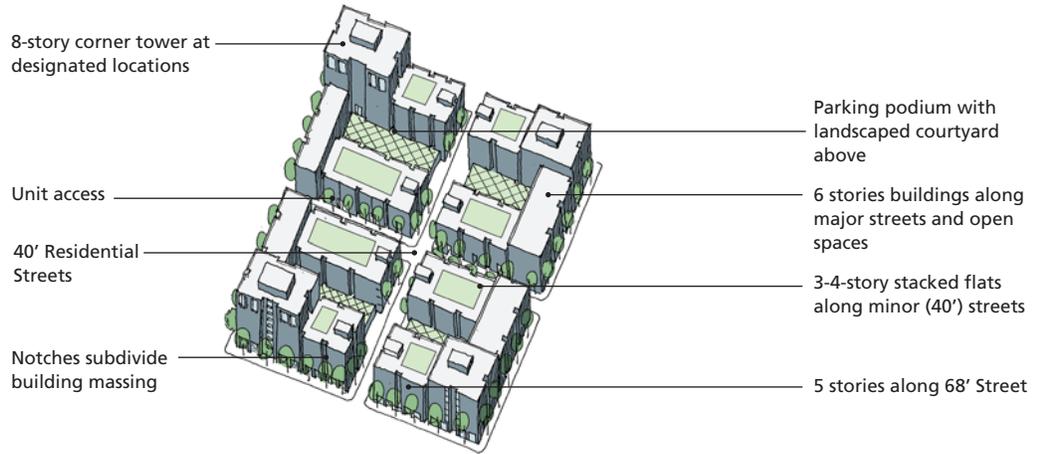


**Figure 4.6: The Roundhouse District**

This diagram illustrates the potential build-out and character of the Roundhouse District, street types and character, the location of parking for stacked flats and townhomes, the location of key links to transit, and orientation of buildings to the street.

### Proposed Development

All 4 blocks are developed with Stacked Flats, following height and massing guidelines



### Alternative Development Option 1

Stacked Flats line major streets and townhomes line minor streets



### Alternative Development Option 2

Stacked Flats line wide rights-of-way. Townhomes line minor streets and extend to block perimeters along major streets.



Source: WRT - Solomon ETC, 2010.

**Figure 4.7 Development of Residential Flats Blocks**

In order to achieve the diversity in the built environment, the design guidelines and development regulations allow for various approaches for the development of urban blocks. This includes various combinations of low and mid rise apartment buildings and townhomes, complemented by various parking strategies. The Proposed Development, below, is slightly more dense than the Development Options 1 and 2.

### 4.10.3 East Geneva

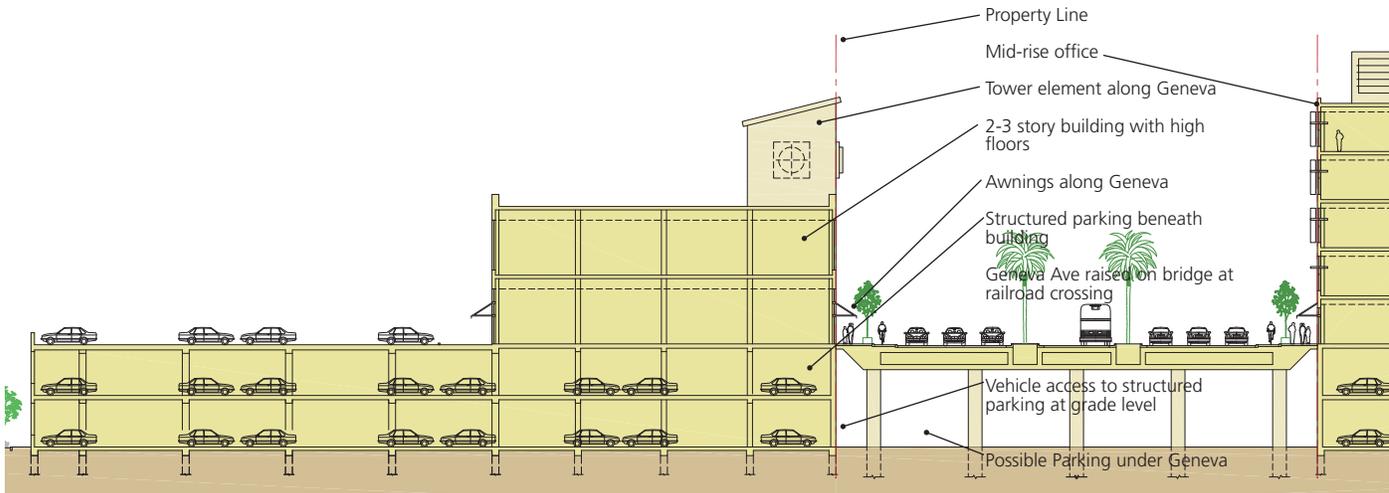
The East Geneva District is the primary commercial and office district in the Baylands. East Geneva contains over half of all retail areas within the Baylands and all of the high-rise office uses, in addition to a hotel and conference center. The majority of the district is dedicated to office uses, including high and mid-rise and office R&D buildings. Central Plaza, located at center of the district, may include recreational areas and a concert pavilion.

#### Land Uses, Building Typologies, and Frontage Conditions:

Land Use	Section	Page
 COMMERCIAL: Retail	4.10.3	100
 COMMERCIAL: High-Rise Office	4.10.3	101
 COMMERCIAL: Mid-Rise Office	4.10.3	102
 COMMERCIAL: Hotels & Conference	4.10.3	103
 COMMERCIAL: Office R&D 1	4.10.5	115



**4.10.3 - A COMMERCIAL: Retail**



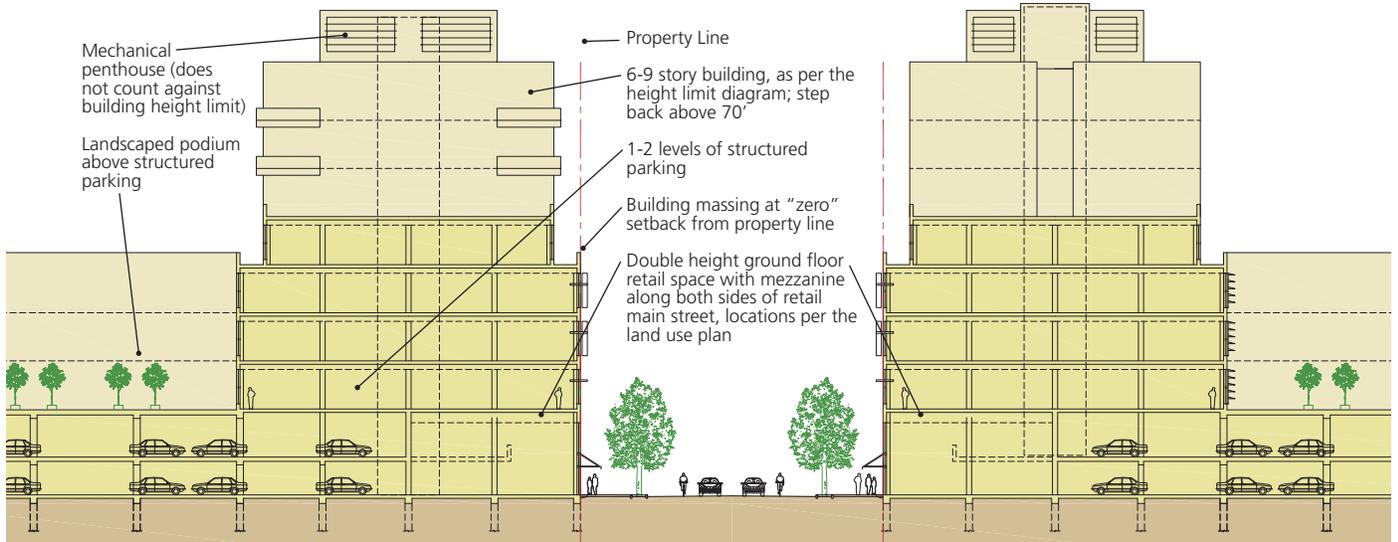
**Description**

Retail and commercial land uses are featured north of Geneva Avenue. This land use will support multiple forms of retail development, from medium to large box national retailers to ground floor retail on Geneva Boulevard. This development will serve a local and regional market.

<b>Required</b>				
Heights	See Figure 4.5 Heights			
F.A.R.	0.4 - 1.25			
Streetwall Coverage	<ul style="list-style-type: none"> <li>• 80% min. on Geneva</li> <li>• 65% min. Typical</li> </ul>			
Setbacks	<ul style="list-style-type: none"> <li>• 15'-30' Typical</li> <li>• 0' at Geneva</li> </ul>			
Bulk Controls	No bulk reductions required			
Parking Spaces, per 1000 sf	Dist. to Trans.	1/4 mile	1/2 mile	+1/2 mile
	Retail	2.5	3.0	3.5
Parking Location	Behind building. Structured or surface parking. Parking must be on parcel with access prohibited from Geneva.			
Sustainability	LEED, GreenPoint Rated, or equivalent			
Ground Floor Use	Commercial / Retail only. Office uses allowed on upper floors.			

<b>Recommended</b>	
Building Articulation	Facades fronting on primary streets should be articulated to achieve rhythm and variety and enhance public realm.
Transparency	At least 50% ground floor retail should be transparent.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should occur at regular intervals to identify retail and/or mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.3 - B COMMERCIAL: High-Rise Office**



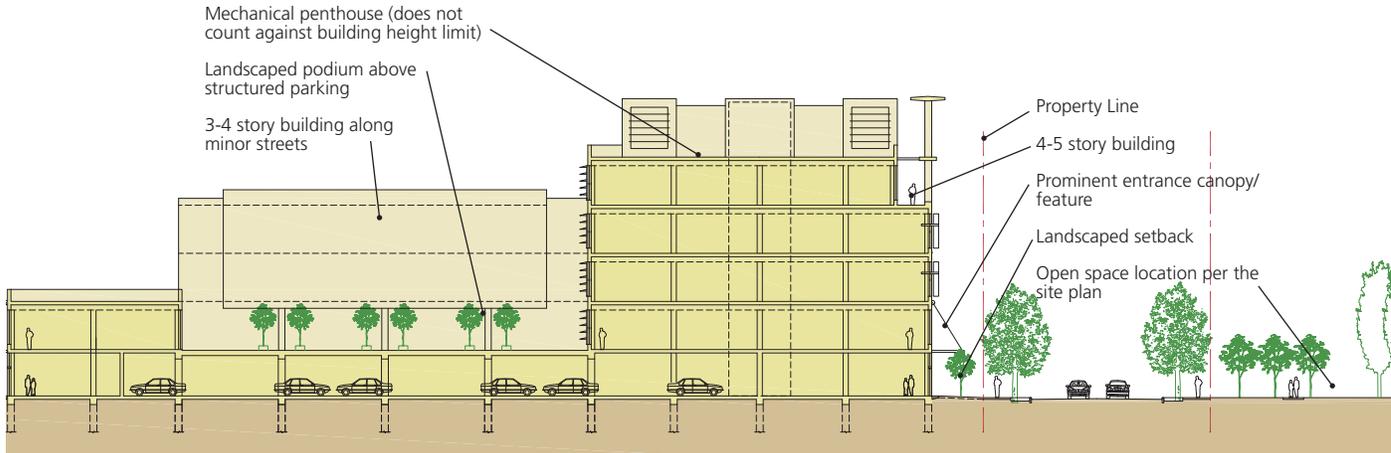
**Description**

High-rise office development will form the core of the East Geneva district with the greatest amount of development intensity and activity at ground level. Buildings will support commercial offices on upper stories while ground-floor retail will anchor the Retail Main Street that runs through the center of the district.

<b>Required</b>				
Heights	See Figure 4.5 Heights			
F.A.R.	2.25 - 3.50			
Streetwall Coverage	<ul style="list-style-type: none"> <li>• 80% min. on Geneva</li> <li>• 65% min. Typical</li> </ul>			
Setbacks	<ul style="list-style-type: none"> <li>• 15'-30' Typical</li> <li>• 0' at Geneva</li> <li>• 0' on Retail Main Street (7th Street)</li> </ul>			
Bulk Controls	10% bulk reduction above 70 feet			
Parking Spaces, per 1000 sf	Dist. to Trans.	1/4 mile	1/2 mile	+1/2 mile
	Retail	2.5	3.0	3.5
	Office	2.0	2.5	3.0
Parking Location	Structured parking must be on parcel with entrances prohibited on Geneva.			
Sustainability	LEED, GreenPoint Rated, or equivalent			

<b>Required</b>	
Ground Floor Use	Commercial only. Ground-floor retail required on Geneva & Retail Main Street (7th Street).
<b>Recommended</b>	
Building Articulation	Facades fronting on primary streets should be articulated to achieve rhythm and variety and enhance public realm.
Transparency	At least 50% transparency recommended on Geneva & Retail Main Street.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should occur at regular intervals to identify retail and/or mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.3 - C COMMERCIAL: Mid-Rise Office**



**Description**

The Mid-Rise Office land use will feature commercial offices on upper stories with ground-floor retail on the ground floor on Geneva Boulevard and the Retail Main Street. This land use forms a transition between the most intense commercial development at the center of Geneva East to the lower-rise Office R&D uses at the southern end of the district and into Visitation Green North. In the Entertainment Variant, this land use extends further south.

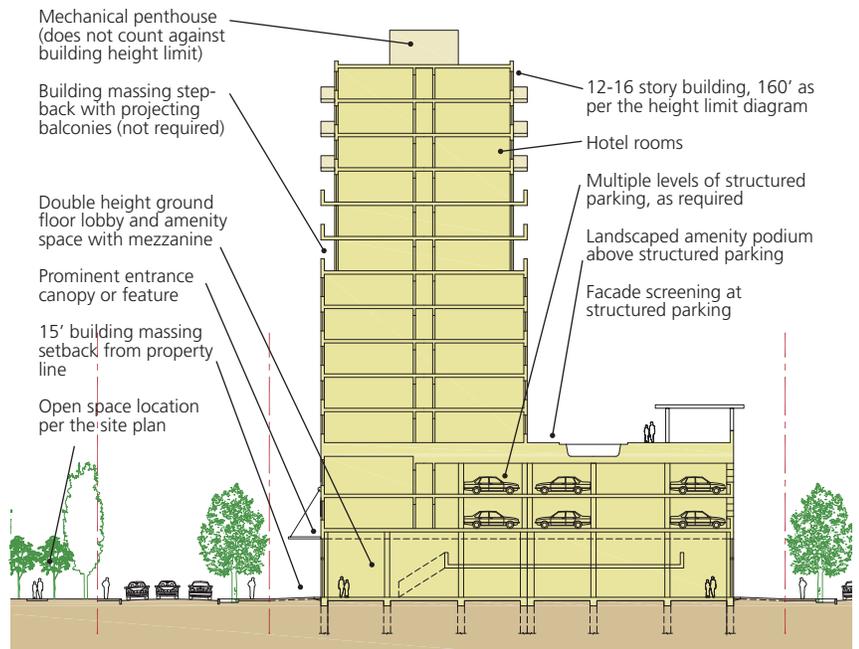
Required				
Heights	See Figure 4.5 Heights			
F.A.R.	2.0 - 3.0			
Streetwall Coverage	<ul style="list-style-type: none"> <li>• 80% min. on Geneva</li> <li>• 65% min. Typical</li> </ul>			
Setbacks	<ul style="list-style-type: none"> <li>• 15'-30' Typical</li> <li>• 0' at Geneva</li> <li>• 0' on Retail Main Street (7th Street)</li> </ul>			
Bulk Controls	No bulk reductions required			
Parking Spaces, per 1000 sf	Dist. to Trans.	1/4 mile	1/2 mile	+1/2 mile
	Retail	2.5	3.0	3.5
	Office	2.0	2.5	3.0
Parking Location	Structured parking must be on parcel with entrances prohibited on Geneva.			
Sustainability	LEED, GreenPoint Rated, or equivalent			
Ground Floor Use	Commercial only. Retail required on Geneva & Retail Main Street (7th Street).			

Recommended	
Building Articulation	Facades fronting on primary streets should be articulated to achieve rhythm and variety and enhance public realm.
Transparency	At least 50% transparency recommended on Geneva & Retail Main Street.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should occur at regular intervals to identify retail and/or mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.3 - D COMMERCIAL: Hotel & Conference**

**Description**

A Hotel and Conference land use is included in East Geneva to serve the local and regional business and tourism community. The Entertainment Variant allows for a greater amount of hotel and conference space. This use is situated along Sierra Point Parkway and the Bay in order to facilitate access and capture views of the natural setting. Height will be concentrated on the north side of the block, to maximize views to the Bay.



<b>Required</b>	
Heights	Up to 160' with 40' podium (See Figure 4.5 Heights)
F.A.R.	2.0 - 5.50
Streetwall Coverage	90%
Setbacks	15'-30'
Bulk Controls	10% bulk reduction above 90 feet
Parking Spaces	1 per room 1 per 1,000 s.f. for other uses
Parking Location	Structured parking on upper floor levels, with facade screening
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Commercial only

<b>Recommended</b>	
Building Articulation	Facades should be articulated to achieve rhythm and variety and architectural distinction.
Transparency	Ground floor should have high degree of transparency to highlight ground floor uses.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should identify retail and/or entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

### 4.10.3 - V East Geneva Entertainment Variant

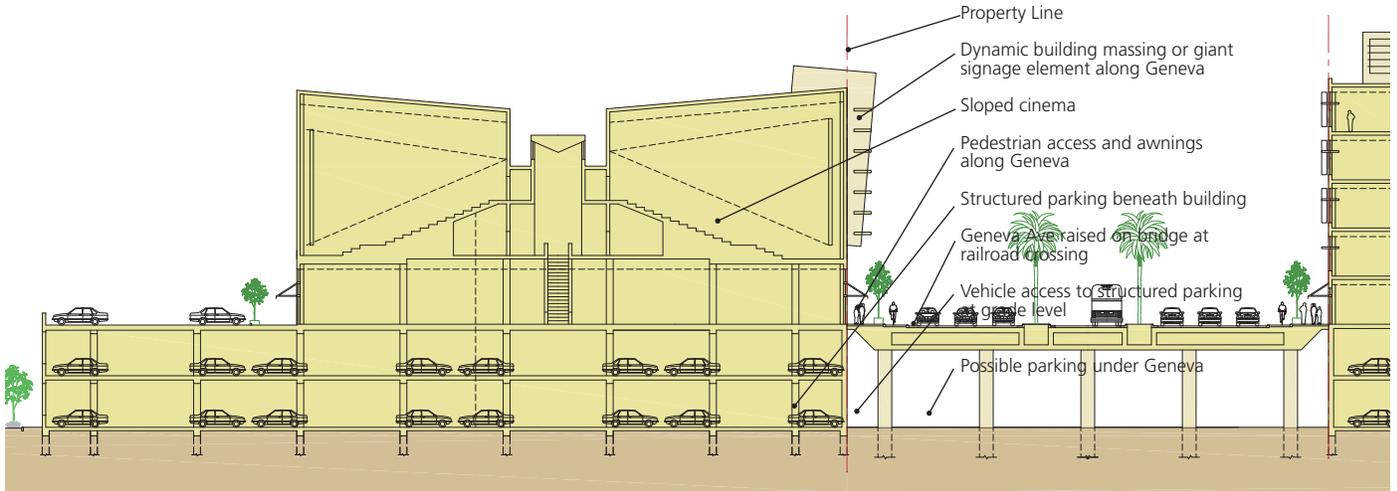
The East Geneva District is the primary commercial and office district in the Baylands with a range of retail options to draw a regional market. A variant is proposed for East Geneva to include over 1 million square feet of destination-oriented entertainment uses. (See Table 4.2B - Entertainment Variant). This will augment the regional-serving retail uses and high- and mid-rise office uses proposed in East Geneva and add to the regional draw of the Baylands.

#### Land Uses, Building Typologies, and Frontage Conditions:

Land Use	Section	Page
COMMERCIAL: Multiplex/ Cinema	4.10.3	105
COMMERCIAL: Theater	4.10.3	106
COMMERCIAL: Arena	4.10.3	107
COMMERCIAL: Office R&D 1	4.10.5	115



**4.10.3 - E COMMERCIAL: Multiplex / Cinema**



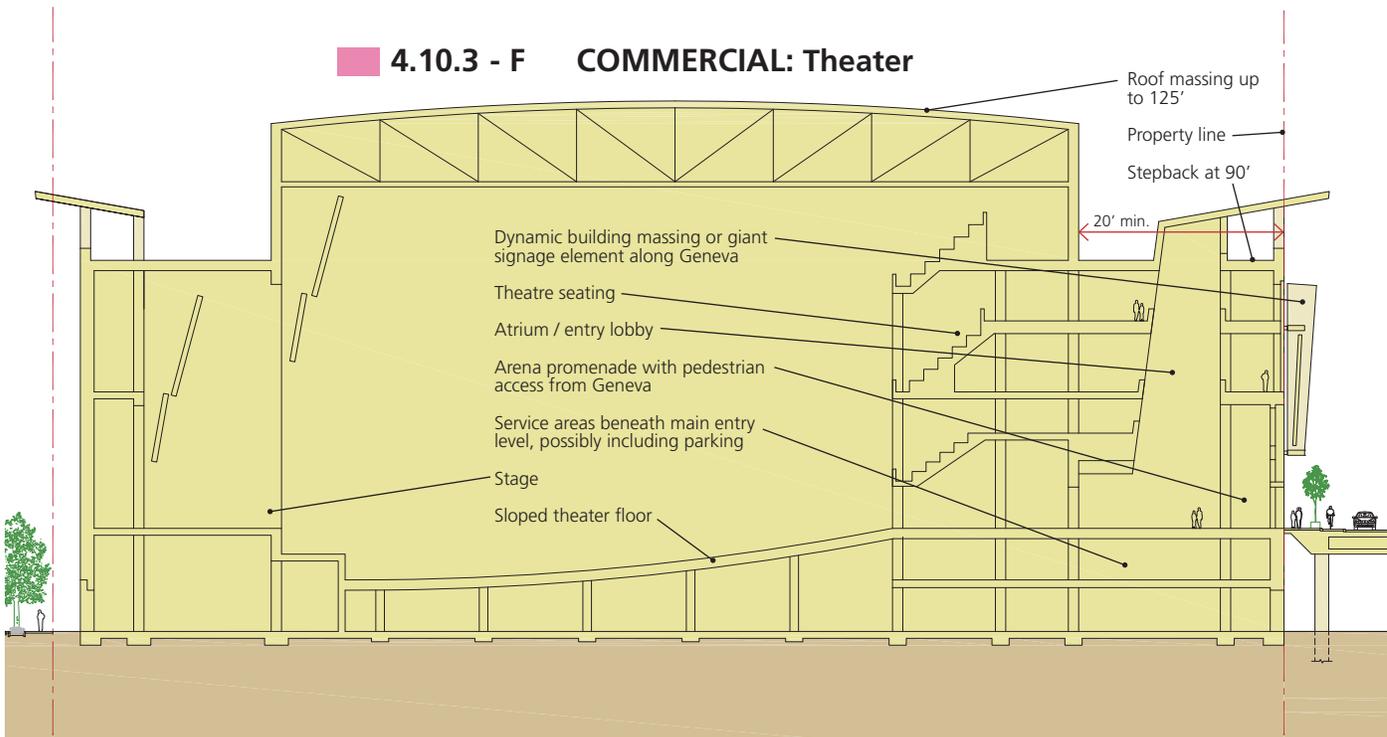
**Description**

The Entertainment Variant will allow for a 10-screen multiplex, or movie cinema, of approximately 71,000 s.f. to be built north of Geneva in the retail district. This use will front onto Geneva and further animate the pedestrian life of the entertainment hub. Parking will be accommodated on-parcel in structured parking beneath or behind the multiplex building. Parking is accessed from 8th Street or Beatty Road.

<b>Required</b>	
Heights	Up to 90' (See Figure 4.5 Heights)
F.A.R.	0.4 - 1.25
Streetwall Coverage	<ul style="list-style-type: none"> <li>• 80% on Geneva</li> <li>• 50% on remaining streets</li> </ul>
Setbacks	<ul style="list-style-type: none"> <li>• 0' at Geneva</li> <li>• 15'-30' Typical</li> </ul>
Bulk Controls	No bulk reductions required
Parking Spaces	3.3 per 1,000 s.f. 2.5 per 1,000 s.f. ground floor retail or other uses
Parking Location	Structured parking on-parcel, beneath or behind the building. Shared parking may be utilized if feasible.
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Commercial only

<b>Recommended</b>	
Building Articulation	Facades should be articulated to achieve rhythm and variety and architectural distinction.
Transparency	Transparency should activate ground floor while remaining consistent with function of building.
Building Material	Should be high quality with textures and colors that further articulate building design and function.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should identify retail and/or entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.3 - F COMMERCIAL: Theater**



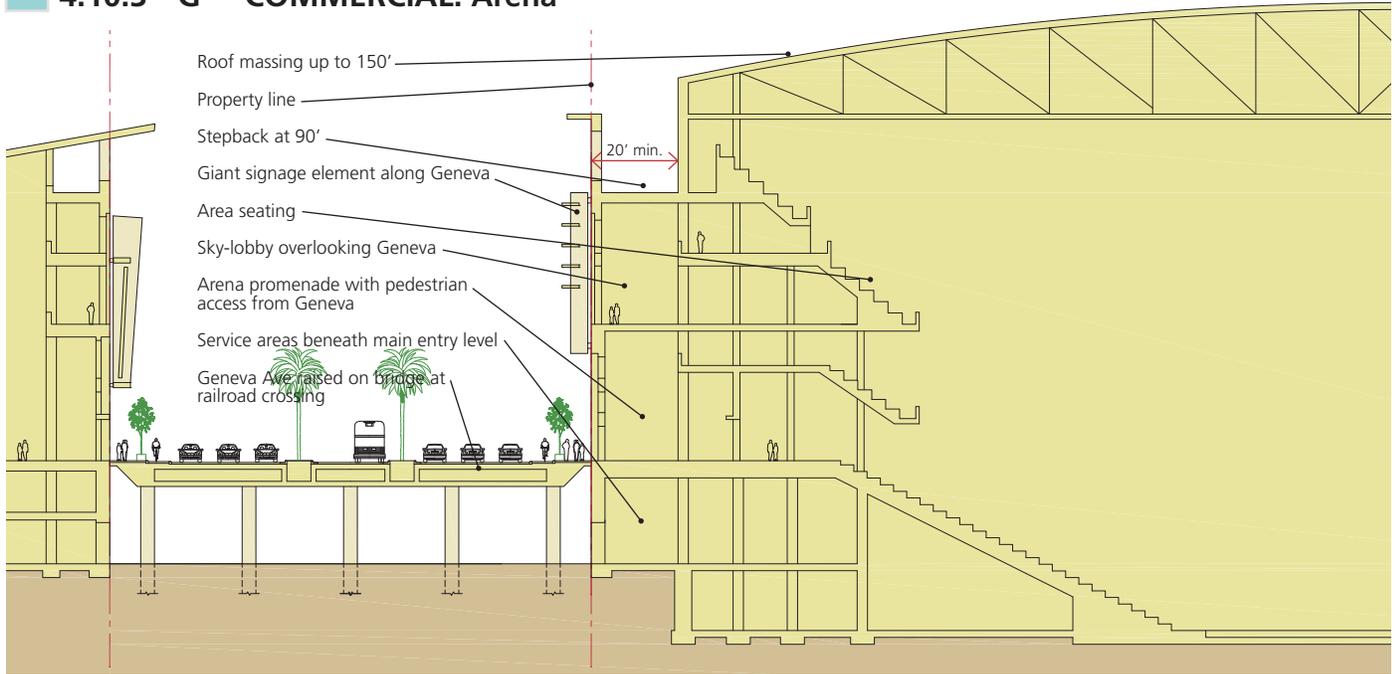
**Description**

The Entertainment Variant will allow for an 5,500 seat mid-sized theater venue, of approximately 337,000 s.f., to be built north of Geneva in the retail district. This use will front onto Geneva and further animate the pedestrian life of the entertainment hub. Parking will be accommodated on-parcel in structured parking below the theater and in shared parking arrangements with other entertainment/retail destinations.

<b>Required</b>	
Heights	<ul style="list-style-type: none"> <li>Up to 90' at front 20'. Up to 125' after front stepback. (See Figure 4.5 Heights)</li> </ul>
F.A.R.	1.0 - 3.0
Streetwall Coverage	<ul style="list-style-type: none"> <li>80% on Geneva</li> <li>65% on remaining streets</li> </ul>
Setbacks	<ul style="list-style-type: none"> <li>0' at Geneva</li> <li>15'-30' Typical</li> </ul>
Bulk Controls	No bulk reductions required
Parking Spaces	2.0 per 1,000 s.f. 2.5 per 1,000 s.f. ground floor retail or other uses
Parking Location	Structured parking on-parcel, beneath or behind the building. Shared parking may be utilized if feasible.
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Commercial only

<b>Recommended</b>	
Building Articulation	Facades should be articulated to achieve rhythm and variety and architectural distinction.
Transparency	Transparency should activate facade and ground floor while remaining consistent with function of building.
Building Material	Should be high quality with textures and colors that further articulate building design and function.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should identify retail and/or entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.3 - G COMMERCIAL: Arena**



**Description**

The Entertainment Variant will allow for 17,000-20,000 seat arena, of approximately 600,000 - 900,000 s.f. arena, to be built south of Geneva. This use will face upon Geneva and further animate the pedestrian life of the entertainment hub. Parking will be accommodated on the parcel just south of the arena, identified in the land use plan as "Arena Parking", as well as in shared parking arrangements with adjacent office uses.

**Required**

Heights	<ul style="list-style-type: none"> <li>Up to 90' at front 20'. Up to 150' after front stepback. (See Figure 4.5 Heights)</li> </ul>
F.A.R.	1.0 - 2.5
Streetwall Coverage	<ul style="list-style-type: none"> <li>80% on Geneva</li> <li>65% on remaining streets</li> </ul>
Setbacks	<ul style="list-style-type: none"> <li>0' at Geneva</li> <li>15'-30' typical</li> </ul>
Bulk Controls	No bulk reductions required
Parking Spaces	3.0 per 1,000 s.f. 2.5 per 1,000 s.f. ground floor retail or other uses
Parking Location	Parking on adjacent parcel. May be surface or multi-level parking structure. Also in shared parking arrangements as feasible.
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Commercial only

**Recommended**

Building Articulation	Facades should be articulated to achieve rhythm and variety and architectural distinction.
Transparency	Transparency should activate facade and ground floor while remaining consistent with function of building.
Building Material	Should be high quality with textures and colors that further articulate building design and function.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should identify retail and/or entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

### 4.10.4 Icehouse

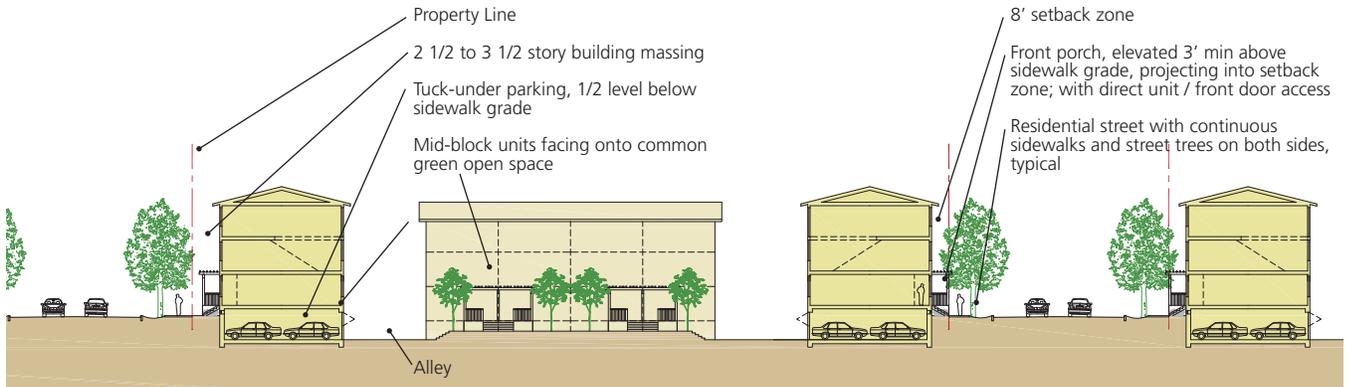
The Icehouse District is a multi-use district featuring open space, residential, office/commercial, institutional, and renewable energy generation. Residential areas consist of townhomes in a variety of formats organized around a fine-grained street pattern. These residential uses are buffered from the rail corridor to the east by a strip of ground-mounted photovoltaic (PV) fields. The district also contains all of the institutional uses in the Baylands and Office R&D uses.

#### Land Uses, Building Typologies, and Frontage Conditions:

Land Use	Section	Page
 RESIDENTIAL: Townhomes (High Density)	4.10.4	109-110
 RESIDENTIAL: Townhomes (Medium Density)	4.10.4	111
 INSTITUTIONAL: Institutional	4.10.4	113
 INDUSTRIAL: Renewable Energy Generation (R.E.G.)	n/a	
 COMMERCIAL: Office R&D 2	4.10.6	119



**4.10.4 - A RESIDENTIAL: Townhomes (High Density)**



**Townhomes with parking access from the back**



**Description**

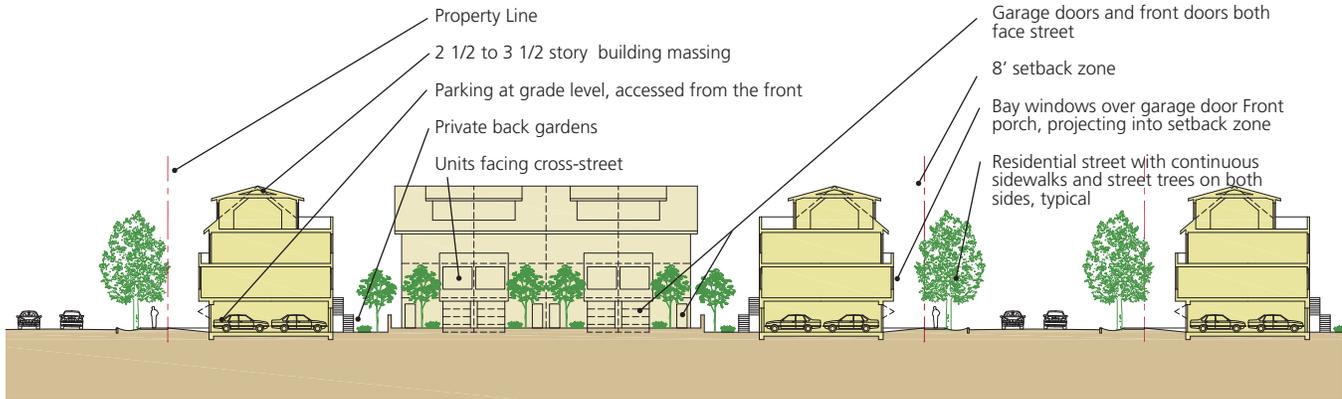
High Density Townhomes are featured on either side of Roundhouse Arc in both the Roundhouse and Icehouse districts. This type of housing will allow for single- and multi-family townhouse units on a fine-grained neighborhood scale. Parcels will allow for a variety of private outdoor open space, front porches and stoops, and a variety of parking access options.

Pictured at right: Three-story high density townhouses with landscaped front setbacks and rear-accessed tuck-under parking. (25-30 DU/Ac net shown)

<b>Required</b>	
Heights	Up to 35'
F.A.R. / Density	0.8 - 2.0 / 25-35 DU/Acre
Streetwall Coverage	At least 65%
Setbacks	8' to 12' Typical
Bulk Controls	None
Parking Spaces	1.5 spaces per unit
Parking Location	Each development should include front-accessed and rear-accessed parking, to add variety to the streetscape.
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Residential only

<b>Recommended</b>	
Building Articulation	Facades should be articulated to achieve rhythm and variety and architectural distinction.
Fenestration	Should be proportioned to building, varied to achieve diversity in architecture, and provide adequate light and air to interiors.
Entrances	Should be appropriately-scaled and provide adequate security and separation between public and private realm.
Projections	Should occur within setback zone and be incorporated with overall building and landscape.
Signage	Signage is discouraged except to indicate building addresses.

**4.10.4 - A RESIDENTIAL: Townhomes (High Density) (continued)**



*Townhomes with parking access from the front*

**High Density Townhomes: A Variety of Configurations**

*With parking access from the back*



2 1/2 story attached townhomes with narrow front setbacks and rear-accessed parking. 30-35 DU/Ac net

*With parking access from the front*



3 story attached townhomes with front-accessed parking. Setbacks include planting and stoops with narrow 30-35 DU/Ac net



3 story attached townhomes with front planters and rear-accessed parking. 35 DU/Ac net



3 story attached duplex townhomes with front-accessed parking. Setbacks include planting and entry pergolas. 20-30 DU/Ac net

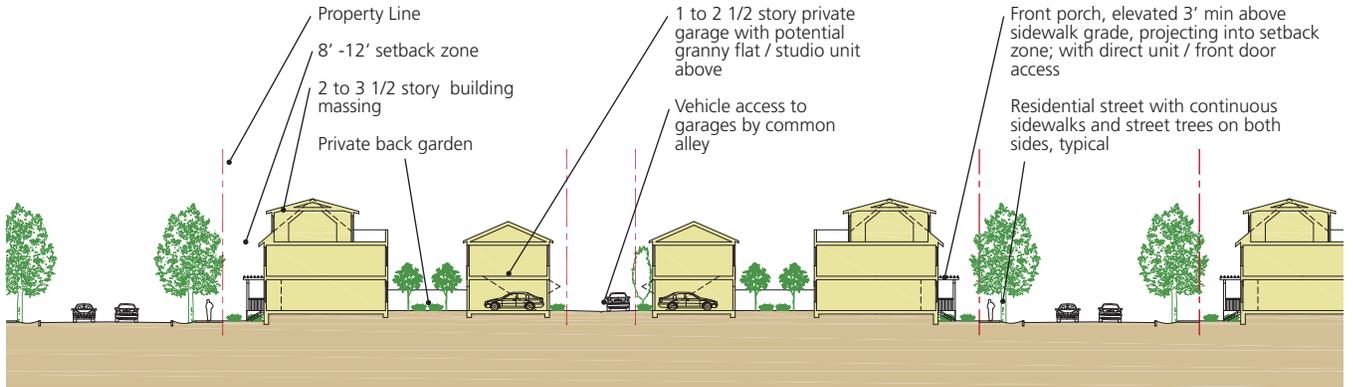


3 1/2 story attached townhomes, along greenway, with landscaped front setbacks and rear-accessed parking. 30-40 DU/Ac net



Detail of unit/building access and parking access. Front setback include planting, stoops and patterned front driveway. 20-30 DU/Ac net

**4.10.4 - B RESIDENTIAL: Townhomes (Medium Density)**



*Townhomes with parking access from the back*



**Description**

Medium-Density Townhomes are featured south of the higher density townhouses as density steps downward. This type of housing will allow for single-family townhouse units on a fine-grained neighborhood scale. Parcels will accommodate a variety of private outdoor open space, front porches and stoops, and multiple parking access options.

<b>Required</b>	
Heights	Up to 35' (See Figure 4.5 Heights)
F.A.R.	0.7 - 2.0 / 20-30 DU/Acre
Streetwall Coverage	At least 65%
Setbacks	8' - 12' Typical
Bulk Controls	None
Parking Spaces	2.0 spaces per unit
Parking Location	Each development should include front-accessed and rear-accessed parking, to add variety to the streetscape.
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Residential only

<b>Recommended</b>	
Building Articulation	Facades should be articulated to achieve rhythm and variety and architectural distinction.
Fenestration	Should be proportioned to building, varied to achieve diversity in architecture, and provide adequate light and air to interiors.
Entrances	Should be appropriately-scaled and provide adequate security and separation between public and private realm.
Projections	Should occur within setback zone and be incorporated with overall building and landscape.
Signage	Signage is discouraged except to indicate building addresses.

### Figure 4.8 Development of Townhome Blocks

In order to achieve diversity in the streetscape, townhome blocks shall be designed as follows:

- A. Developments should mix parking access options, including both front-accessed and rear-accessed units. Option 1, below, shows front-loaded units. Option 2 shows rear-loaded units.
- B. Developments should mix building types and sizes within close proximity. For example, 2-story and 3-story townhouses mixed along the same block frontage. Another strategy is to locate 3-story, more prominent buildings at special locations, like at the end of a row of 2-story buildings, or forming a pair of pavilions across the street to frame a view or street, as illustrated below.
- C. Developments should mix unit types within close proximity. For example, have 2BR, 3BR, and 4RB unit types available within a single block length. This will help foster physical and social diversity within a neighborhood.
- D. Variety in architectural and community character is desired. This may be accomplished through the strategies listed above as well as varying the architectural character, style, fenestration patterns, projections, and detailing of the individual buildings.



Front-loaded townhomes and landscaped setbacks.



Front-loaded townhomes.



Rear-loaded attached townhomes.



Alley-facing side of rear-loaded townhomes.



#### Option 1

#### Front-loaded Townhouses

- Major massing forming gateway
- Urban green
- Private rear gardens
- Private garages accessed from the front
- Mid-block footways



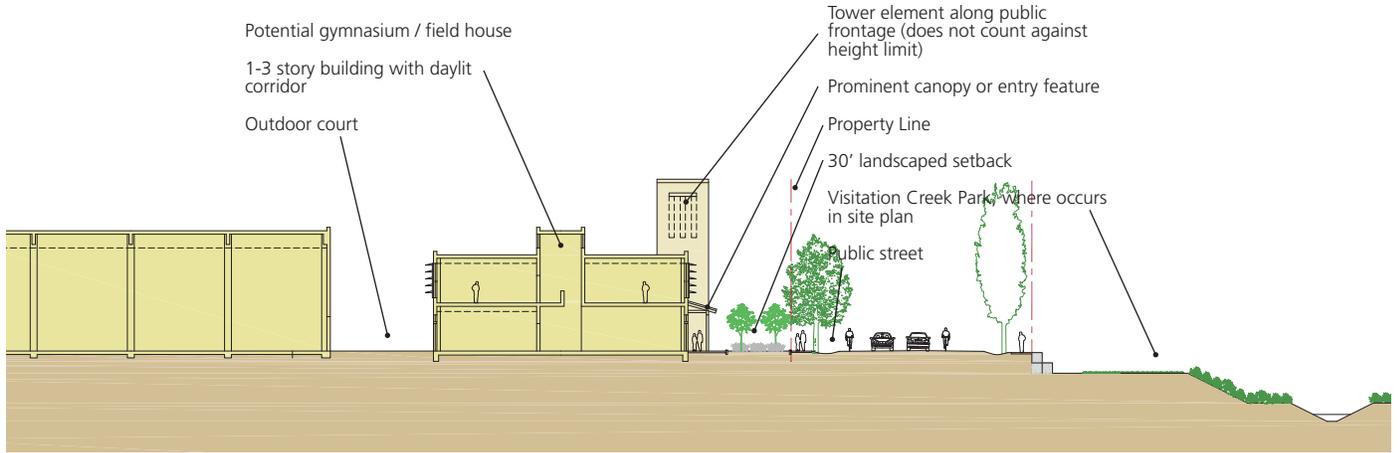
#### Option 2

#### Rear-loaded Townhouses

- Major massing forming gateway
- Urban green
- Alley access to tuck-under parking
- Mid-block common open space
- Private garages accessed from the rear

Source: WRT - Solomon ETC, 2010.

**4.10.4 - C Institutional**



**Description**

An elementary school and a charter high-school are allowed for within the Baylands, both located in Icehouse. These uses will be designed to complement surrounding residential and open space land uses, and shall comply with the City of Brisbane’s design standards, except where otherwise indicated.

The elementary school site terminates the view corridor along the Promenade Park axis. The building massing should mark the site’s northeast corner with a vertical element, such as a tower feature.

A site is also identified for a combined police/fire facility, centrally located adjacent to Roundhouse Green.

<b>Required</b>	
Heights	See Figure 4.5 Heights
F.A.R.	0.3 - 1.0
Streetwall Coverage	At least 65%
Setbacks	Per Brisbane and Jefferson Unified School District Standards
Bulk Controls	
Parking Spaces	
Parking Location	
Sustainability	LEED, GreenPoint Rated, or equivalent
Ground Floor Use	Institutional only

<b>Recommended</b>	
Building Articulation	Should be articulated to achieve rhythm and variety and architectural distinction. Should include a tower element at prominent corner.
Fenestration	Should be appropriately proportioned to building and interior functions. Interior spaces should maximize daylighting wherever possible.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

### 4.10.5 Visitacion Green North

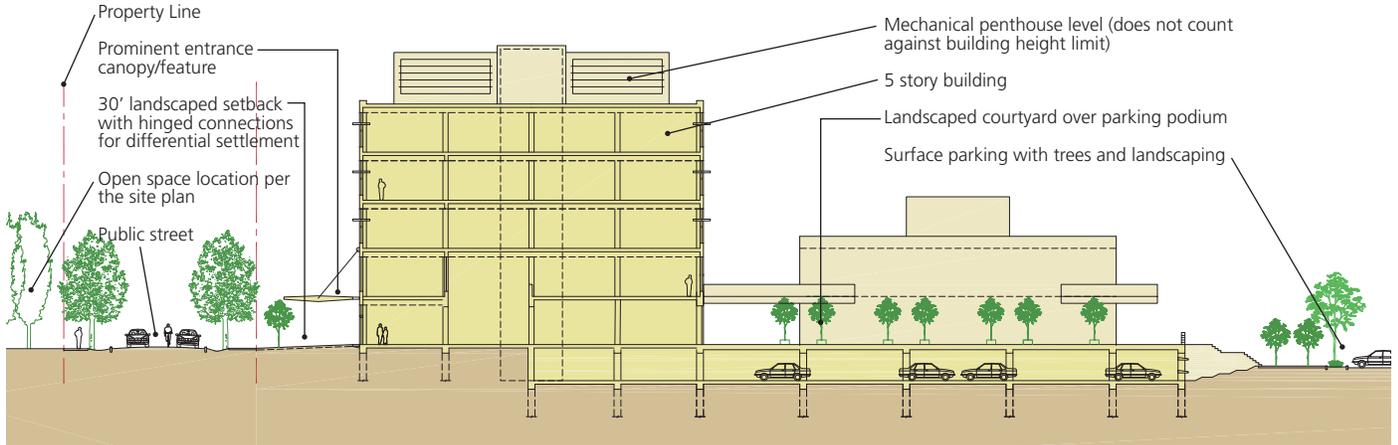
Visitacion Green North is dominated by office R&D development, with signature “campus” sites oriented along the Bay edge. Production and warehousing uses front on the railroad. Light industrial uses are also contained within this district and will be occupied by the future Sierra Lumber and Van Arsdale-Harris facilities and the wastewater treatment facility.

#### Land Uses, Building Typologies, and Frontage Conditions:

Land Use	Section	Page
COMMERCIAL: Office R&D 1	4.10.5	115
COMMERCIAL: Office R&D 2	4.10.6	119
INDUSTRIAL: Light Industrial	4.10.5	116
INDUSTRIAL: Wastewater Treatment / Recycling	4.10.5	117



**4.10.5 - A COMMERCIAL: Office R&D 1**



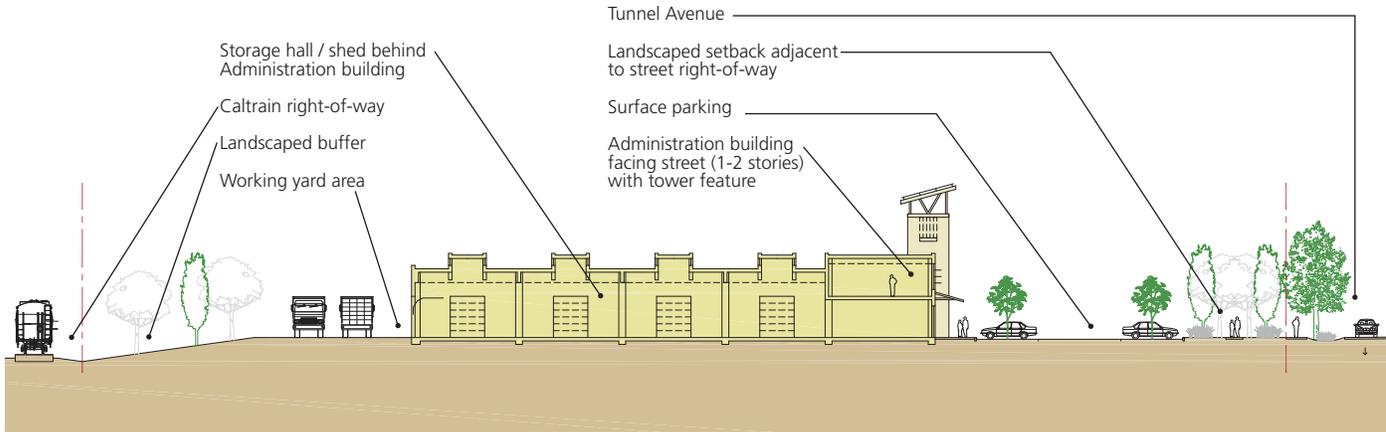
**Description**

Office R&D 1 uses are included in several districts within the Baylands including Roundhouse, Icehouse, and Visitation Green (North). This land use includes a variety of office uses, usually situated along parks and open spaces to create favorable working environments. For buildings along the Quad, 6-stories (up to 85') features may be considered by variance.

Required				
Heights	See Figure 4.5 Heights			
F.A.R.	0.6 - 2.0			
Streetwall Coverage	At least 65%			
Setbacks	30' Typical			
Bulk Controls	No bulk reductions required			
Parking Spaces, per 1000 sf	Dist. to Trans.	1/4 mile	1/2 mile	+1/2 mile
	Office	2.0	2.5	3.0
	R&D	2.0	2.5	2.5
Parking Location	Structured or surface parking must be on parcel with entrances prohibited facing the Quad.			
Sustainability	LEED, GreenPoint Rated, or equivalent			
Ground Floor Use	Commercial only.			

Recommended	
Building Articulation	Facades facing the public realm should be articulated at regular intervals to achieve rhythm and variety.
Fenestration	Should be appropriately proportioned to building and interior functions. Interior spaces should maximize daylighting wherever possible.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should occur at regular intervals to mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

### 4.10.5 INDUSTRIAL: Light Industrial



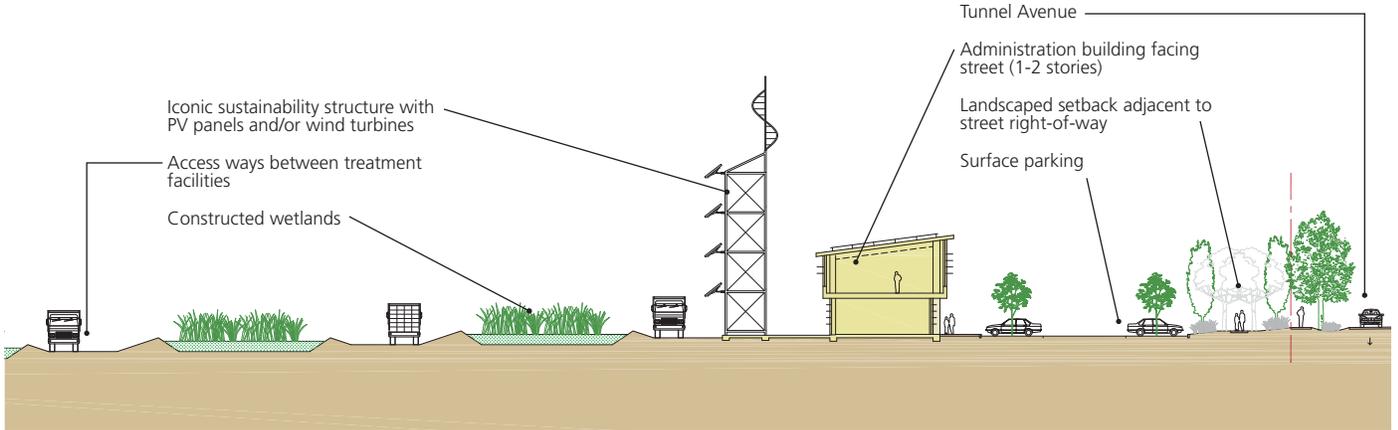
#### Description

The Light Industrial land use occurs along the western edge of the Visitacion Green North district, between Tunnel Avenue and the Caltrain right-of-way. This land is identified as a possible relocation site for existing industrial uses (Van Arsdale-Harris and Sierra Lumber) within the Planning Area. These uses will typically incorporate large footprint, high-ceiling, one story buildings. Administrative and support space should be located in a feature building at the front of the site. Parking and vehicle servicing is preferably located easily accessible from Tunnel Avenue.

Required	
Heights	Up to 25'
F.A.R.	N/a
Streetwall Coverage	20% min. on Tunnel Ave.
Setbacks	30' along all property edges
Bulk Controls	None
Parking Spaces	1:1,000 s.f.
Parking Location	Surface parking easily accessible from Tunnel Avenue
Sustainability	LEED, GreenPoint Rated, or equivalent

Recommended	
Building Articulation	Facade articulation of 2 ft. at intervals of 80 ft maximum required. Should have a tower or other major vertical element, which may exceed height limit.
Transparency	None required
Entrances	Should be well-designed, appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should be used to mark entries and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

**4.10.5 INDUSTRIAL: Wastewater Treatment / Recycling**



**Description**

The Wastewater Treatment / Recycling land use occurs along the western edge of the Visitation Green North district, between Tunnel Avenue and the Caltrain right-of-way. This location will allow for the wastewater treatment/recycling facility, as part of the project's overall sustainable infrastructure system. This land use may incorporate small buildings for administrative and support services, but its primary use is as a site for water treatment, characterized by constructed wetlands, bio-retention and detention areas, aeration basins, and related storage, processing, and support facilities. A small amount of surface parking should be included behind, or in front of, the administration/support buildings.

<b>Required</b>	
Heights	Up to 25'
F.A.R.	No requirement
Streetwall Coverage	10% min. on Tunnel Ave.
Setbacks	30' along all property edges
Bulk Controls	None
Parking Spaces	1:1,000 s.f. of administration building
Parking Location	Surface parking preferably behind buildings
Sustainability	LEED, GreenPoint Rated, or equivalent

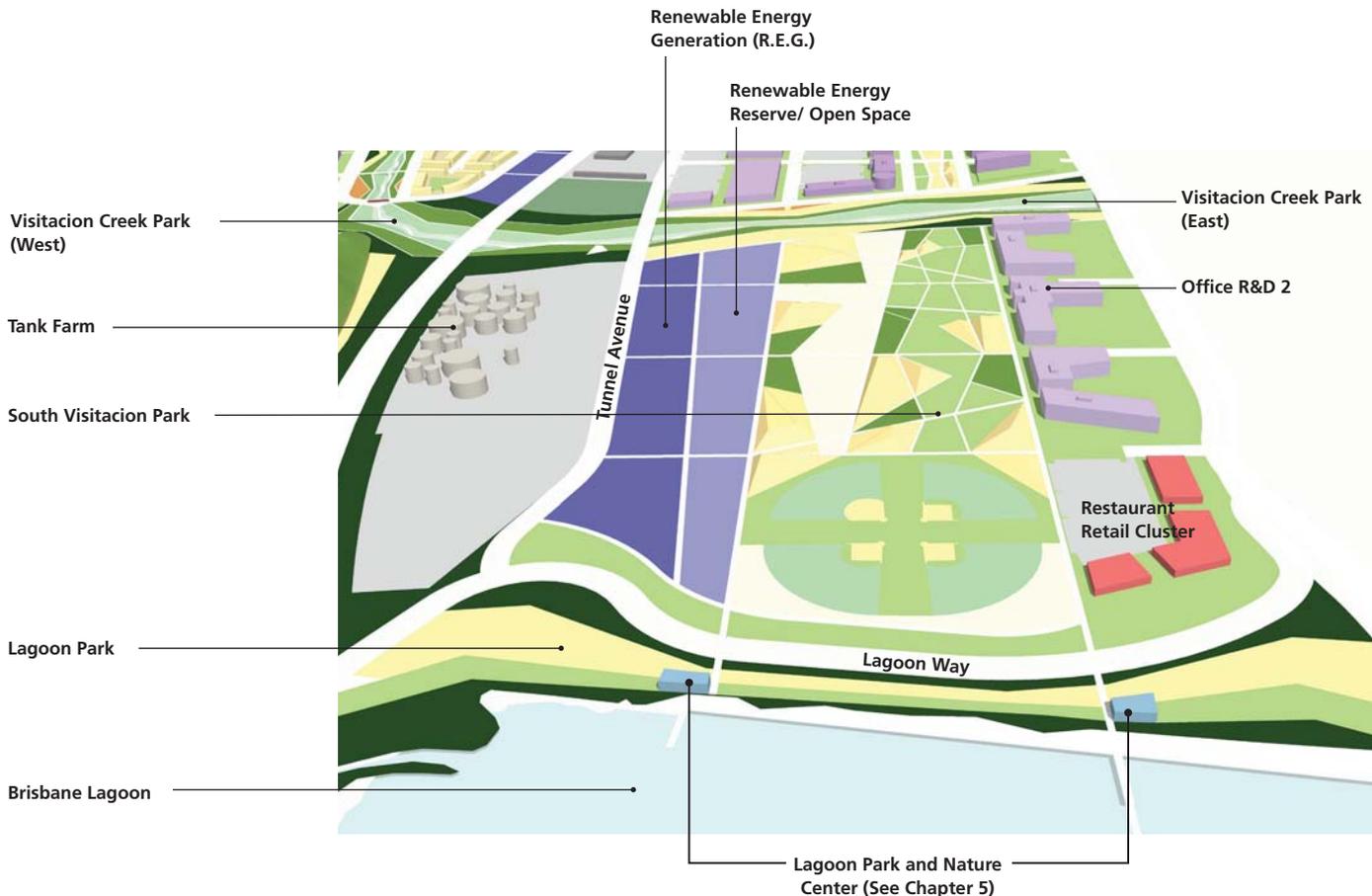
<b>Recommended</b>	
Building Articulation	Facade articulation of 2 ft. at intervals of 40 ft maximum required.
Transparency	None required
Entrances	Should be well-designed, appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should be used to mark entries and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

### 4.10.6 Visitacion Green South

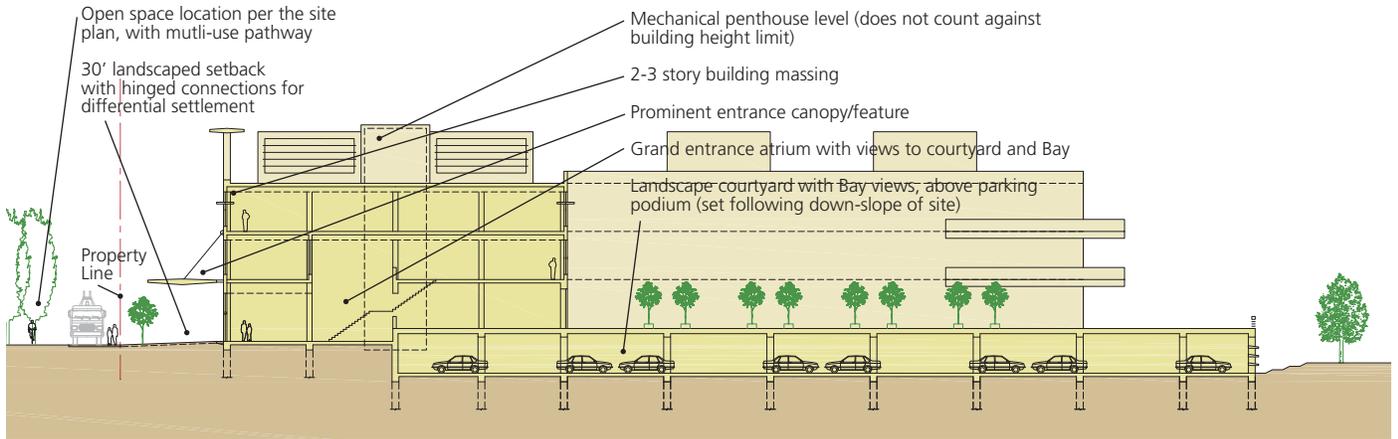
Over half of the land use within Visitacion Green South is dedicated to Parks and Open Space and development has the lowest range of intensity of anywhere in the Baylands. Low-rise campus R&D sites along the Bay edge and a small cluster of restaurant retail overlooking the Lagoon and Bay characterize the buildings. Another feature is the solar farm with arrays of photovoltaic panels for solar/ renewable energy generation.

#### Land Uses, and Building Typologies:

Land Use	Section	Page
COMMERCIAL: Office R&D 2	4.10.6	119
INDUSTRIAL: Renewable Energy Generation (R.E.G.)		n/a
INDUSTRIAL: R.E.G./ Open Space Reserve		See R.E.G. or Open Space
COMMERCIAL: Single-Use Retail	4.10.2	96



**4.10.6 - A COMMERCIAL: Office R&D 2**



**Description**

The Office R&D 2 use is a primary feature of Visitation Green South. This land use will be similar to the Office R&D 1 use except a lower intensity of building square footage and will allow surface parking. This land use is situated between South Visitation Park and the Bay which creates favorable working environments.

<b>Required</b>				
Heights	See Figure 4.5 Heights			
F.A.R.	0.6 - 2.0			
Streetwall Coverage	At least 60%			
Setbacks	30' Typical			
Bulk Controls	no bulk reductions required			
Parking Spaces, per 1000 sf	Dist. to Trans.	1/4 mile	1/2 mile	+1/2 mile
	Office	2.0	2.5	3.0
	R&D	2.0	2.5	2.5
Parking Location	Structured or surface parking must be on parcel with entrances prohibited facing the Quad.			
Sustainability	LEED, GreenPoint Rated, or equivalent			
Ground Floor Use	Commercial only.			

<b>Recommended</b>	
Building Articulation	Facades facing the public realm should be articulated at regular intervals to achieve rhythm and variety.
Fenestration	Should be appropriately proportioned to building and interior functions. Interior spaces should maximize daylighting wherever possible.
Entrances	Should be appropriately-scaled and easy to find, and serve as a special feature in building design.
Canopies & Awnings	Should occur at regular intervals to mark entries and lobbies and accent building design.
Signage	Should complement building design in material, scale, lettering and lighting and enhance public realm.

## 4.11 APPROACH TO GUIDELINES & DESIGN REVIEW

The goal of the development regulations in the Brisbane Baylands is to introduce variety into the design of blocks to create a genuine neighborhood grain and experience. This will include buildings with a range of sizes, typologies, and architectural designs.

Those items listed as required and recommended are meant to achieve a specific streetscape experience and building design. The greatest goal of the design guidelines, however, is to produce variety in each block. Therefore, each project will be evaluated in the context of adjacent developments and certain guidelines may be loosened in order to achieve these results.

## 4.12 LANDSCAPE GUIDELINES

The following guidelines provide more detailed guidance regarding the character of landscape features within the Planning Area. Many of these occur within privately owned areas, but may be visible to the public and be used by the public to varying degrees. The following guidelines apply to all landscaped areas, but are intended to guide those items that may be included as part of individual developments, and will be the responsibility of the developer and designer. Guidelines that apply specifically to the public realm are included in either *Chapter 5: Conservation and Open Space* or *Chapter 6: Traffic and Circulation*. These chapters, however, may reference the overall design guidelines contained in this section.

Within the private realm, areas which may be landscaped include:

Street trees and planted elements within building facades and setbacks add comfort to the pedestrian realm and improve the aesthetic appearance of the streetscape.





Plantings integrated with building design that is visible from the public right-of-way should complement the design and style of the building.

#### 4.12.1 Private Realm Landscape Features

##### 4.12.1.1 Pedestrian Zone and Setbacks

The pedestrian zone refers to the interface between the public and private right-of-way, or the portion of private building development that is visible from the street. Landscaping and street furnishings that occur within this area could be within designated setback zones or, in the case of a zero-foot setback, adjacent to the right-of-way. Landscape design and street furnishings that occur within these areas should be coordinated with the design of the public realm.

##### 4.12.1.2 On-site Open Area

On site open area refers to landscaped areas within private areas located on parcel. In residential buildings, this can be in the form of shared courtyards or paseos, front yards, back yards, or patios.

Retail and office developments may also include on-site open area in the form of courtyards, paseos, and other seating areas. Design of these privately-owned public spaces should correspond to the architectural design of the building.

Design guidelines for open space, which may apply to open areas within development sites, are contained in Section 5.6 in *Chapter 5: Conservation and Open Space*. Guidelines that apply to privately-owned areas, or that may abut the public right-of-way, are contained in the following section: 4.12.2 Overall Design Guidelines.

## 4.12.2 Overall Landscape Guidelines

### *Street Trees*

- A diverse and healthy urban forest is essential to the character and ultimate success of the Baylands. Ample soil planting depth, subsurface preparation, aeration, irrigation, and drainage are minimum requirements for proper tree growth.
- Substantial tree planting is recommended throughout the Planning Area's developed and open areas in order to enhance the area's visual quality and identity, visually buffer new development, and provide environmental benefits such as micro-climate control (e.g., shade, wind buffers, etc.), wildlife habitat, and stormwater management (e.g., slow runoff and remove air pollutants).
- Native tree species are preferred, though non-native species that are non-invasive, easily-maintained and drought tolerant may be appropriate; refer to Table 4-12 for recommended tree species.
- Street trees should be used to create a comfortable and well-defined pedestrian zone adjacent to the travel way and to establish a distinctive identity for each district. To optimize their beneficial effect, emphasis should be placed on the consistent use of tree species, size, and spacing.
- Generally, street trees should be planted in the zone adjacent to the curb to keep open the pedestrian thoroughfare and provide maximum space for tree canopies. Exceptions may be allowed for biowalls and other special conditions.
- Tree grates should be used in commercial districts and areas with high pedestrian activity to protect trees and reduce safety hazards. Cast iron tree grates with poured-in-place metal frames should be used with at-grade tree planters that are surrounded by paving.
- Use of a continuous length of structural soil is recommended for any tree planted in a sidewalk or hardscape plaza, and should connect individual planter locations.
- Soil depths should be coordinated with landfill capping requirements to ensure ample root medium and integrity of the barrier.

### ***Shrubs and Groundcover***

- To minimize water usage and application of water over the landfill cap, drought-tolerant and preferably native species should comprise the majority of the planting.
- Plants that are ornamental and that provide wildlife habitat are recommended for use in all roadway corridors, parking areas, windrows, and screening applications.
- In public gathering areas such as street plazas, mid-block courts, and paseos, planting that contributes to the visual interest and character—such as flowers, foliage color, and texture—is encouraged.

### ***Furnishings***

- Furnishings such as benches, trash receptacles, bicycle racks, and bollards should be of a consistent color and finish and used consistently within distinct areas or street types.
- Trash receptacles should be located regularly at intersections, primary doorways, and seating areas. Each receptacle should accommodate recycling, prevent rainwater from entering the canister, facilitate side access to the liner, and have the option to be anchored.
- All furnishings should be located outside of thoroughfares and not impede pedestrian traffic. Racks in retail areas should be located within 75 feet of a building entry.



The style and color of street furnishings such as trash receptacles and bollards should be consistent within districts and incorporate distinctive design and sustainable features.

Distinctive paving and bollards can be incorporated into private realm landscaping to accent entrances and other site features.



### ***Paving***

- Decorative paving materials, patterns, and textures should be used to highlight important pedestrian zones such as plazas, paseos, courts, sidewalks, and crosswalks.
- Decorative paving materials, patterns, and textures should be used to highlight important pedestrian zones such as plazas, paseos, courts, sidewalks, and crosswalks.
- Stone pavers, concrete unit pavers, brick, exposed aggregate concrete, and sandblasted colored concrete are recommended. Concrete that is stamped or formed to simulate another material (such as stone or brick) is strongly discouraged.
- Designated crosswalks locations should incorporate contrasting color and texture.
- All surfaces should be slip resistant and compliant with the Americans with Disabilities Act (ADA).

### ***Bollards***

- Metal pole bollards with accent texture or banding should be used to prevent vehicles from entering pedestrian zones. They may also be used to mark pathway entries at public-private interfaces.
- Bollard style and color should match the selected bench and be consistent within each land use district.



Both street and on-site lighting should accent the design of the space as well as provide safety for the pedestrian zone.

### ***Street and Parking Facility Lighting***

Street lights are an important element in creating a safe and distinctive sense of place. Too little light can affect the public's sense of security, whereas too much can create a harsh and unappealing character. The scale and character of the fixtures is also an important defining element of place. Tall, "cobra" head fixtures cast a bright, undifferentiated light over a broad area and tend to signify that the street is the sole domain of the automobile. Street lot lighting in the Planning Area should focus on the needs of the pedestrian and minimize the contribution to unnecessary lighting of the night sky. These guidelines for street lights are also generally applicable to parking lot lights.

- Street lighting should emphasize the use of shorter, pedestrian-scaled fixtures, rather than tall cobra head fixtures; when larger fixtures are required, both pedestrian- and automobile-oriented luminaires should be provided, either separately or on combined poles.
- Light fixtures should be selected that produce a warm light and focus the light downward onto the pedestrian zone.
- Use a consistent style and size of light standards and fixtures along a single street or within a district is recommended. (Illuminating Engineering Society of America (IESNA) Guidelines recommended).
- Use minimal foot candle levels acceptable for public safety as a guide for street and parking lot lighting, rather than the upper limits typically recommended.

### **Accent Lighting**

Lighting could be used to emphasize landscape and building features that uniquely characterize the public and private realms. Various techniques such as shadow creation, wall-wash, oblique-angle lighting, spot lighting, and down lighting can be employed to achieve the desired effect. However, it is important that lighting not contribute to increased lighting of the night sky, thus accent lighting that is directed upward is generally not encouraged. Lighting should also not conflict with driver or bicyclist safety.

- Sodium lamp types are discouraged in order to preserve color rendition and public safety.
- In-ground up-lights with diverter shields should be used where vandalism is a greater concern.
- Typical building features that benefit from illumination include corner towers, entry façades, arcade columns, gable-type structures, special detailing, and relief. Shadows of trees and structures can also be cast on blank building wall surfaces.
- Special landscape features within entry zones and gathering areas should be emphasized with accent lighting.
- Retail district entry elements, columns, and rows of trees should be lighted. In public and private gathering spaces, special landscape features should be accented at night.

### **Maintenance**

Landscape improvements in open areas will require on-going maintenance to preserve the area's intended quality and character. For landscape improvements on private property, the Specific Plan requires developers to adopt binding Conditions, Covenants, and Restrictions (CC&R's) to ensure on-going maintenance (refer to Section 8.4.4) by landowners/tenants.

Maintenance for public parks is described in Section 5.4 of *Chapter 5: Conservation and Open Space*.

**Table 4-6:  
Recommended Tree List**

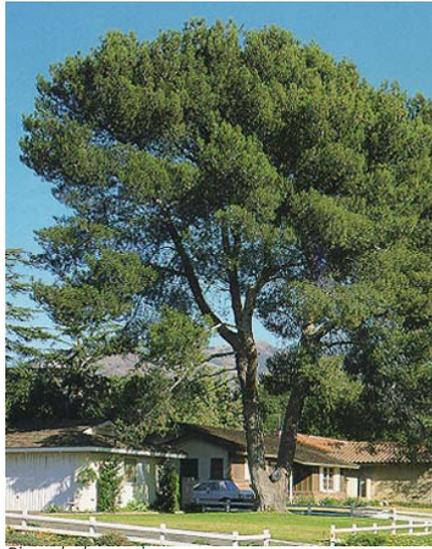
Common Name	Botanical Name	Street Tree: Geneva Avenue	Street Tree: Local Streets	Street Tree: Collector Streets	Street Tree: Lagoon Road, Creek Parkway	Street Tree: Beatty Road	Park Tree: Promenade, Central Plaza, The Quad	Parking Lot	Other Open Space	Windrow
Allepo Pine	<i>Pinus halepensis</i>			x	x				x	
Australian Tea Tree	<i>Leptospermum scoparium</i>				x				x	
Brisbane Box	<i>Tristania conferta</i>	x				x	x			x
California Pepper Tree	<i>Schinus molle</i>		x				x	x		
Canary Island Date Palm	<i>Phoenix canariensis</i>	x	x			x	x	x		
Catalina Ironwood	<i>Lynothamnus floribundus</i>				x				x	
Chinese Pistache*	<i>Pistachia sinensis</i>	x	x			x	x	x		
Deodar Cedar	<i>Cedrus deodara</i>		x	x	x		x	x	x	
Drooping Melaleuca	<i>Melaleuca armillaris</i>				x				x	
European Hackberry*	<i>Celtis australis</i>	x				x	x			
Flowering Cherry*	<i>Prunus serrulata</i> 'Kwanzan'								x	
Flowering Pear*	<i>Pyrus Kawakami</i>								x	
Ginko*	<i>Ginkgo biloba</i>		x				x	x		
Holly Oak*	<i>Quercus ilex</i>			x					x	
Hollywood Juniper	<i>Juniperus chinensis</i> 'Torulosa'		x				x	x		
Honey Locust	<i>Gleditsia triacanthos</i>	x	x			x	x	x		
Italian Cypress	<i>Cupressus sempervirens</i> 'Italica'		x				x	x		
Italian Stone Pine	<i>Pinus pinea</i>		x		x		x	x	x	
Lemon Scented Gum	<i>Eucalyptus citrodora</i>		x				x	x		
Leptospermum laevigatum	<i>Australian Tea Tree</i>								x	
Leptospermum scoparium	<i>New Zealand Tea Tree</i>								x	
Live Oak	<i>Quercus agrifolia</i>			x	x				x	
Lombardy Poplar*	<i>Populus nigra</i> 'Italica'									x
London Plan Tree*	<i>Platanus acerfolia</i> 'Bloodgood'	x	x			x	x	x		
Mayten*	<i>Maytenus boaria</i>		x				x	x		
Mexican Fan Palm	<i>Washingtonia robusta</i>	x	x			x	x	x		
Monterey Cypress	<i>Cupressus macrocarpa</i>									x
Myoporum	<i>Myoporum laetum</i>								x	
New Zealand Christmas Tree*	<i>Metrosideros excelsus</i>		x				x	x		
Olive	<i>Olea Europa</i>				x				x	
Pink Melaleuca	<i>Melaleuca nesophila</i>				x				x	
Purple Acacia	<i>Acacia baileyana</i> 'Purpurea'	x				x	x			
Raywood Ash*	<i>Fraxinus</i> "Raywood)			x						
Red Iron Box	<i>Eucalyptus sideroxylon</i>			x						
Red Maple	<i>Acer rubrum</i>	x				x	x			
Silver Dollar Gum	<i>Eucalyptus polyanthemos</i>			x						x
Southern Magnolia*	<i>Magnolia Grandiflora</i>		x				x	x		
Strawberry Tree	<i>Arbutus unedo</i>		x				x	x		
Sweetheart Tree	<i>Magnolia soulangiana</i>		x				x	x		
Tuart Gum	<i>Eucalyptus gomphocephala</i>									x
Weeping Willow*	<i>Salix baylonica</i>								x	
Western Red Cedar	<i>Calocedrus decurrens</i>			x	x				x	
Western Sycamore	<i>Platanus racemosa</i>				x				x	
White Ironbark	<i>Eucalyptus leucoxylon</i>									x
Yew Pine*	<i>Podocarpus macrophyllus</i>								x	

\* Approved Species: City of Brisbane Street Tree List, Latest Available  
Source: Wallace Roberts & Todd, 2011. Fred Tipping, Arborist, 2004

### Selected Tree Species Images



*Tristania Conferta*



*Pinus halepensis*



*Washingtonia robusta*



*Platanus x Acerifolia*



*Pyrus calleryana*



*Cedrus deodara*



*Ginkgo biloba*



*Acer rubrum*



*Populus nigra 'italica'*