

6 CIRCULATION

6.1 PURPOSE

The Brisbane Baylands Specific Plan is designed to provide a safe, efficient, and attractive multi-modal transportation system for the future development in the Planning Area. It also forms a key component of the sustainability framework plan described in *Chapter 3: Sustainability Framework*. The circulation plan is consistent with the City of Brisbane General Plan policies and programs relating to new developments and to vehicular/bicycle/pedestrian circulation and roadway design standards used by the City.

This chapter describes the transportation and circulation network for the proposed development both in terms of its function as well as character. It identifies the components and design standards required for efficient access and movement of pedestrians, bicyclists, transit and vehicles in and around the Planning Area, including connections to adjacent systems, improvements to existing facilities, and development of new facilities. The chapter then establishes standards and guidelines for the overall character of roadway corridors, or “streetscapes,” within the Planning Area. For parking standards, refer to Section 4.10 Design Guidelines and Development Standards.

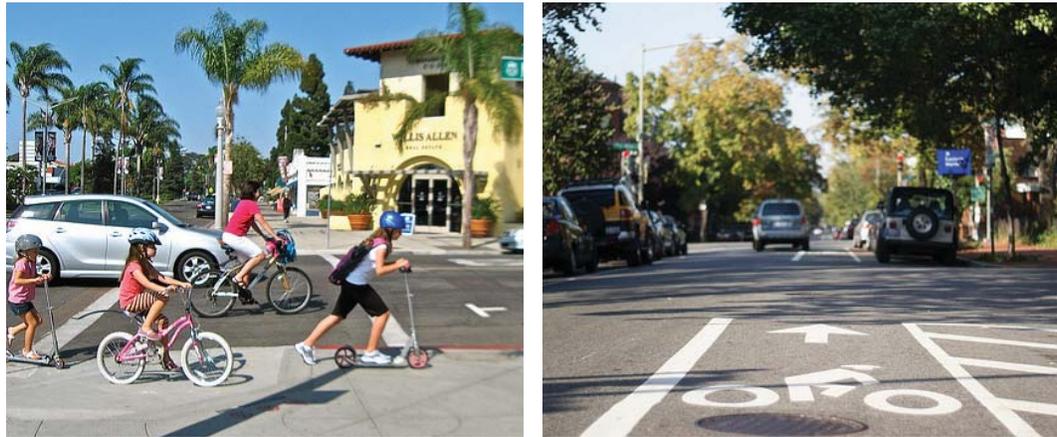


Future development in the Baylands will support a range of mobility options and an active pedestrian realm.

6.2 CIRCULATION GOALS

The following are the circulation goals for the Baylands Specific Plan:

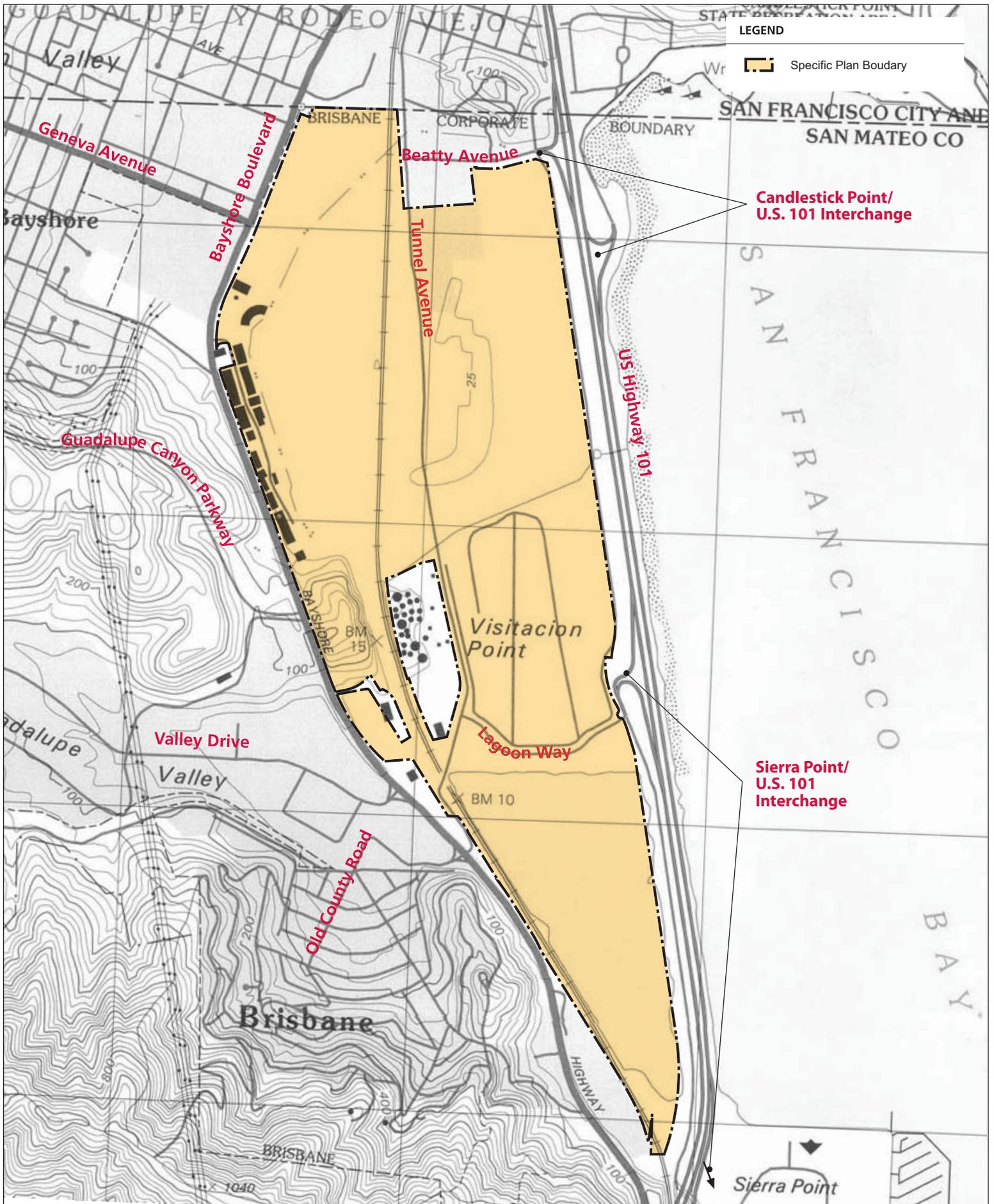
- A multi-modal circulation network that safely accommodates pedestrian, bicycle, transit, and vehicular circulation and enhances connectivity within the current network.
- Walkable, pedestrian-friendly districts that incorporate an interconnected system of sidewalks and off-street paths and trails.
- A comprehensive and inter-connected bicycle circulation system that provides access throughout the Baylands with connections to surrounding neighborhoods.
- Development mix and intensities adequate to support frequent and regular transit service to the Baylands, including both existing and proposed services.
- A street network that can safely accommodate the increased traffic volumes resulting from new development, including both north/south and east/west trips, while minimizing traffic impacts on Central Brisbane and adjacent communities.



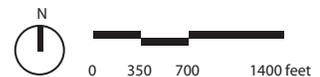
Complete streets are proposed throughout the Baylands, which will include facilities for a range of circulation modes, including areas for transit, bikes, and pedestrians, and well-scaled street trees, and lighting.

6.3 SETTING

Figure 6.1 presents the existing roadway system within and surrounding the Planning Area. U.S. Highway 101 (U.S. 101) provides direct north-south regional access to the Baylands. Other major access roads to the Planning Area include: Bayshore Boulevard, Geneva Avenue, Tunnel Avenue, Guadalupe Canyon Parkway, Valley Drive, Lagoon Way, Beatty Road, and Sierra Point Parkway. The Union Pacific/Caltrain commuter rail tracks cut north-south across the Baylands, and since no at-grade crossings are allowed, the tracks present a physical barrier to east-west movement.



6.1 EXISTING ROADWAY SYSTEM



6.3.1 Highway and Roadway Systems

- U.S. 101 is a major freeway that provides direct access to the Planning Area. With four lanes in each direction in the vicinity of the Baylands, the freeway connects San Francisco with the Peninsula and San Jose. Two sets of access ramps connect the Baylands to U.S. 101: the Candlestick Point Interchange and the Sierra Point Interchange. The Candlestick Point Interchange provides direct access to both the northbound and southbound lanes. While the Sierra Point Interchange also allows travel in both directions, the northbound ramp is located approximately one mile south of the southbound ramp, and the route to the northbound ramp is not clearly signed.
- Bayshore Boulevard is a major north-south arterial street that originates in San Francisco and extends, partially along the Planning Area, to Airport Boulevard in South San Francisco. Access from U.S. 101 northbound to Bayshore Boulevard and from Bayshore Boulevard to U.S. 101 southbound is possible but is circuitous and difficult to find. Bayshore Boulevard is generally a four-lane road with left turn lanes at major intersections. Access to the former landfill portion of the Planning Area from Bayshore Boulevard is via Tunnel Avenue.
- Geneva Avenue is a major east-west arterial street that connects Bayshore Boulevard in Daly City with Interstate 280 (I-280) in San Francisco. It varies in width from four to six lanes. There is presently no direct access from Geneva Avenue to the Planning Area; Geneva Avenue traffic must use Bayshore Boulevard to connect to Tunnel Avenue. In both the San Francisco and San Mateo County Congestion Management Plans, Geneva Avenue is identified as a Principal Arterial Street.
- Guadalupe Canyon Parkway is a major east-west arterial road in the City of Brisbane that provides access between Bayshore Boulevard and I-280 in Daly City. The parkway, which has two travel lanes in each direction, is a hilly and winding road with relatively low traffic volumes.
- Valley Drive is a major east-west collector street in the City of Brisbane that provides access from Bayshore Boulevard to the Brisbane Industrial Park.
- Old County Road is a major east-west collector street in the City of Brisbane. West of Bayshore Boulevard, Old County Road provides access to Central Brisbane, and east of Bayshore Boulevard, the road becomes Tunnel Avenue.

- Lagoon Way is a short but major east-west collector street within the Planning Area that links Tunnel Avenue and Sierra Point Parkway. As the primary gateway from U.S. 101 to the City of Brisbane, the street serves important traffic and symbolic roles. While the U.S. 101 southbound ramps are directly accessible from Lagoon Way, northbound ramps are only accessible by a circuitous route that requires using Sierra Point Parkway to travel beneath the freeway.
- Tunnel Avenue is a two-lane north-south collector street that begins and ends at Bayshore Boulevard. Approximately two-miles long, Tunnel Avenue bisects the Planning Area. Much of Tunnel Avenue is within the City of Brisbane, though the northernmost section is located within San Francisco. Between Sierra Point Lumber and the Tunnel Avenue Overpass, the roadway is presently within the ownership of UPC. The northern portion of Tunnel Avenue closely parallels railroad tracks adjacent to the Caltrain Bayshore Station, and there is currently a station entry and small parking area accessed from Tunnel Avenue.
- Beatty Road is an east-west collector street in the City of Brisbane that provides access from U.S. 101 southbound to Tunnel Avenue. Bordering a northern portion of the Planning Area, Beatty Road also provides access to U.S. 101 northbound via Alana Way, which includes a narrow three-lane underpass beneath U.S. 101 (two lanes westbound and one lane eastbound), and Harney Way in Brisbane and San Francisco. This route beneath the underpass also serves an unimproved on-street portion of the regional Bay Trail, which presently terminates at Beatty Road.
- Sierra Point Parkway is a north-south collector street in the City of Brisbane that connects the U.S. 101 southbound ramps near Lagoon Way with the northbound ramps and the Sierra Point commercial development on the east side of the freeway. Sierra Point Parkway serves as an on-street portion of the regional Bay Trail that includes bicycle lanes and sidewalks.

6.3.2 Roadway Systems Performance Standards

The 1994 Brisbane General Plan has established transportation system performance standards for the City's roadway systems. The adopted standard for all City intersections is Level of Service (LOS) D, except for the intersections of Bayshore Boulevard with Old County Road and San Bruno Avenue, where an LOS C must be maintained. LOS is a qualitative description of an intersection's performance based on the average stop delay per vehicle.

Policy 6-1: The intersection Level of Service (LOS) in the Planning Area and those areas of the City affected by Planning Area development shall be consistent with the performance standards established in the General Plan.

6.3.3 Transit Systems

There are three transit agencies that provide bus or rail service within the vicinity of the Planning Area. There is currently bus service provided adjacent to the Planning Area. The Sunnydale Station of the San Francisco Municipal Railway (MUNI) T-Third light rail line is located near the northwestern boundary of the Planning Area. These are illustrated in Figure 6.4: Transit Circulation.

- San Mateo County Transit District (SamTrans) operates two bus lines (292 and 397) that run on Bayshore Boulevard adjacent to the Planning Area. In addition, SamTrans operates three shuttles that travel between Caltrain's Bayshore Station, BART's Balboa Station, downtown Brisbane and the Crocker Industrial Park.
- MUNI currently operates several local and express bus lines, such as 8X, 8AX, 8BX, 9, 9L, 56, primarily along Bayshore Boulevard to the north of the Plan Except for 56, which is a local bus route from the San Francisco Executive Park to Visitacion Valley, the other lines connect Visitacion Valley with downtown San Francisco.
- North of Geneva Avenue, the MUNI Third Street light rail (T-Third), runs in the median of Bayshore Boulevard. The T-Third's southern terminus is currently just south



SamTrans, serving San Mateo County, has two bus lines that currently operate in the vicinity of the Planning Area on Bayshore Blvd.



San Francisco's MUNI T-Third Line operates services between San Francisco and the Planning Area via Bayshore Boulevard.

of Sunnydale Avenue, on Bayshore Boulevard. The T-Third connects the Planning Area to San Francisco's easternmost neighborhoods, including the newly-redeveloped Mission Bay area, downtown San Francisco, and continues in southwest direction to the Balboa Park Station as the line becomes the K-Ingleside.

- Caltrain provides commuter rail services from San Francisco to Gilroy. The Bayshore Station is located just north of Beatty Road and includes a pedestrian overpass with elevators, ticket machines, and furnished waiting areas. As of January 2011, forty out of Caltrain's eighty-six daily weekday trains, however, stop at the Bayshore Station. The majority of Caltrain's service is now comprised of "Baby Bullet" and "Limited Stop" trains that make limited station stops to decrease travel time between major destinations, but the Bayshore Station is not presently served by Baby Bullet trains, and only half of the Limited Stop trains. There is a limited parking lot on the east side of the Bayshore Station that is generally well-utilized on typical weekdays.
- MUNI is planning for the development of a new Bus Rapid Transit (BRT) line that will connect the Planning Area eastward to Candlestick Stadium and beyond and westward to the Bay Area Rapid Transit (BART) Balboa Park Station, which also serves several other MUNI light rail and bus lines. The alignment of the BRT is under review, but portions of it are expected to be within or near the Planning Area.
- Several private commuter shuttles currently operate between business campuses at Sierra Point in Brisbane, business campus and residences at Executive Park in San Francisco, Caltrain's Bayshore Station, and BART's and MUNI's Balboa Park Station.



MUNI is proposing a Bus Rapid Transit (BRT) that would link the Planning Area to Candlestick Point and other regional transit options.



Caltrain currently passes through the Planning Area on the existing rail right-of-way. The proposed Intermodal Station would include a Caltrain stop within the Planning Area.

6.4 TRANSPORTATION AND CIRCULATION PLAN

The transportation and circulation system for the Planning Area implements the transportation policies established in the Brisbane General Plan. These policies address Traffic Flow, Convenience and Access (Section VI.1); Traffic Safety (Section VI.2); Transit and Transportation Management (Section VI.3); Parking (Section VI.4); Bicycles (Section VI.5); Pedestrians (Section VI.6); and Circulation and Land Use (Section VI.7). The circulation network not only provides the structure for development within the Planning Area but also constitutes the first step in implementing both the comprehensive and integrated circulation network envisioned in this Plan, the Brisbane General Plan, and a more recent effort, the Bi-County Transportation Study. The latter is a collaboration between the Cities of Brisbane and Daly City, the City/County Association of Governments of San Mateo County, and the City and County of San Francisco.

6.4.1 Circulation System and Functional Classification

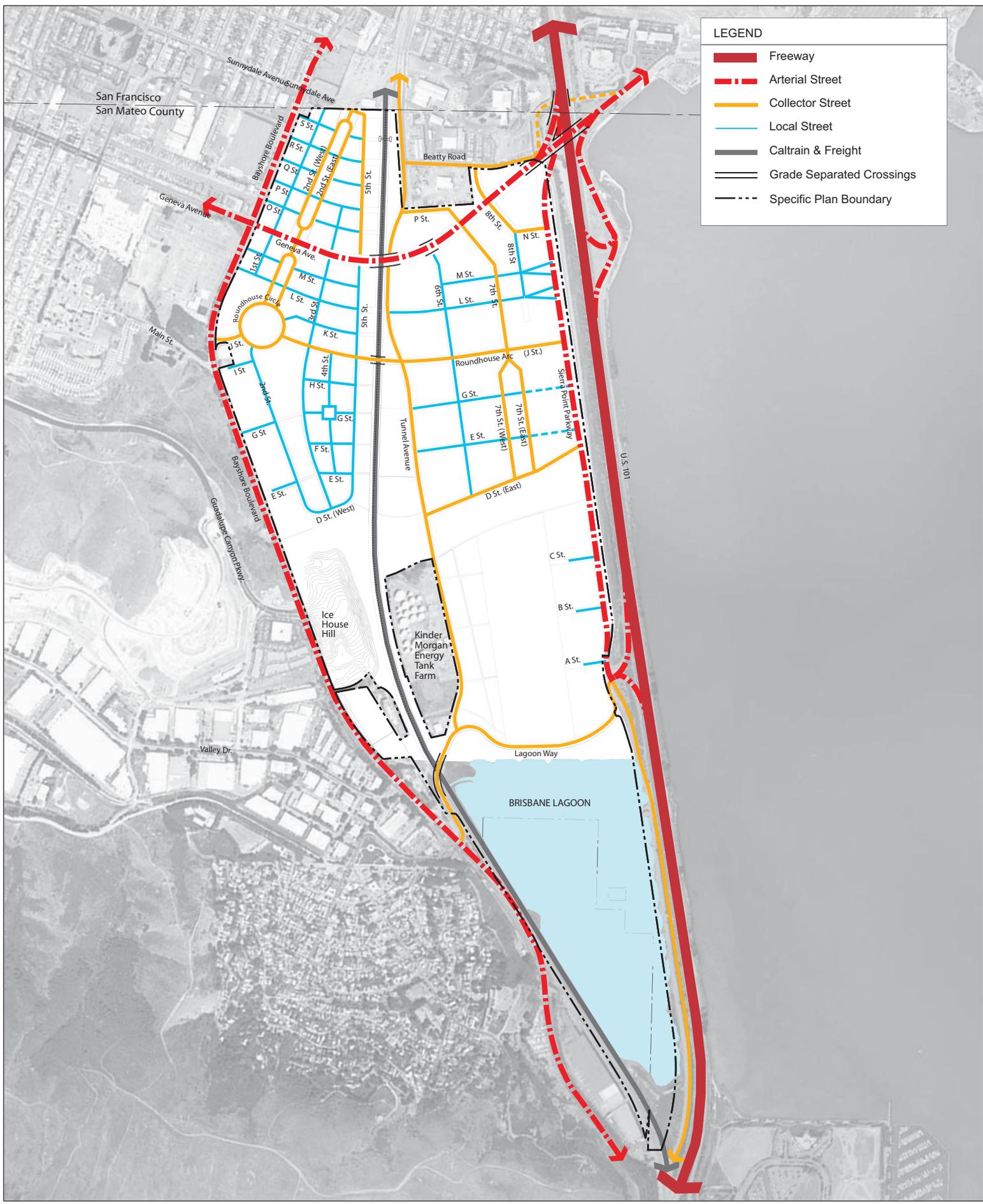
The Plan's functional classification of roadways is consistent with the Brisbane General Plan. The circulation system consists of arterial, collector, and local streets as shown in Figure 6.2 and Table 6-1.

6.4.2 Streets and Access

The circulation objective of the Plan is to provide for the safe and efficient movement of people and goods into and through the Planning Area. U.S. 101 will continue to serve as the key regional vehicular access to the Planning Area. The two major access points are the Candlestick Point Interchange at Harney Way/Alana Way and Sierra Point Interchange at Sierra Point Parkway/Lagoon Way. The Candlestick Point Interchange will provide primary access to the East Geneva district with secondary access to the Visitacion Green North District. The Sierra Point Parkway Interchange will provide primary access to the Visitacion Green South and Lagoon Districts.

The Geneva Avenue extension from Bayshore Boulevard to U. S. 101—proposed in the General Plan and described in Section 6.4.3—will be constructed to serve as the major gateway to the adjacent commercial and residential land use districts.

A variety of options are being considered for reconfiguring the existing intersection of Alana Way, Thomas Mellon Circle, Harney Way and the U.S. 101 Interchange in order to accommodate future traffic conditions. The City of Brisbane shall coordinate with the San Francisco County Transportation Authority (SFCTA) and Caltrans to ensure project-



LEGEND	
	Freeway
	Arterial Street
	Collector Street
	Local Street
	Caltrain & Freight
	Grade Separated Crossings
	Specific Plan Boundary

6.2 VEHICULAR CIRCULATION

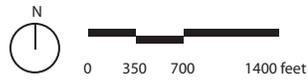


Table 6-1: Circulation System and Functional Classifications

<i>Street</i>	<i>Functional Classification</i>	<i>Extent</i>
Geneva Avenue	Arterial	Extended from Bayshore Boulevard to the U. S. Hwy 101 southbound ramps at Beatty Avenue/ Alana Way
Bayshore Boulevard	Arterial	U.S. 101 in San Francisco to U.S. 101 near the Brisbane and South San Francisco border/ Alana
Sierra Point Parkway	Arterial	Beatty Avenue to Lagoon Way
Beatty Avenue	Collector	Tunnel Avenue to U.S. 101
Tunnel Avenue	Collector	Realigned from Beatty Avenue to Lagoon Way; terminated at Lagoon Way
Lagoon Way	Collector	Realigned from U.S. 101 to Tunnel Avenue/ Bayshore Boulevard
Creek Parkway (D St. (East))	Collector	Sierra Point Parkway to Tunnel Avenue
Retail Main Street (P St.)	Collector	Tunnel Ave. to Roundhouse Arc Rd.
Roundhouse Arc Road (J St.)	Collector	Roundhouse Circle to Sierra Point Parkway
Roundhouse Circle	Collector	Around Roundhouse Green
Residential - Promenade (2 nd St. East and West)	Collector	Roundhouse Circle to Sunnydale Ave.
Office (8 th St. North)	Collector	Beatty Rd. to Sierra Point Parkway
R&D - Quad (7 th St. East and West)	Collector	Roundhouse Arc Rd. to Creek Parkway
Residential Flats (L-S Sts., 1 st -5 th Sts.)	Local	Between Bayshore Blvd. & Caltrain tracks
Residential Townhomes (D-K Sts., 3 rd -5 th Sts.)	Local	South of Geneva & West of Caltrain
Office (L and M Sts., 6 th -8 th Sts.)	Local	South of Geneva, North of Roundhouse Arc Rd., East of Tunnel Avenue
R&D Area (E and G, 6 th St.)	Local	South of Roundhouse Arc Rd., north of Creek Parkway
Alley	n/a	Locations to be determined per individual development plans

Source: Wallace Roberts & Todd, LLC, 2011.

generated vehicle trips are accounted for in the Harney/Candlestick Point Interchange analyses and design. One of these options under analysis removes auto-traffic from Alana Way and replaces it with BRT. Executive Park Blvd West would then terminate at Alana Way, and Harney Way westbound would be widened to accommodate two right turns onto northbound U.S. 101, and three lanes of westbound through-traffic. In this scenario, two travel lanes would accommodate eastbound traffic on Harney, east of U.S. 101.

A frontage road will be constructed along the eastern edge of the Planning Area, which will be named “Sierra Point Parkway,” extending the existing Sierra Point Parkway northward to link with Geneva Avenue. Beatty Road access will be maintained and will provide a linkage to Tunnel Avenue. A realigned Tunnel Avenue will terminate at a “T” intersection with Lagoon Way after connecting with streets in the East Geneva and Visitacion Green districts. Primary access to these districts, however, will be from the extended Sierra Point Parkway rather than Tunnel Avenue.

Tunnel Avenue will provide access to the Visitacion Valley and Little Hollywood neighborhoods in San Francisco as well as the neighborhoods along Geneva Avenue. Access to and from Central Brisbane will primarily be from Lagoon Way, with its intersection at Tunnel Avenue reconfigured to provide a through way from Old County Road to U.S. 101. Roadway improvements shall continue to permit the safe movement of tanker trucks between the Tank Farm and U.S. 101.

Figure 6.2 illustrates the Specific Plan vehicular circulation system and its connections with existing streets and roadways.



Streets throughout the Baylands will allow on-street parking, street trees, and building frontages that activate the street.



Many streets include travel lanes in both directions and separated (Class II) bicycle lanes.

6.4.3 Transportation Improvements

The Specific Plan begins the phased implementation of several transportation projects identified in the Brisbane General Plan and the Bi-County Transportation Study.¹ The improvements within the Planning Area include the Geneva Avenue extension and Candlestick Point Interchange Improvements, both of which will require a combination of private and public funding sources to implement. Table 6-2 summarizes these and other Baylands Specific Plan improvements. The construction of transportation improvements will be phased with the development of the Planning Area to ensure adequate access and levels of service (see *Chapter 8: Implementation*).

- Policy 6-2: Allow for extension of Geneva Avenue from Baysshore Boulevard to U.S. 101 as an arterial road with an overpass crossing the Caltrain tracks. The remainder of Geneva Avenue should be designed to include at-grade intersections with signals at appropriate locations. No grade-separated crossing to Geneva Avenue shall be permitted; except at Tunnel and (east of Tunnel). Design speeds shall reflect existing speeds on Geneva Avenue and Baysshore Boulevard, i.e. no more than 35 miles per hour; short-term on-street parking shall be provided; and on-street deliveries shall be prohibited.*
- Policy 6-3: Design streets to serve transit, non-motorized vehicles, and pedestrians.*
- Policy 6-4: Design streets with sufficient, but not excessive, width to safely accommodate normal day-to-day traffic needs, rather than over-designing streets to meet worst-case scenarios.*
- Policy 6-5: Coordinate the phasing of collector road improvements with the phasing of development to minimize localized traffic impacts.*
- Policy 6-6: Design Roundhouse Arc Road with an overpass over Tunnel Avenue and the Caltrain railway to facilitate safe and efficient east-west circulation.*
- Policy 6-7: All road rights-of-way and street improvements within the Planning Area shall be developed to City standards and may be dedicated to the City of Brisbane as public streets. All improvements attributable to private development will be made at the expense of developers and property owners prior to dedication.*

¹ Led by the San Francisco County Transportation Authority in partnership with several agencies from both sides of the San Francisco/San Mateo county line, the Bi-County Transportation Study aims to evaluate potential transportation improvements needed to address significant current and anticipated land use growth on both sides of the border. Originally scheduled to be completed in early 2010, the study has not been completed at the writing of this Specific Plan. Additional information may be found on the project website: <<http://www.sfcta.org/content/view/319/166/>>.

Table 6-2: Roadway Circulation System Improvements

General Plan and Bi-County Transportation Study Improvements	
Geneva Avenue Extension: Bayshore Boulevard to U.S. 101 southbound ramps at Beatty Avenue/Alana Way Road	- Extend new roadway using Arterial Street standards, with right-of-way reserved in median for future MUNI BRT/LRT (see Figure 6.5.1).
Sierra Point Interchange Improvements	- Reconstruct the Sierra Point southbound ramps to reconfigure Lagoon Way/ Sierra Point Parkway/ Sierra Point Parkway Intersection
Tunnel Avenue	- Rebuild street using Collector Street standards within realigned right-of-way (see Figure 6.5.12). Terminate street at a reconfigured Lagoon Way.
Lagoon Way overpass (currently Tunnel Avenue overpass)	- Add bike lane stencils to existing bicycle lane in each direction.
Specific Plan Improvements	
Lagoon Way	- Rebuild street using Collector Street standards within realigned right-of-way (see Figure 6.5.20). - Extend roadway from Sierra Point interchange to Bayshore Boulevard via current Tunnel Avenue overpass and roadway.
Sierra Point Parkway between Beatty Avenue and Lagoon Way, north of present Sierra Point Parkway	- Construct new roadway using Arterial Street standards (see Figures 6.5.14).
Roundhouse Arc Rd. between Roundhouse Green and Sierra Point Parkway	- Create overpass over Tunnel Avenue and Caltrain tracks
Creek Parkway between Sierra Point Parkway and Tunnel Avenue	- Construct new roadway to Collector Street standards (see Figure 6.5.11).
Candlestick Point Interchange Access Improvements	- Extend Executive Park Boulevard south as a two lane road to Harney Way. - Alana Way to be used only for BRT. Widen Harney Way to accommodate turn lanes for traffic entering and exiting U.S. 101.
Additional traffic signals and intersection improvements	- Construct additional traffic signals to allow efficient traffic flow at Geneva Avenue Extension/Alana/Beatty and Lagoon Way/Sierra Point Parkway. - Make additional lane and intersection geometric changes at Bayshore Boulevard/Old County Road.

Source: Wallace Roberts & Todd, LLC, 2011

6.4.4 Pedestrian and Bicycle Circulation

Consistent with the City's emphasis on accommodating alternative modes of travel, the Baylands Specific Plan establishes a pedestrian and bicycle circulation system that complements and augments the Plan's vehicular roadway system (see Figure 6.3). In keeping with the policies and programs of the Brisbane General Plan, the Specific Plan's system of pedestrian and bicycle facilities not only connects the Planning Area internally but also links local and regional pedestrian and bicycle systems.

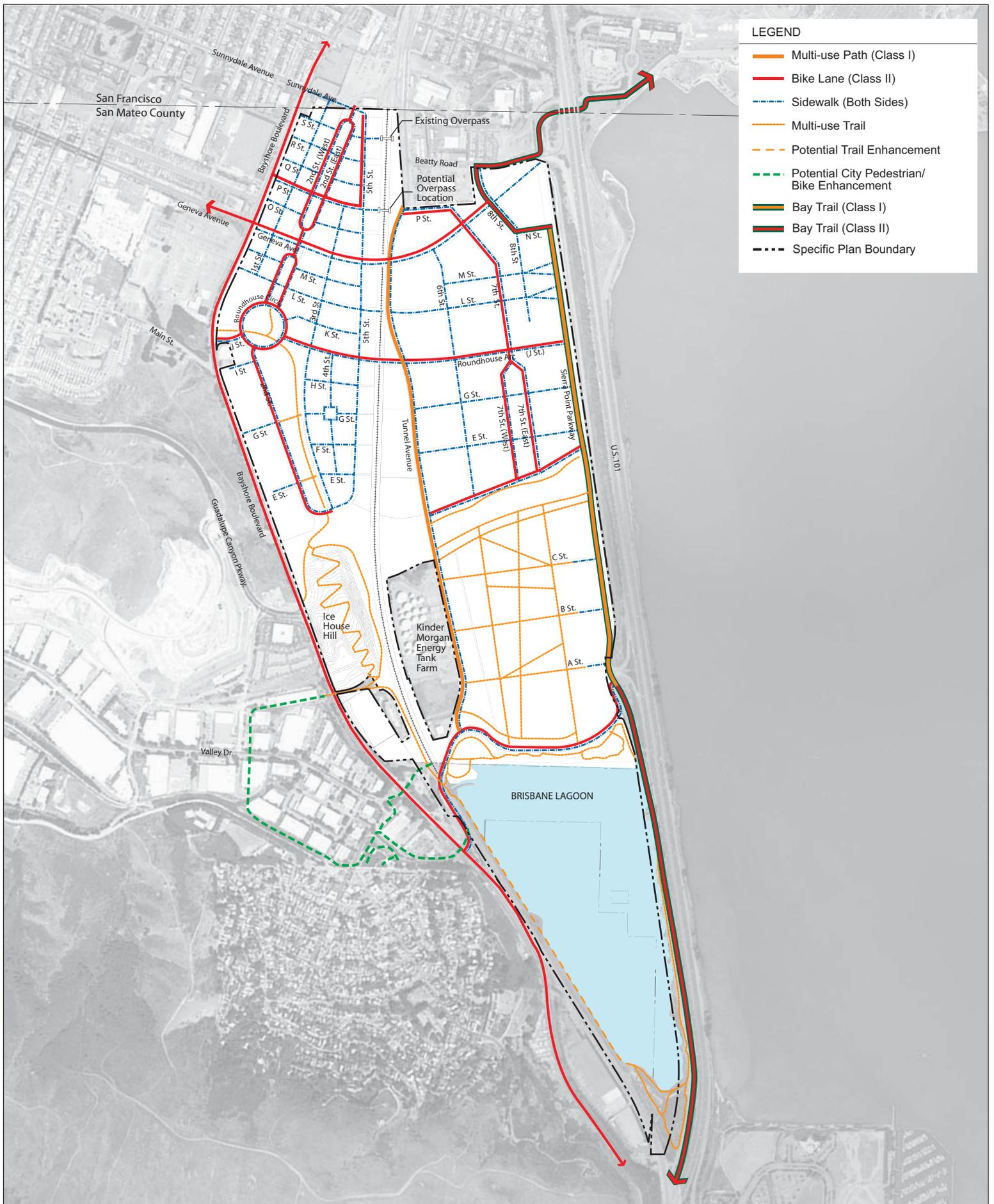
The pedestrian circulation plan provides for sidewalks or single- or multi-use paths adjacent to every roadway within the Planning Area, thereby allowing complete pedestrian access. The Plan also establishes streetscape standards and guidelines (see Section 6.5 Streetscape Design Guidelines and Standards) to ensure not only the provision of these facilities but also the comfort and safety of their design. This includes continuous sidewalks along all streets and enhanced pedestrian street crossings at key intersections to facilitate safe and convenient walking. Enhanced pedestrian street crossings, which may include bulb-outs, are designed to calm traffic speeds and reduce crossing distances for pedestrians. Potential configurations of bulb-outs are illustrated in Figures 6.7. The bicycle circulation plan includes a comprehensive system of on-street and off-street bicycle routes. Through a combination of east-west and north-south on-street bicycle lanes and off-street multi-use paths, bicyclists can access any part of the Planning Area, including open space and natural resources. The variety of bicycle facilities and multi-use paths are illustrated in Sections 6.5.23 - 6.5.25.

Policy 6-8: Provide pedestrian routes—sidewalks, trails, or single- or multi-use paths— and provide for pedestrian safety improvements on all roadway corridors within the Planning Area.

Policy 6-9: Ensure that the bicycle routes within the Planning Area provide direct and convenient access to various destinations, as well as to the City of Brisbane and the regional Bay Trail system.

Policy 6-10: Provide at least one overpass over the Caltrain right-of-way and Tunnel Avenue to allow pedestrians and bicyclists to travel east-west between districts.

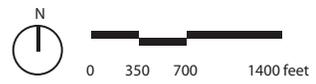
The Caltrain right-of-way and Tunnel Avenue are at a lower elevation than the majority of the Planning Area and create physical barriers to pedestrian and vehicular access. At least one pedestrian overcrossing will be provided over these areas to facilitate circulation for pedestrians and bicycles. One overcrossing already exists at the current Bayshore Caltrain station. In one scenario, this will remain and an additional overcrossing will be constructed as part of the



LEGEND

- Multi-use Path (Class I)
- Bike Lane (Class II)
- Sidewalk (Both Sides)
- Multi-use Trail
- Potential Trail Enhancement
- Potential City Pedestrian/Bike Enhancement
- Bay Trail (Class I)
- Bay Trail (Class II)
- Specific Plan Boundary

6.3 PEDESTRIAN & BICYCLE CIRCULATION



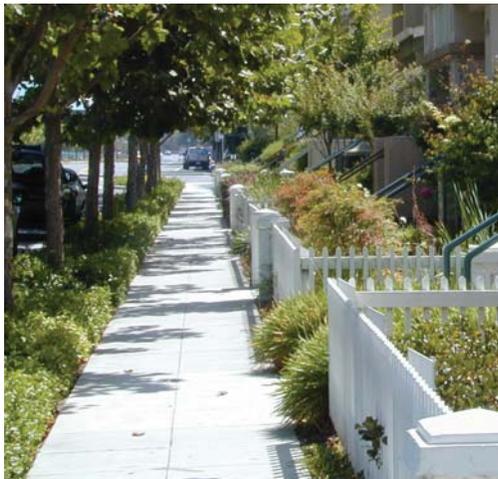
Bayshore intermodal transit station, to be located just north of Geneva Avenue. In an alternative scenario, the existing overcrossing will be moved from its current location to the location of the intermodal transit station. These locations are illustrated in Figures 6.3 and 6.5.

Table 6-3: Bicycle and Pedestrian Circulation System Improvements

<i>Improvement</i>	<i>Location</i>
Class I single- or multi-use paths (off-street)	<ul style="list-style-type: none"> - West side of Sierra Point Parkway between existing on-street Bay Trail terminus at the existing Sierra Point Parkway southbound ramp to N Street. - East side of Tunnel Avenue from Lagoon Way to the boundary of the Specific Plan Area (just south of Beatty Road)
Off-street trails (designed primarily for pedestrian use and may be unpaved)	<ul style="list-style-type: none"> - Both sides of Lagoon Way and throughout Lagoon Park - Both sides of Visitacion Creek Park (East) - East side of Visitacion Creek Park (West) - Throughout South Visitacion Park - Icehouse Hill down toward Lagoon Park - Roundhouse Green and to Bayshore Boulevard
Class II bicycle lanes (on-street) in both directions	<ul style="list-style-type: none"> - Both sides of N Street and 8th Street between Sierra Point Parkway and Beatty Road to the existing unimproved Bay Trail terminus at Alana Way - Geneva Avenue extension from Bayshore Boulevard to 8th Street - Neighborhood Retail (P) and Retail Main Streets (7th) - 5th Street between P Street and Sunnysdale Avenue - 2nd Street and Roundhouse Circle - Creek Parkway - Lagoon Way
Sidewalks	<ul style="list-style-type: none"> - All streets, except where, as noted above, alternative facilities are provided.

Note: The connection to the northern portion of the Bay Trail is currently proposed as a combination of sidewalks and Class I and II facilities to the existing unimproved trail segment at Beatty Avenue and Alana Way, however a Class I connection to the existing improved Bay Trail segment along Harney Way would be preferable and should be considered as part of the proposed ramp replacement and overpass construction project for the adjacent Candlestick Point U.S. 101 interchange.

Source: Wallace Roberts & Todd, LLC, 2011.



The pedestrian network consists of sidewalks on the majority of streets, and a variety of recreational trails.



Mult-use paths and trails are planned alongside streets and throughout recreational areas for pedestrian and bicycle use.

6.4.5 Transit Plan

Transit services to and from, and within the Baylands will be augmented substantially. Services will be united at a new intermodal transit station that would accommodate more frequent Caltrain services, the proposed BRT on Geneva Avenue, the southern terminus of the T-Third light rail, and MUNI and SamTrans buses. Transit agencies typically will provide sufficient services to serve the increased demand created by population and user growth. In addition to improving access, the transit network is a key component of sustainability in the Baylands.

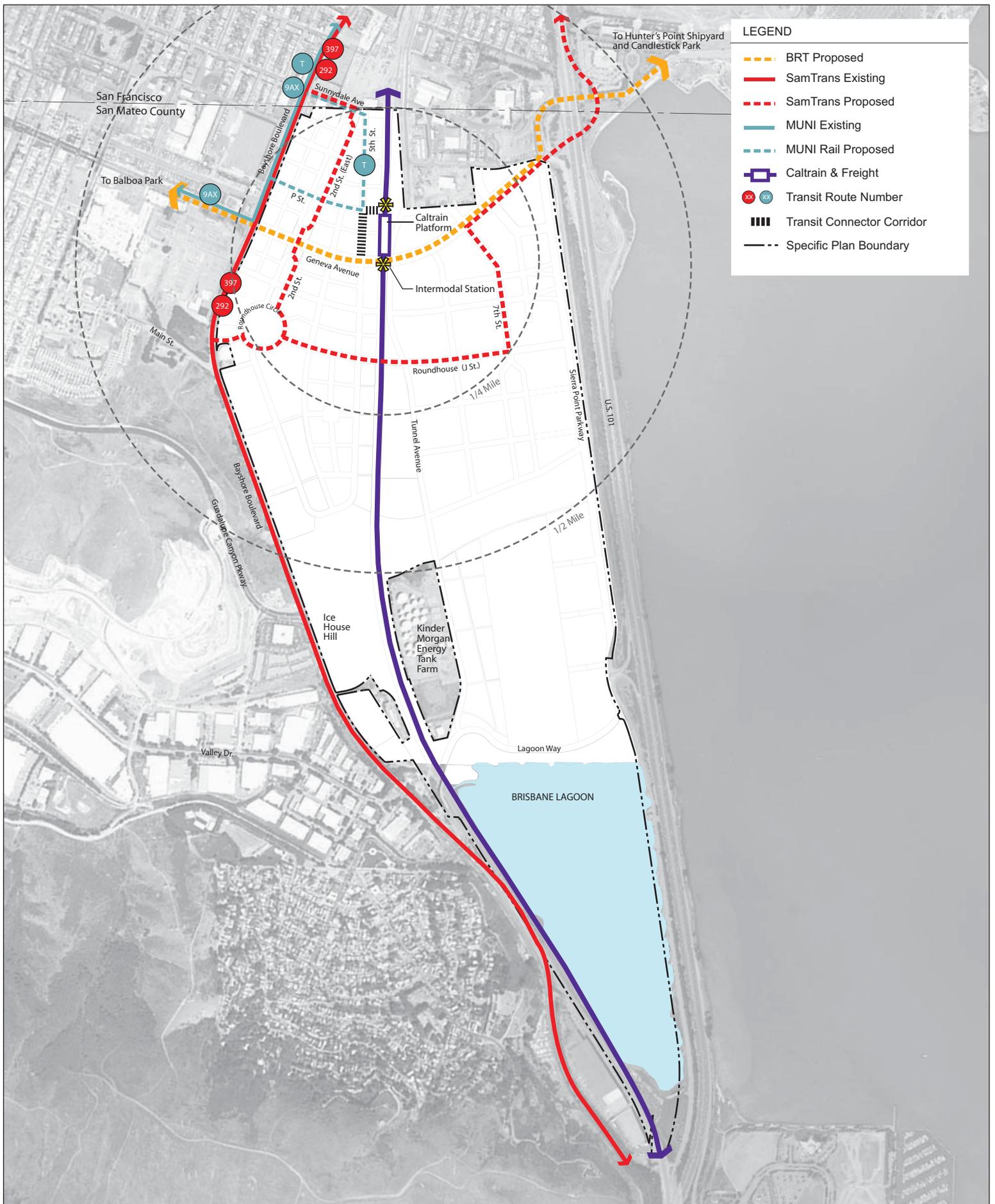
The Geneva Avenue extension design will reserve a right-of-way in the center median to accommodate long-term planned MUNI BRT service. In the near term, transit services will be available from the existing Caltrain Bayshore Station, which will conveniently connect with the Planning Area via Tunnel Avenue and Sunnydale Avenue or 5th Street, and MUNI and SamTrans buses along Bayshore Boulevard. Figure 6.4 illustrates these current transit routes as well as conceptual bus routing proposed in the Specific Plan to serve planned development. A concept plan depicting how the station area could be configured to provide convenient access to the Planning Area along Tunnel Avenue is shown in Figure 6.5.

The Specific Plan anticipates that the currently operating SamTrans bus lines (292 and 397) and the three SamTrans shuttles traveling between Caltrain Bayshore Station, BART's Balboa Park Station, downtown Brisbane and the Crocker Industrial Park, would be re-routed in the future to connect with the future Bayshore Intermodal Station; however, no re-routing is currently proposed.

Several private shuttles currently operate between business campuses at Sierra Point in Brisbane, business campus and residences at Executive Park in San Francisco, Caltrain's Bayshore Station, and BART's Balboa Station. Private shuttle service may be included within the Planning Area to connect future offices and residences with transit stations.

Policy 6-11: Work with SamTrans to expand bus services into the Planning Area as development occurs. New bus routes should have conveniently located bus stops with easy pedestrian access. Each bus stop should be designed to meet the functional requirements established by SamTrans and should have sufficient amenities, such as bus shelters, benches, and route information.

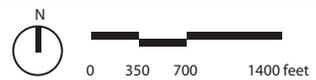
Policy 6-12: Encourage Caltrain to schedule additional Limited Stop and Baby Bullet stops at the Bayshore Station to provide faster and more frequent rail service as development occurs.



LEGEND

- BRT Proposed
- SamTrans Existing
- - - SamTrans Proposed
- MUNI Existing
- - - MUNI Rail Proposed
- Caltrain & Freight
- ● Transit Route Number
- ||||| Transit Connector Corridor
- Specific Plan Boundary

6.4 TRANSIT CIRCULATION



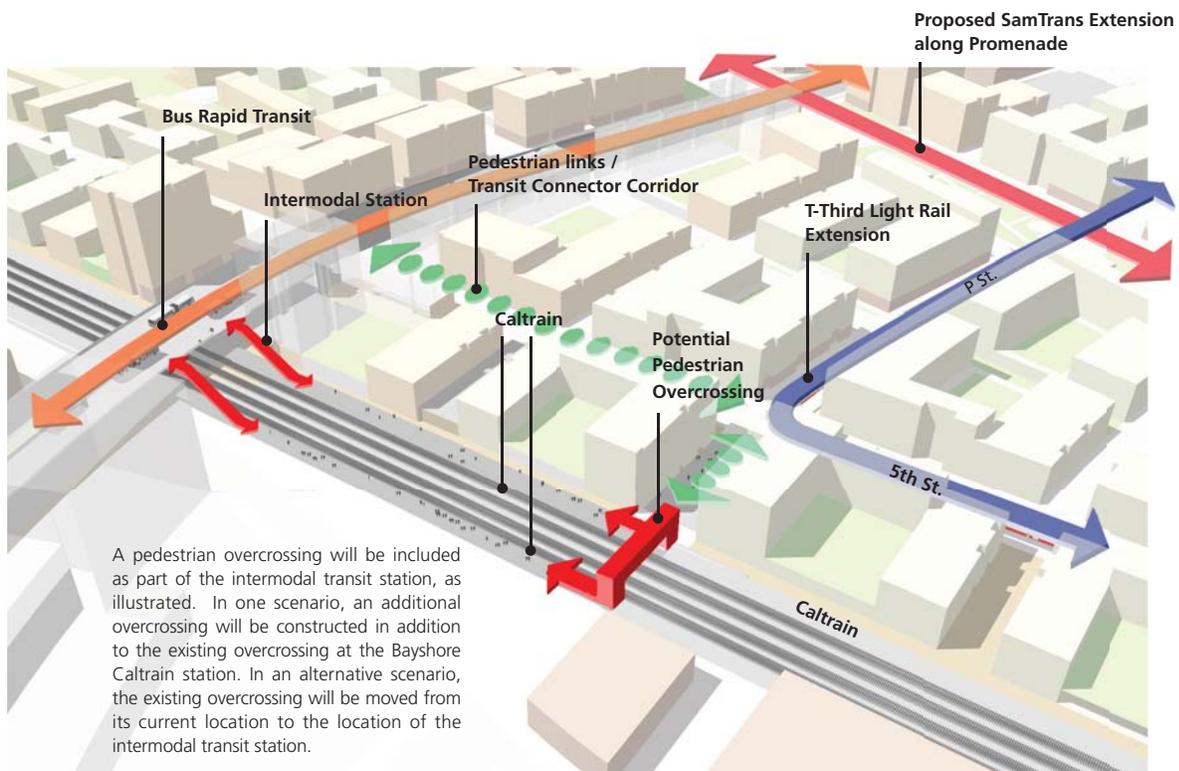
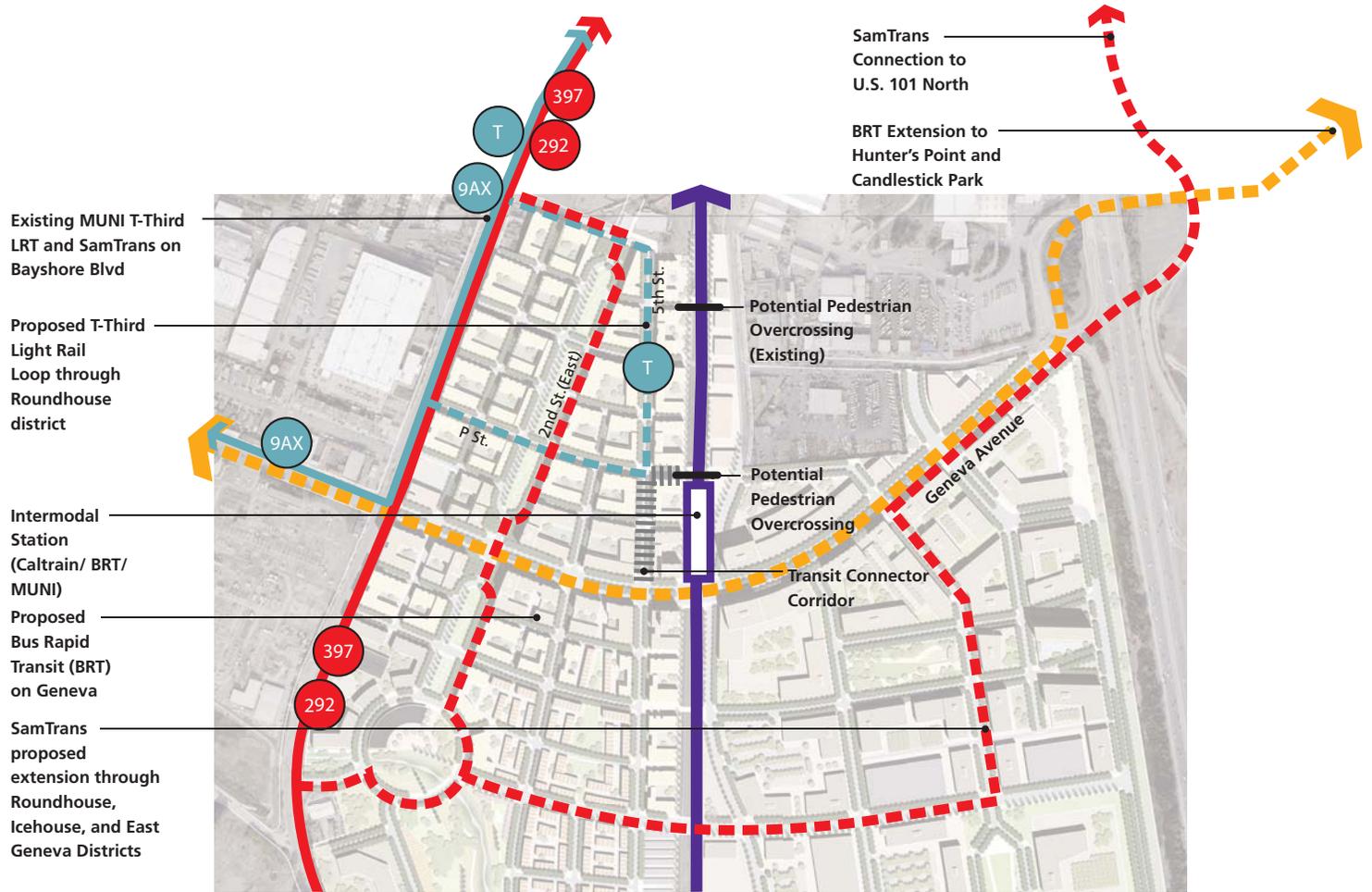


Figure 6.5: Transit Connectivity and Intermodal Transit Station Concept Plan.

Policy 6-13: Improve access to the Balboa Park BART Station through extension of existing MUNI routes and proposed shuttle service.



Transit stops will be incorporated into the streetscape design where transit facilities are proposed.

In areas where MUNI or SamTrans transit stops coincide with bicycle lanes (which are specified in typical roadway sections in Section 6.5) bicycle lanes should be redirected behind the stop or platform, so that transit passengers may await and board transit without conflicting with bicycle circulation. These individual transit stops will be developed as part of a separate detailed design process and incorporate the standards of the respective transit agencies.

6.4.6 Transportation Demand Management (TDM) Plans

The Plan's circulation concept aims to reduce automobile traffic, and a key component of this approach will be the implementation of Transportation Demand Management (TDM) Plans that encourage use of nearby transit and provide incentives to reduce single-occupant vehicle trips. In San Mateo County, the Congestion Management Program requires that new development expected to generate more than 100 peak hour trips incorporate measures necessary to reduce the net number of trips. Since development is expected to occur in several phases, TDM Plans will be prepared for each applicable development project as it undergoes Planned Development (PD) Permit review. A wide range of TDM measures is available; implementation will earn credits toward the mitigation of overall traffic impacts from future development. (See Table 6.4 for a list of potential measures.)

Policy 6-14: Require, as applicable, employers and home owner associations located in the Planning Area to implement applicable TDM-related measures to reduce vehicle trips, particularly during commute hours.

Additional measures are available as described in the City/County Association of Governments of San Mateo County's *Guidelines for the Implementation of the Land Use Component of the Congestion Management Program*.

Table 6-4: Transportation Demand Management Measures

<i>Element</i>	<i>Future</i>
Designate a TDM Coordinator	<p>The TDM Program includes a designated full-time TDM Program Coordinator in charge of the following activities:</p> <ul style="list-style-type: none"> - Promote and manage implementation of the TDM program. - Establish modal split goals. - Develop a program to accomplish the goals mutually agreed upon with the City of Brisbane. - Develop an information package of transportation services on project site. - Monitor and update, as appropriate, the TDM program on an annual basis as the basis for updating the modal split status and the TDM program. - Conduct employees and visitor travel surveys on a biannual basis. - Coordinate with 5.11.org to establish a rideshare matching program. - Coordinate parking management and the shuttle bus program. - Help people plan their trips and work with transportation agencies and others to promote transit, vanpooling, carpooling and carsharing, bicycling and walking.
Promote TDM Program	<p>Organize and conduct a Transportation Day Fair annually. The fair includes representatives from local and regional transportation agencies, the Bicycle Coalition, 511.org, and carshare companies, and provide information about transit, ridesharing and bicycling.</p> <ul style="list-style-type: none"> - The TDM Coordinator would promote attendance at these events by providing incentives for employees and residents to attend the Fair, such as free transit fast passes, free bicycles, and food and drink. - Provide a centralized kiosk/booth with a computer terminal in a conveniently accessible area in each building where employees could obtain maps, schedules, and regional transit information (such as 511.org); enroll in web-based "car sharing"/"ride sharing"; and reserve car sharing vehicles. - Publish a quarterly newsletter with semi-regular update on transit and travel issues within the Baylands, containing highlighted program elements and benefits and contact information. - Create a dedicated intranet/web site/page containing relevant transit and parking information and related links. - The TDM program would include participation in the Commuter Benefits program for tax-free paycheck deductions of transit and bicycle commuter expenses. - Work with major employers to provide employees with an "Eco Pass" (transit pass) which would allow unlimited transit use in San Francisco or comparable benefits on other transit systems. Eco pass could be purchased at a discount bulk rate on a monthly and/or annual basis, and then be made available to all employees who work on the Project site. - Work with major employers to encourage compressed work weeks, flex time, and telecommuting.
Parking Policy	<ul style="list-style-type: none"> - Include a maximum permitted of one off-street parking space per residential unit within ¼ mile radius of transit station or BRT stop, as well as maximum permitted ratios for other development type. - Residential parking would be "unbundled" and sold or leased separately from units. Unbundling parking makes the cost of parking visible to households, and may encourage some residents to save money by opting for a single off-street space or no dedicated parking. Unbundled parking would also serve as a "self selection" incentive for residents who prefer to live in car-free or car-reduced neighborhoods. - Additional parking management strategies such as residential permit parking, time of day restrictions, parking technologies, and parking wayfinding would also be considered as needed to supplement other parking strategies.
Promote Carpool/Vanpool	<ul style="list-style-type: none"> - Provide Rideshare matching program by 511 Regional Rideshare Program. - Provide free parking for carpool/vanpool vehicles. - Designate preferential carpool/vanpool parking spaces at parking facilities closest to the elevator(s) or main entrance to a building.
Promote CarSharing	<ul style="list-style-type: none"> - Maintain a sufficient number of dedicated "car sharing" (e.g., City CarShare, ZipCar, or similar vendor) parking spaces. - Investigate and implement, where feasible, "site license" arrangement with CarShare or another vendor that would allow reduced cost memberships to the employees and residents.

Table 6-4: Transportation Demand Management Measures

<i>Element</i>	<i>Future</i>
Promote Bicycling	<ul style="list-style-type: none"> - Install at least the LEED-level required number of bicycle parking spaces in or near each building. - Bicycle support facilities to encourage bicycling would include parking facilities for both residential and commercial developments (such as racks, indoor/long-term parking, lockers, showers), attended bicycle parking and repair facilities at major destinations, and potentially a bike sharing or rental program. - Provide Shared Bicycle Program.
Promote Transit Usage	<ul style="list-style-type: none"> - Work with major employers to promote transit subsidy and commuter check program for its employees (Also referenced in Promote TDM Program) - Provide on-site sale of transit passes and commuter checks. - Work with the SamTrans, Caltrain JPB, and SFMTA to provide transit shelters at the bus stops adjacent to buildings. - Install "Next Bus" or similar technology at a prominent location to provide transit users with real-time transit and shuttle bus arrival time information. - A transit center at Baylands would enable efficient and convenient transfers among Caltrain/SamTrans buses/MUNI LRT and buses while providing a central location for transportation brochures and other information to be distributed and for attended bicycle parking. Major BRT stops throughout the Project site would also include information kiosks and real-time transit updates. - Exclusive bike lanes and frequent bus rapid transit (BRT) service operating in dedicated lanes with signal priority, would offer convenient alternatives to driving to, from, and within the Project site. Additional transit service would include extended MUNI routes, increased MUNI frequencies, and enhanced connections to the regional network (BART and Caltrain). Baylands will provide Right-of-Ways for BRT route and stations/stops. - Homeowner's dues would include the cost of "Eco Passes" (transit pass) which would allow unlimited transit use in San Francisco and/or comparable benefits on other transit systems. The Eco Pass would offer significant benefits including: a group discount (transit pass costs, while mandatory, would be priced significantly lower than individual passes because they are mandatory), a steady funding stream for enhanced transit service, and a "self selection" incentive.
Shuttle Service	<ul style="list-style-type: none"> - Provide shuttle bus connecting Executive Park, Baylands, the housing development on the Schlage Lock Site, and Balboa Park BART Station.
Guaranteed Ride Home	<ul style="list-style-type: none"> - Work with major employers in Baylands to provide guaranteed ride home services for employees when an alternative means of travel is not available.
Jobs-Housing Linkage	<ul style="list-style-type: none"> - By providing a range of job types (retail, research, hospitality, office, etc) and a range of housing types from affordable apartments to single family townhomes, the developments in Baylands would maximize the potential job/housing "matches" on site. - Encourage large employers to offer relocation assistance to employees who agree to become Brisbane residents.
Streets designed for Alternative Transportation Modes	<ul style="list-style-type: none"> - All new streets and intersections would be designed in consideration for the convenience and the safety of pedestrians and bicyclists. - Provide extensive Class I, II, and III bicycle routes within the Baylands. - Provide "Safe Routes to School" program.
Encourage Walking	<ul style="list-style-type: none"> - People walk more when destinations are within close proximity, along flat routes with easy street crossings, and through interesting areas with storefronts, street streets, street furniture and other pedestrian-oriented amenities. The Baylands would embrace these principles, with approximately 50% of development located within ¼ mile (5-minute) and up to 90% of development located within ½ mile (10-minute) radius of transit and neighborhood retail services integrated into residential blocks. All streets leading to the Caltrain Multi-modal Transit Center and BRT stops would have sidewalks and crosswalks. - A comprehensive wayfinding signage program would support the network of walkways and shared-use paths, encouraging pedestrian and bicycle trips.

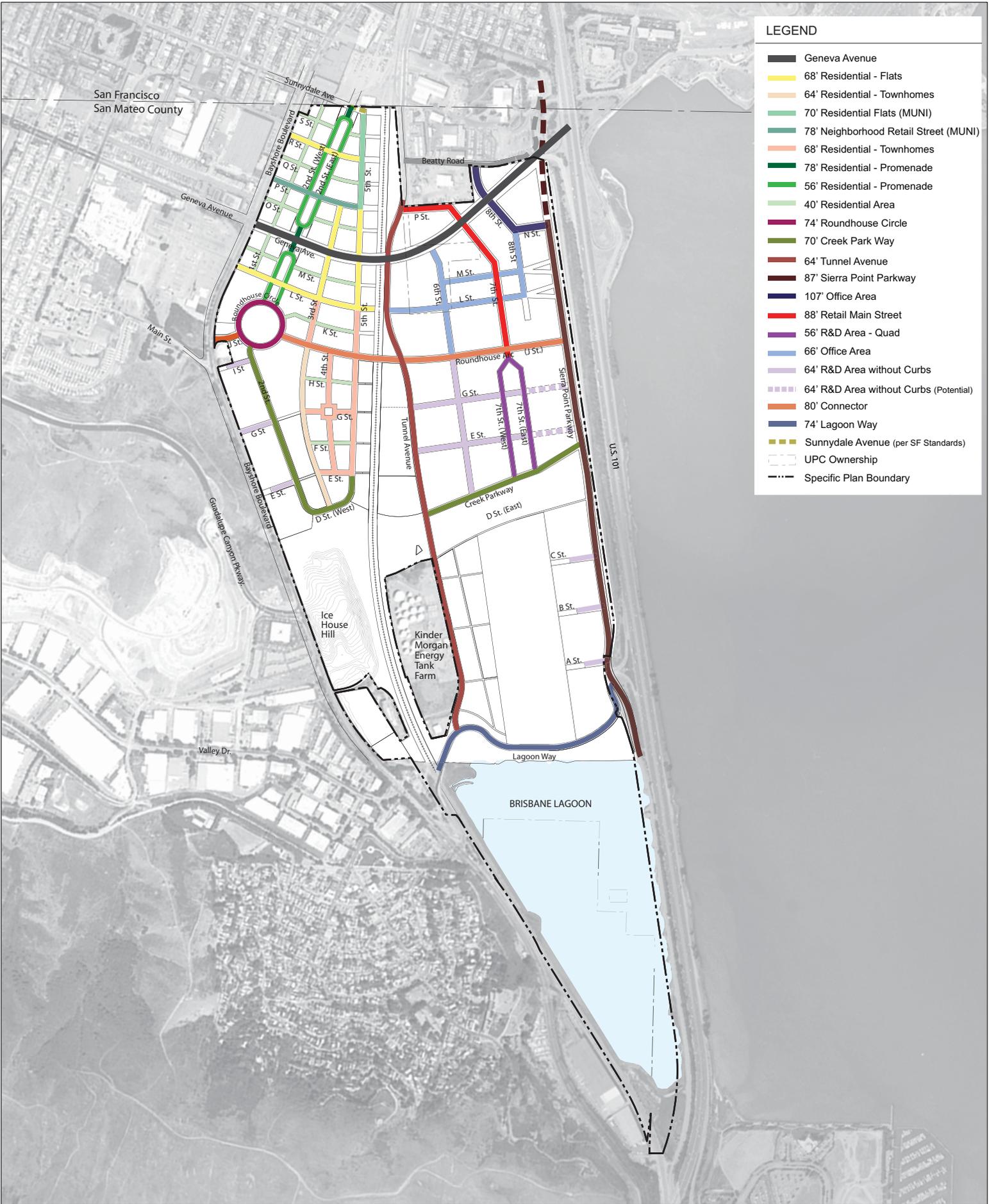
Source: CHS Consulting and Wallace Roberts & Todd, LLC, 2011.

6.5 STREETScape DESIGN GUIDELINES AND STANDARDS

The term “streetscape,” as used within this Plan, describes the area associated with a particular street, including the entire public right-of-way but excluding adjacent development. By considering how streetscapes look and feel in addition to how they will safely accommodate projected circulation (of all modes), the streets at the Baylands will surpass their primary duty of circulation and serve as distinctive public spaces. This second role partially complements the first, as pedestrians and bicyclists, in particular, are sensitive to the character of their surroundings, which are experienced without the protection of a vehicle. By scaling streets to reflect all of their users and providing landscape amenities such as street trees, attractive light fixtures, and other furnishings, the streets within the Baylands should serve as destinations as well as routes. Development immediately outside the public right-of-way can greatly influence a streetscape, and the development standards and design guidelines established in *Chapter 4* are intended to work in tandem with the guidelines and standards stipulated here. Additionally, much of Section 4.12.2 Overall Landscape Guidelines is directly applicable to streetscapes and should be referenced for guidance on planting materials, furnishings, etc.

The following streetscape design guidelines and standards describe the fixed and flexible characteristics of the streets within the Planning Area, as per Table 4-1, and identify specific design requirements. Following a statement of intent for the streetscape, bulleted guidelines provide general direction, and standards follow immediately thereafter in a table. These standards follow the City of Brisbane’s street design standards as well as the Caltrans and American Association of State Highway and Transportation Officials (AASHTO) Design Manuals. The standards reflect typical roadway speeds of approximately 25 miles per hour on local and collector streets and 35 miles per hour or higher on arterial roads, such as Geneva Avenue. As elsewhere in the Specific Plan, guidelines are intended to be flexible, whereas standards represent outright requirements, notwithstanding adjustments that may be made during individual development project approvals to reflect the most current traffic safety information (refer to Policy 6-16 in Section 6.6 Implementation of Specific Plan Circulation System). Roadway cross sections illustrating these guidelines and standards are provided for each named fixed roadway.

Bulb-outs are included at intersection within streets in all locations where on-street parking is included. All roads include on-street parking except for Tunnel Avenue, Sierra Point Parkway, and the 70’ residential area streets where the MUNI LRT operates and ground-floor retail is not present. Examples of typical bulb-out configurations are illustrated in Figure 6.7.



LEGEND

- Geneva Avenue
- 68' Residential - Flats
- 64' Residential - Townhomes
- 70' Residential Flats (MUNI)
- 78' Neighborhood Retail Street (MUNI)
- 68' Residential - Townhomes
- 78' Residential - Promenade
- 56' Residential - Promenade
- 40' Residential Area
- 74' Roundhouse Circle
- 70' Creek Park Way
- 64' Tunnel Avenue
- 87' Sierra Point Parkway
- 107' Office Area
- 88' Retail Main Street
- 56' R&D Area - Quad
- 66' Office Area
- 64' R&D Area without Curbs
- 64' R&D Area without Curbs (Potential)
- 80' Connector
- 74' Lagoon Way
- Sunnysdale Avenue (per SF Standards)
- UPC Ownership
- Specific Plan Boundary

6.6 STREET TYPES

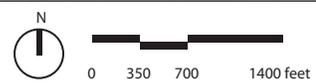


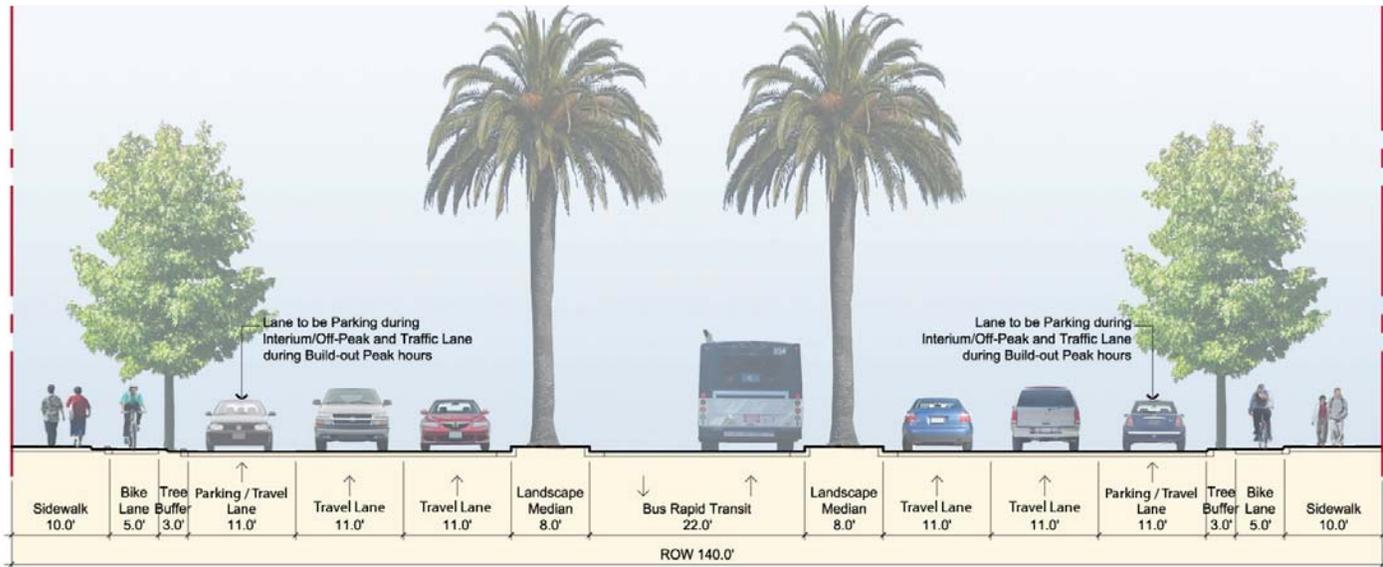
Table 6.5 Street Type Standards Key

STREET TYPE	R.O.W.	PAVEMENT WIDTH	TRAVEL LANES	TRANSIT	STREET PARKING	BIKE FACILITIES	PED. FACILITIES	BIOSWALE	SECTION
ARTERIAL STREETS									
Geneva Avenue	140'	33'	11' (4) ¹	22' BRT; SamTrans	11' (2)	5' (2) (Class I)	10' (2) (Opt.1) and 11' (2) (Opt.2)	8' medians (2); 3' tree buffer (2) (Opt.1)	6.5.1
Sierra Point Parkway	87'	53'	11' Interim (2); Buildout (4)	none	none	12' multi-use path (Class I) ²		8' (2) with 9' central median (Buildout)	6.5.14
COLLECTOR STREETS									
70' Residential Flats (MUNI)	70'	40'	11' (2)	MUNI	8' (1)	5' (2)	10' (2)	5' (2)	6.5.4
78' Residential - Promenade	78'	48'	11' (2)	SamTrans	8' (2)	5' (1)	10' (2)	5' (2)	6.5.7
56' Residential - Promenade	56'	38'	12' (1)	SamTrans	8' (2)	6' (1)	10' (1)	5' and 7' (at park) ³	6.5.8
74' Roundhouse Circle	74'	38'	11' (2)	SamTrans	8' (2)	6' (1) (Class I)	15' (inner); 10' (outer)	5' (1)	6.5.10
64' Tunnel Avenue	64'	24'	12' (2)	none	none	12' multi-use path (Class I); and 6' (1)		11' (1)	6.5.12
107' Office Area	107'	36'	11' (2)	none	8' (2)	6' (2)	8' (2)	5' (2); 9' central median	6.5.13
88' Retail Main Street	88'	54'	11' (2)	SamTrans	8' (2)	6' (2)	14' (2)	5' (2)	6.5.15
56' R&D Area - Quad	56'	34'	12' (2)	none	8' (2)	6' (1)	8' (1)	7' (2)	6.5.16
80' Connector (Roundhouse Arc)	80'	50'	11' (1)	SamTrans	11' (1)	8' (2)	6' (2)	8' (1); 10' (1)	6.5.19
74' Lagoon Way	74'	42'	11' (2)	none	8' (1) ⁴	5' (1); 6' (1)	6' (1)	10' (2)	6.5.20
COLLECTOR/ LOCAL STREETS									
68' Residential- Flats	68'	38'	11' (2)	none	8' (2)	n/a	6' (2)	5' (2)	6.5.2
70' Creek Parkway	70'	42'	11' (2)	none	8' (1)	6' (2)	6' (2)	8' (2)	6.5.11
LOCAL STREETS									
78' Neighborhood Retail Street (MUNI)	78'	48'	11' (2)	MUNI	8' (2)	5' (2)	10' (2)	5' (2)	6.5.3
64' Residential Townhomes	64'	38'	11' (2)	none	8' (2)	n/a	6' (2)	7' (2)	6.5.5
68' Residential Townhomes	68'	38'	11' (2)	none	8' (2)	n/a	8' (2)	7' (2)	6.5.6
40' Residential Area	40'	28'	10' (2)	none	8' (1)	n/a	6' (2)	0' - 8' (1) Raingarden	6.5.9
66' Office Area	66'	38'	11' (2)	none	8' (2)	n/a	6' (1)	7' (2)	6.5.17
64' R&D Area without Curbs	64'	38'	11' (2)	none	8' (2)	n/a	6' (1)	7' (2)	6.5.18
Alley	20'	20'	n/a	n/a	n/a	n/a	n/a	n/a	6.5.21
Pedestrian Greenway	56'	n/a'	n/a	none	none	5' (2) (multi-use)	8' (2)	7' (2)	6.5.22

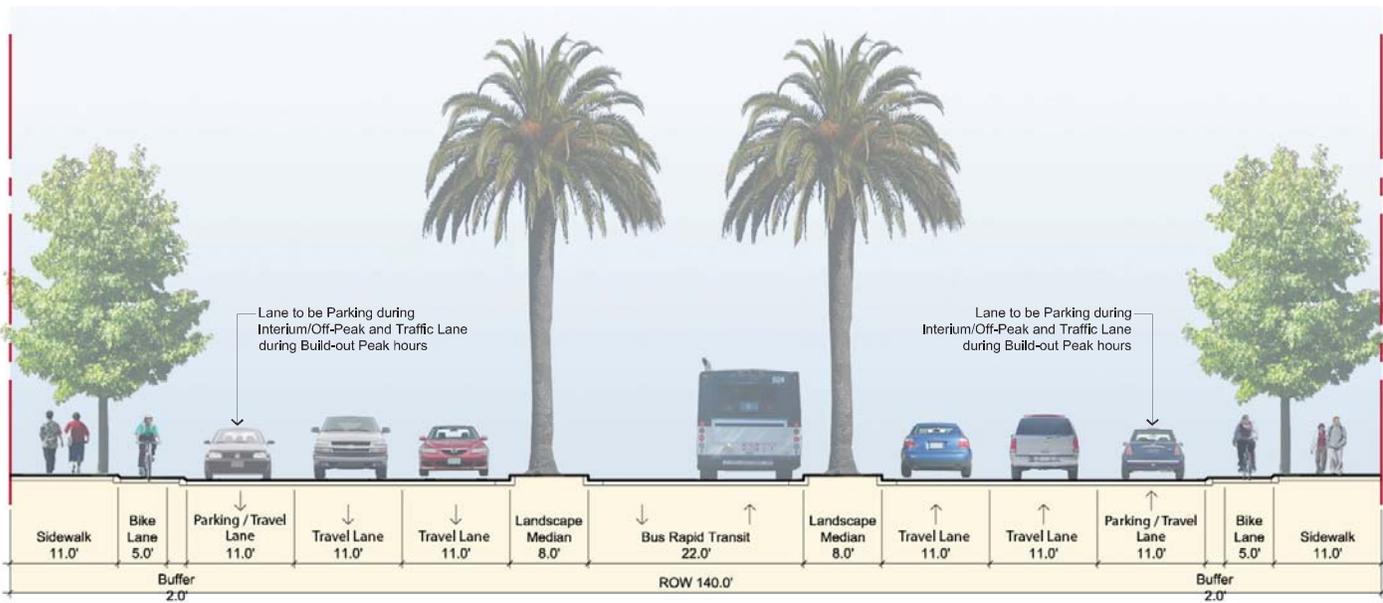
Notes:

- Numbers in parentheses indicate the number of times a facility occurs within the right-of-way. In the case of travel lanes, (2) means one lane in each direction, (4) means two lanes in each direction. In the case of all other facilities a (2) indicates that a facility occurs on both sides of the street whereas a (1) means it occurs only on one side.
- Class I bike lanes are indicated parenthetically. Other bike lanes are Class II. Streets that do not include bike facilities are assumed to include sharrows.
- Bioswales less than 7' in width are structured bioswales while those 7' or greater are vegetated.
- Gravel parking shoulder on Lagoon side of street.
- All widths are subject to change based on individual developments.

6.5.1 Geneva Avenue (Option 1: Non-elevated portion of street)*



6.5.1 Geneva Avenue (Option 2: Non-elevated portion of street)*



*The Geneva Avenue extension is not part of the Specific Plan. These figures are for illustrative purposes only.

Description

Geneva Avenue, stretching from Brisbane’s border with Daly City to the U.S. 101 Harney Way interchange, is expected to serve as a primary vehicular and transit entrance into the Baylands. Supported by active and appropriately scaled mixed-use, residential, and commercial development, Geneva Avenue will act as an urban boulevard with wide sidewalks and a right-of-way for future BRT service in a broad center median.

Standards	
Right-of-Way/ Pavement Width	140’ R.O.W./ 33’ uninterrupted pavement width on either side of landscaped medians/ BRT corridor
Vehicle Lanes/ Width	2 11’ travel lanes in both directions plus dual parking/ travel lane
Transit	22’ R.O.W. for proposed Bus Rapid Transit (BRT) through center of road
On-street Parking	11’ on-street parking/ travel lane on both sides of the street
Bicycle Facilities	5’ separated bike lane adjacent to sidewalk on both sides of street
Pedestrian Facilities	10’ (Option 1) and 11’ (Option 2) sidewalk on both sides of street
Bioswale	8’ landscape buffers on either side of BRT; 3’ tree buffer (Option 1)
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street in sidewalk planting areas at regular intervals of 25–35 feet, at grade or in slightly raised planters. - Street trees shall be planted in landscaped buffer medians at regular intervals of 25–50 feet, at grade or in slightly raised planters. - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height. - Trees placed at grade in sidewalks shall utilize a metal grate with a minimum dimension of 3 feet by 5 feet.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet average foot-candle requirements for street and sidewalk areas. Luminaires shall consist of both vehicular and pedestrian types, mounted on separate poles and or on combined poles.

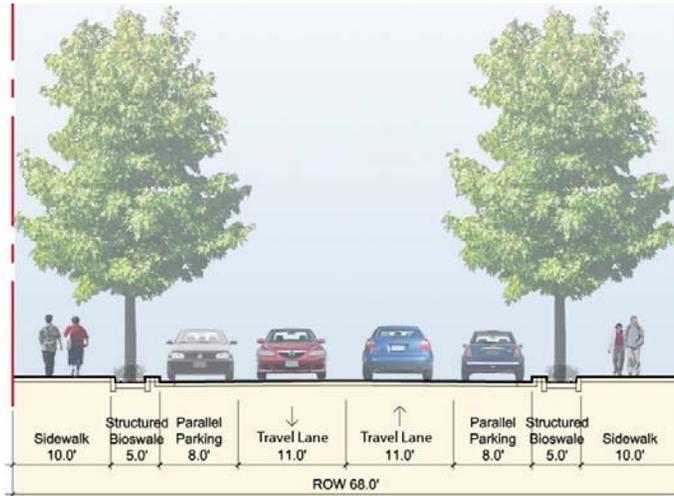


A street in Amsterdam provides a precedent for the proposed bike lane separated by a buffer on Geneva Boulevard.



The Embarcadero in San Francisco includes multiple travel lanes, bicycle lanes, and sidewalks with transit passing through the median, as is proposed on Geneva.

6.5.2 68' Residential Flats

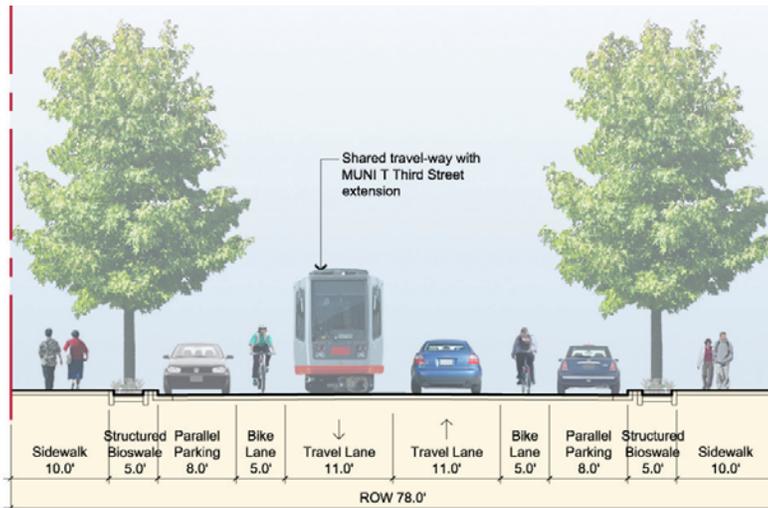


Description

This street type serves as the primary residential street in the Roundhouse district, connecting residential flats with Geneva Avenue and other connector streets and arterials. The street type includes parallel parking, structured bioswales, and 10-foot sidewalks on both sides of the street to encourage a pedestrian-oriented environment.

Standards	
Right-of-Way/ Pavement Width	68' R.O.W./ 38' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	none
On-street Parking	8' on-street parking on either side
Bicycle Facilities	Bicycles allowed full use of lane
Pedestrian Facilities	6' sidewalk on both sides of street
Bioswale	5' structured bioswales on both sides of street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.3 78' Neighborhood Retail Street (MUNI)

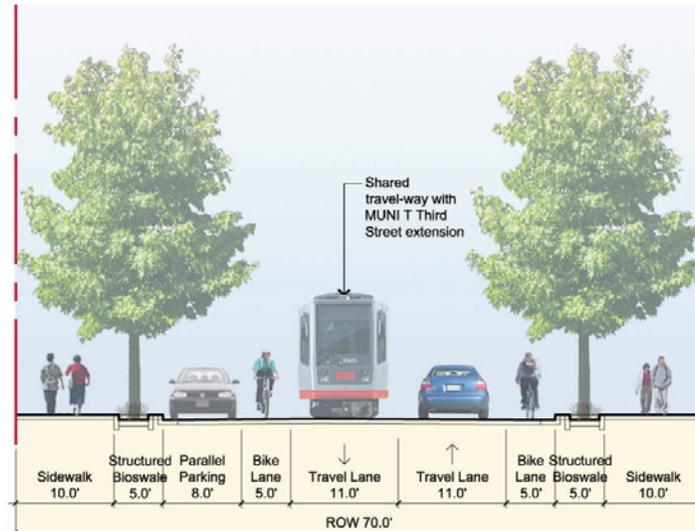


Description

The 78' residential street type applies to the Neighborhood Retail Street in the Roundhouse district. The right-of-way is specifically designed to accommodate light-rail as well as on-street parking and bike lanes, which are vital to achieving the expected street life of the Neighborhood Retail Street. Buildings along this street are medium-density residential flats that are lined with ground-floor retail. The street links Bayshore Boulevard with townhomes and Visitation Creek Park to the west.

Standards	
Right-of-Way/ Pavement Width	78' R.O.W./ 53' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction, shared with MUNI
Transit	MUNI light-rail operates within shared right-of-way with traffic
On-street Parking	8' on-street parking on either side
Bicycle Facilities	5' bike line between parking and travel lanes on both sides of the street
Pedestrian Facilities	10' sidewalk on both sides of street
Bioswale	5' structured bioswales on both sides of street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.4 70' Residential Flats (MUNI)

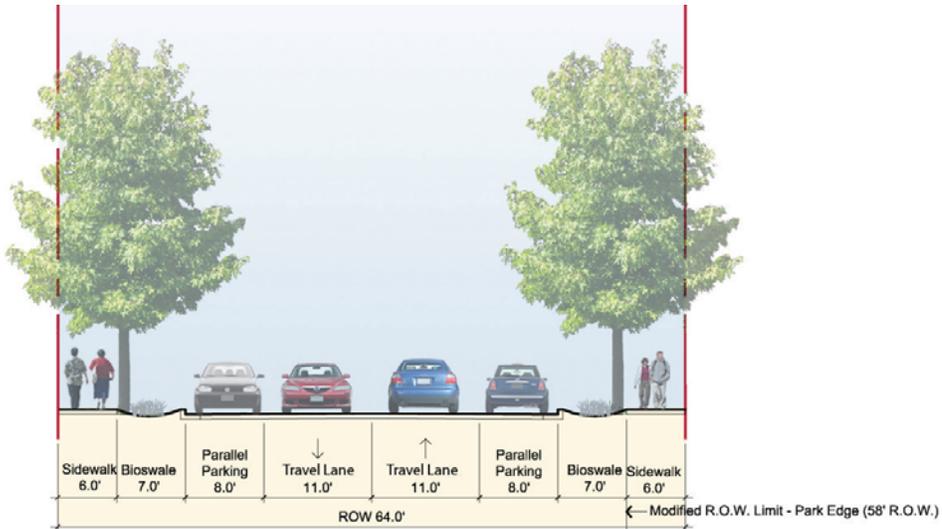


Description

This street type connects the Neighborhood Retail Street with Sunnydale Avenue north of the Planning Area, and serves as a Collector street. The street includes the potential MUNI T-line light rail extension, yet is distinct from the 78' Neighborhood Retail Street in that it the streetscape does not include ground-floor retail, and therefore does not require an equal amount of on-street parking. This street type occurs along several blocks in the Roundhouse district that include medium-density residential flats.

Standards	
Right-of-Way/ Pavement Width	70' R.O.W./ 50' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	MUNI light-rail operates within shared right-of-way with traffic
On-street Parking	8' on-street parking lane on MUNI side of the street
Bicycle Facilities	5' bike line between parking and travel lanes on both sides of the street
Pedestrian Facilities	10' sidewalk on both sides of street
Bioswale	5' structured bioswales on both sides of street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.5 64' Residential Area - Townhomes

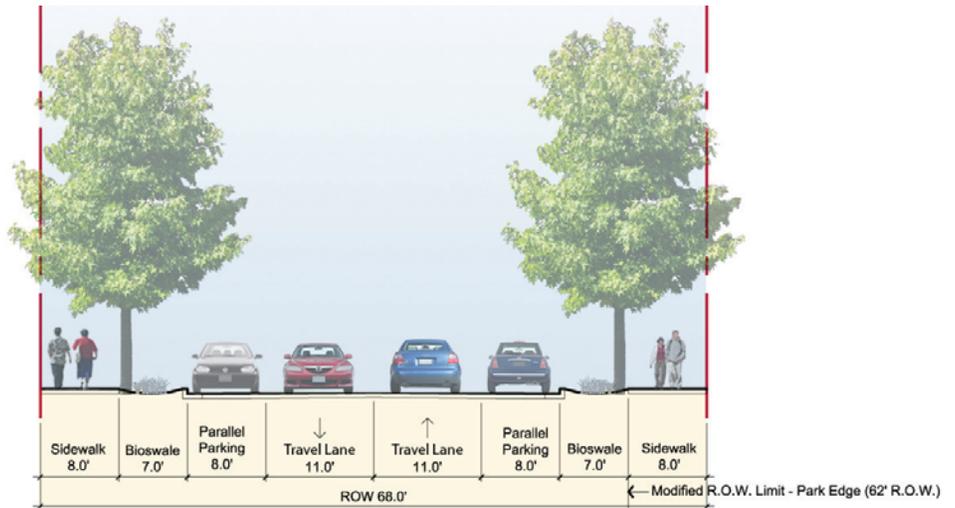


Description

The 64' residential street type provides a north-south link between Rounhouse Arc (80' Connector) and the Creek Parkway on the west side of Icehouse. The street forms the boundary between the Icehouse townhomes and Visitation Creek Park to the west.

Standards	
Right-of-Way/ Pavement Width	64' R.O.W./ 38' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	None
On-street Parking	8' on-street parking on either side
Bicycle Facilities	Bicycles allowed full use of lane
Pedestrian Facilities	6' sidewalk on both sides of street
Bioswale	7' bioswales on both sides of street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas. - A different type of lighting may be chosen for the side of the street that abuts Visitation Creek Park

6.5.6 68' Residential Area - Townhomes

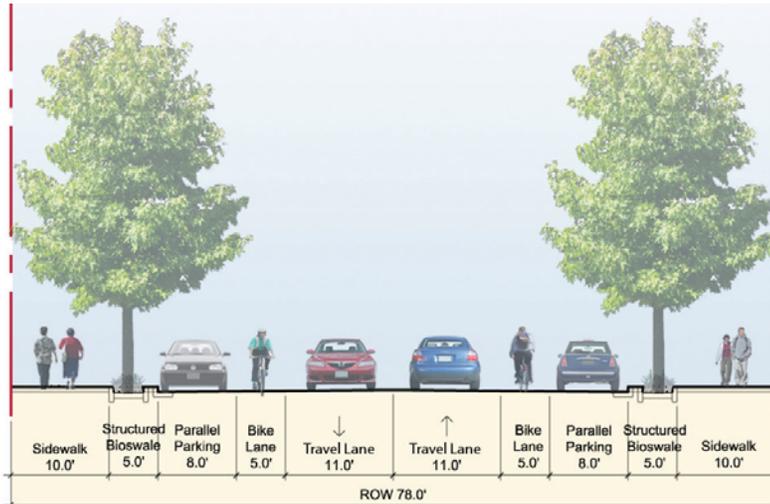


Description

The 68' residential street type is the primary street within Icehouse that provides the grid framework for townhome development. The street type links the district to Roundhouse Arc (80' Connector), Creek Parkway, and residential areas to the north. This type differs from the 64' Townhome type in that it has an 8' sidewalk rather than 6', which promotes a more prominent pedestrian realm. The street features one travel lane in each direction, with parallel parking, a bioswale, and sidewalk on both sides of the street.

Standards	
Right-of-Way/ Pavement Width	68' R.O.W./ 38' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	None
On-street Parking	8' on-street parking on both sides of street
Bicycle Facilities	Bicycles allowed full use of lane
Pedestrian Facilities	8' sidewalk on both sides of street
Bioswale	7' bioswales on both sides of street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.7 78' Residential Area - Promenade

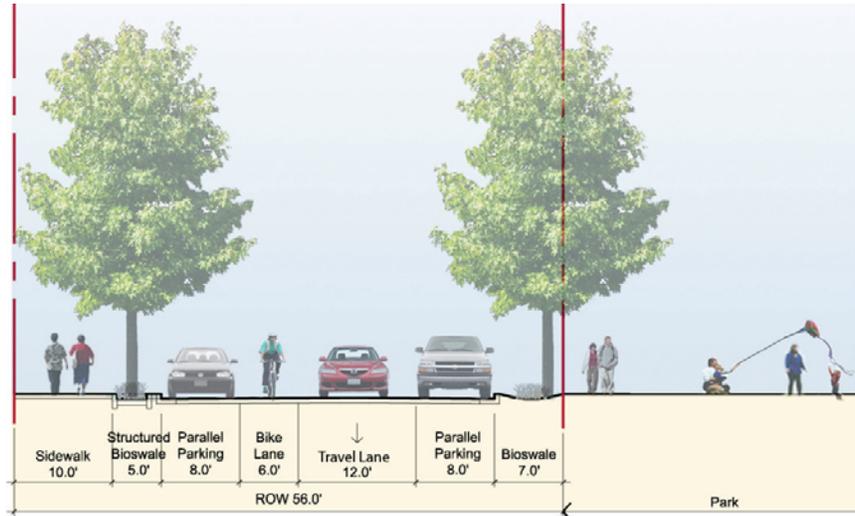


Description

The 78' Residential Area - Promenade occurs adjacent to the Promenade in the Roundhouse District. This is an undivided street that connects the divided 56' Residential Area - Promenade couplet across other collector streets. The street includes a sidewalk, structured bioswale, and parallel parking on both sides of the street with one 11' travel lanes in each direction.

Standards	
Right-of-Way/ Pavement Width	78' R.O.W./ 48' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	potential SamTrans route extension
On-street Parking	8' on-street parking on either side
Bicycle Facilities	5' bike line between parking and travel lanes on both sides of the street
Pedestrian Facilities	10' sidewalk on both sides of street
Bioswale	5' structured bioswales on both sides of street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.8 56' Residential Area - Promenade



Description

The 56' Residential Area - Promenade is the street that loops around the Promenade central greenway in the Roundhouse district. The street is a one-way couplet except where it crosses major collector roads where it becomes the 78' Residential Area type. The street features a 10' sidewalk adjacent to residential buildings, with a structured bioswale, parking lane, and bike lane on this frontage. The street edge abutting the park features a 7' bioswale and one parking lane.

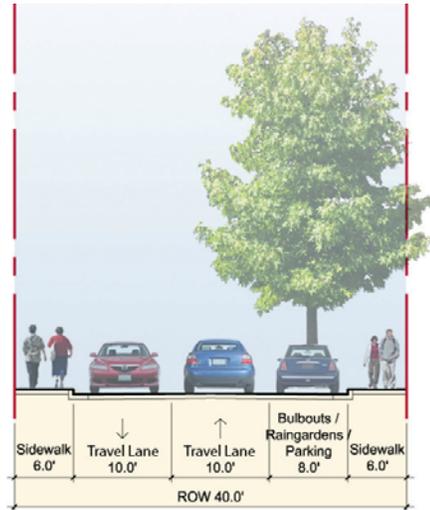
Standards

Right-of-Way/ Pavement Width	56' R.O.W./ 38' uninterrupted pavement width
Vehicle Lanes/ Width	1 12' travel lane
Transit	potential SamTrans route extension
On-street Parking	8' on-street parking on opposite side from park
Bicycle Facilities	6' bike lane adjacent to parking lane on opposite side from park
Pedestrian Facilities	10' sidewalk on opposite side from park
Bioswale	5' structured bioswale on opposite side from park; 7' bioswale adjacent to park

Furnishings

Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas. - A different type of lighting may be chosen for the side of the street that abuts the Promenade

6.5.9 40' Residential Area

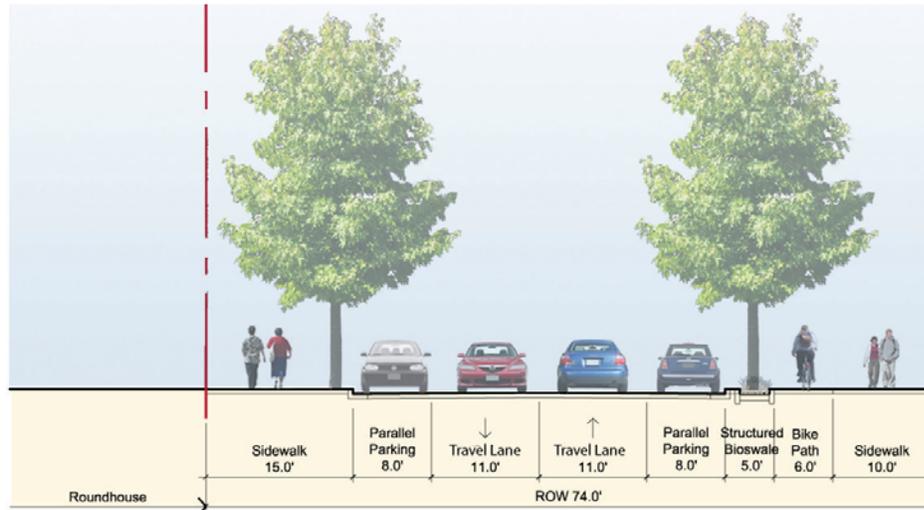


Description

The 40' Residential Area street type provides the secondary street structure within the residential areas of the Baylands. This type exists in both the Roundhouse and Icehouse districts, connecting the wider, primary street types. The 40' residential street includes a 6' sidewalk on both sides of the street, one travel lane in each direction, and a raingarden/bulbout area on one side of the street.

Standards	
Right-of-Way/ Pavement Width	40' R.O.W./ 20' uninterrupted pavement width
Vehicle Lanes/ Width	1 10' travel lane in each direction
Transit	none
On-street Parking	8' on-street parking with bulb-out on one side of the street
Bicycle Facilities	Bicycles allowed full use of lane
Pedestrian Facilities	6' sidewalk on both sides of the street
Bioswale	8' raingarden/ bulbout area on one side
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted in bioswales on one side of the street at regular intervals of 25–35 feet at grade; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.10 74' Roundhouse Circle

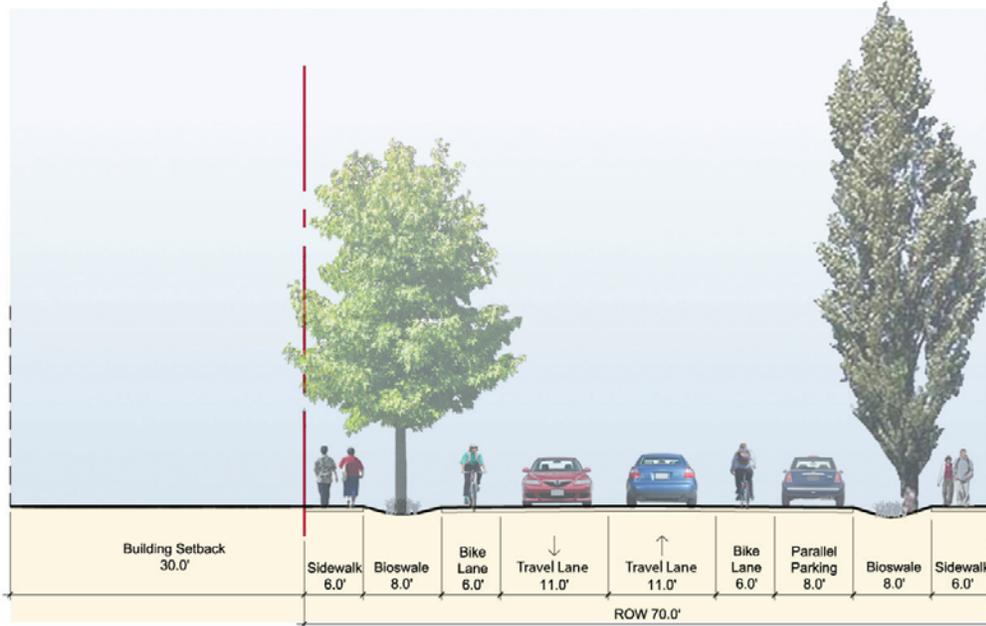


Description

The Roundhouse Circle loops around Roundhouse Green, including six intersections at which points it connects to the Roundhouse Arc (80' Connector), the 56' Residential Area - Promenade in two locations, the Creek Parkway and a 40' residential street. The circle will feature a 15' sidewalk on the interior which abuts Roundhouse Green and a 10' sidewalk on the outer edge. The outer edge includes a structured bioswale and a separated bike path. The two-way circle includes a 11' travel lane and on-site parking on both sides of the street.

Standards	
Right-of-Way/ Pavement Width	74' R.O.W./ 38' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	potential SamTrans route extension
On-street Parking	8' on-street parking on both sides of the street
Bicycle Facilities	6' separated bike path on outer edge of circle
Pedestrian Facilities	15' sidewalk on interior of circle; 10' sidewalk on outer edge
Bioswale	5' structured bioswale on outer edge of circle
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height. - A different type of tree may be chosen for the side of the street that abuts the Roundhouse Green
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas. - A different type of lighting may be chosen for the side of the street that abuts the Roundhouse Green

6.5.11 70' Creek Parkway

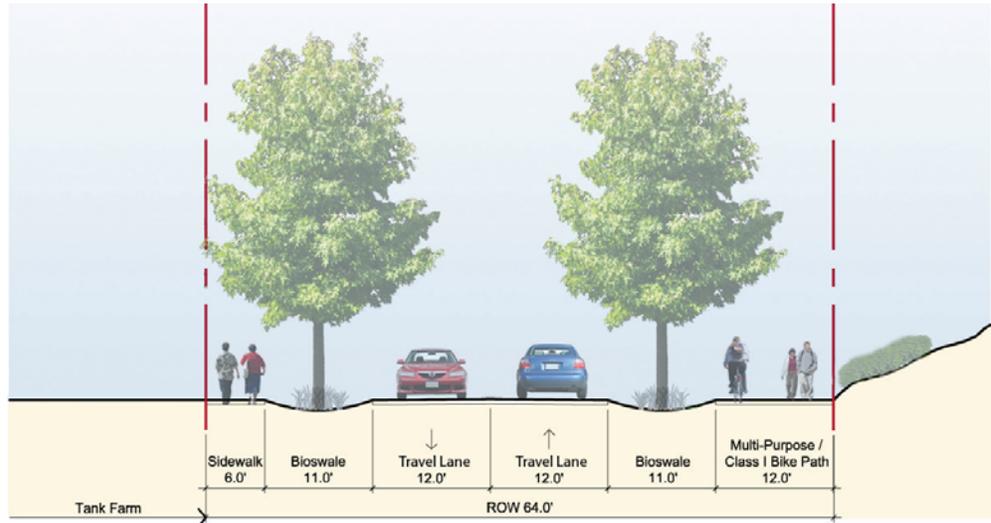


Description

The Creek Parkway provides the boundaries of Visitacion Creek Park (East and West) and provides street frontage for adjacent office and institutional development. The street will feature building frontage on the west and north sides, setback at 30', and park frontage on the opposite side, including windrows. Vehicle travel and bike lanes are included in both directions, with equal sidewalks and bioswales on each side.

Standards	
Right-of-Way/ Pavement Width	70' R.O.W./ 38' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	none
On-street Parking	8' parking lane adjacent to park frontage
Bicycle Facilities	6' bike lane on both sides of the street
Pedestrian Facilities	6' sidewalk on both sides of the street
Bioswale	8' bioswale on both sides of the street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted in bioswales on one side of the street at regular intervals of 25–35 feet at grade; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height. - Windrow trees shall be planted in the planting zone but outside of the bioswale on the south and west sides of the street. - Windrow trees shall be a single species.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.12 64' Tunnel Avenue

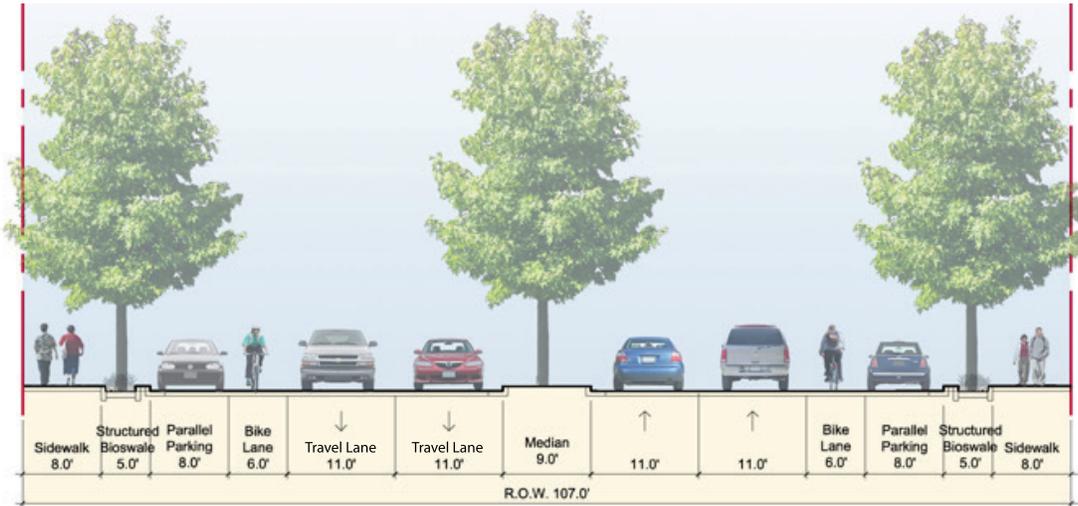


Description

Tunnel Avenue, realigned slightly from its current route, will serve as a passive landscape corridor providing north-south access through the Planning Area. When considered within the context of adjacent private landscape buffers, it will have a consistent landscape treatment of west-facing slopes, street trees, windrow trees, and other vegetation that will screen nearby development.

Standards	
Right-of-Way/ Pavement Width	64' R.O.W./ 24' uninterrupted pavement width
Vehicle Lanes/ Width	1 12' travel lane in each direction
Transit	none
On-street Parking	none
Bicycle Facilities	A 12' multi-use path shall be provided on the western side of Tunnel Avenue
Pedestrian Facilities	6' sidewalk on east side of street; 12' Class I Multi-purpose Bike Path on west side of street
Bioswale	11' bioswale on both sides of the street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Landscape treatments shall appear consistent between the public street right-of-way and visible private land within the Tunnel Avenue corridor. - Street trees shall be planted at regular intervals of 25–35 feet. - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet minimum foot-candle requirements for street and sidewalk areas.

6.5.13 107' Office Area

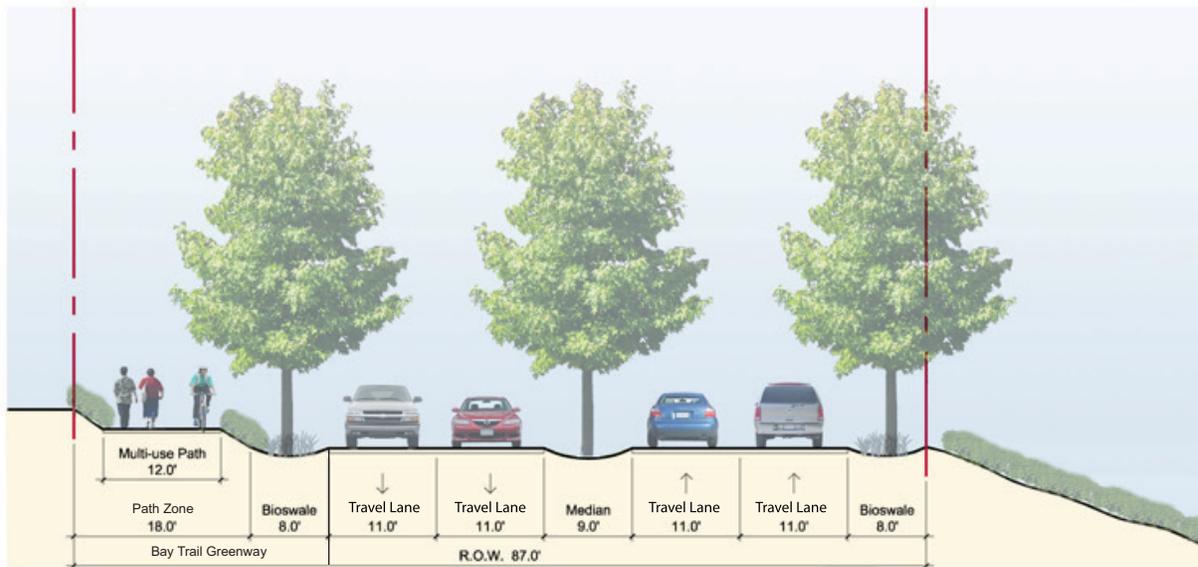


Description

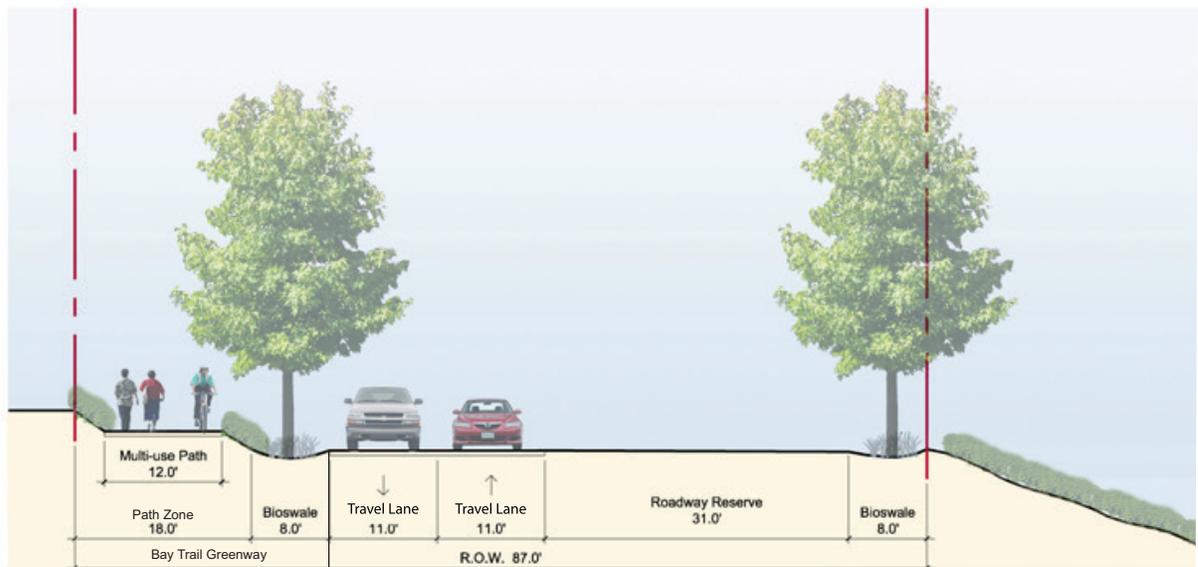
The 107' Office Area street provides access from Beatty Road into the commercial and office uses within East Geneva, and also to Sierra Point Parkway. The street includes retail use frontages north of Geneva and office uses south of Geneva.

Standards	
Right-of-Way/ Pavement Width	107' R.O.W./ 36' uninterrupted pavement width on both sides of median
Vehicle Lanes/ Width	2 11' travel lanes in each direction
Transit	none
On-street Parking	8' parking lane on both sides of the street
Bicycle Facilities	6' bike lane on both sides of the street
Pedestrian Facilities	8' sidewalk on both sides of the street
Bioswale	5' structured bioswales on both sides of the street; 9' median between travel lanes
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted at regular intervals of 25–35 feet. - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet minimum foot-candle requirements for street and sidewalk areas.

6.5.14 Sierra Point Parkway (Buildout)



6.5.14 Sierra Point Parkway (Interim)

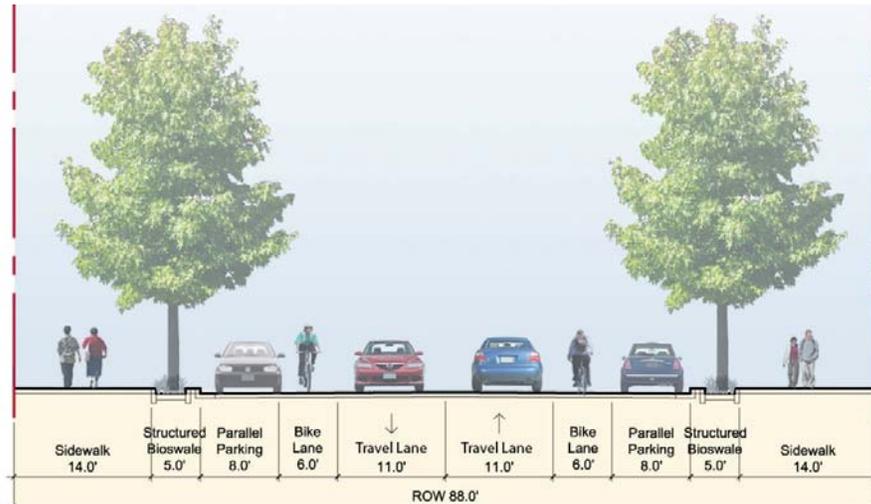


Description

Roughly paralleling U.S. 101, Sierra Point Parkway will serve as a north-south access road that is designed and landscaped to incorporate a missing segment of the San Francisco Bay Trail. While envisioning the road with initially one lane in each direction, the Plan provides for additional capacity by requiring sufficient right-of-way and establishing standards for a new traffic lane in each direction. Office uses will overlook Sierra Point Parkway, which will be distinctively landscaped to mark points of entry into the Baylands and the transition to the Bay.

Standards	
Right-of-Way/ Pavement Width	87' R.O.W./ 53' uninterrupted pavement width (Interim); 22' uninterrupted pavement width separated by median (Buildout)
Vehicle Lanes/ Width	1 11' travel lane in each direction (Interim); 2 11' travel lanes in each direction (Buildout) separated by median
Transit	none
On-street Parking	none
Bicycle Facilities	A 12' multi-use path shall be provided on the western side of the street; a 18' path zone is included for 2' landscaping strips on both sides of the path
Pedestrian Facilities	A 12' multi-use path shall be provided on the western side of the street; a 18' path zone is included for 2' landscaping strips on both sides of the path
Bioswale	8' bioswale on both sides of the street. A 9' central median will be included at buildout.
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Landscape treatments of the public street right-of-way shall appear consistent with the visible adjacent private land. - The entire length of the public right-of-way shall be planted with trees, shrubs, and groundcover. - Street trees shall be planted at regular intervals of 25–35 feet. - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet minimum foot-candle requirements for street and sidewalk areas.

6.5.15 88' Retail Main Street

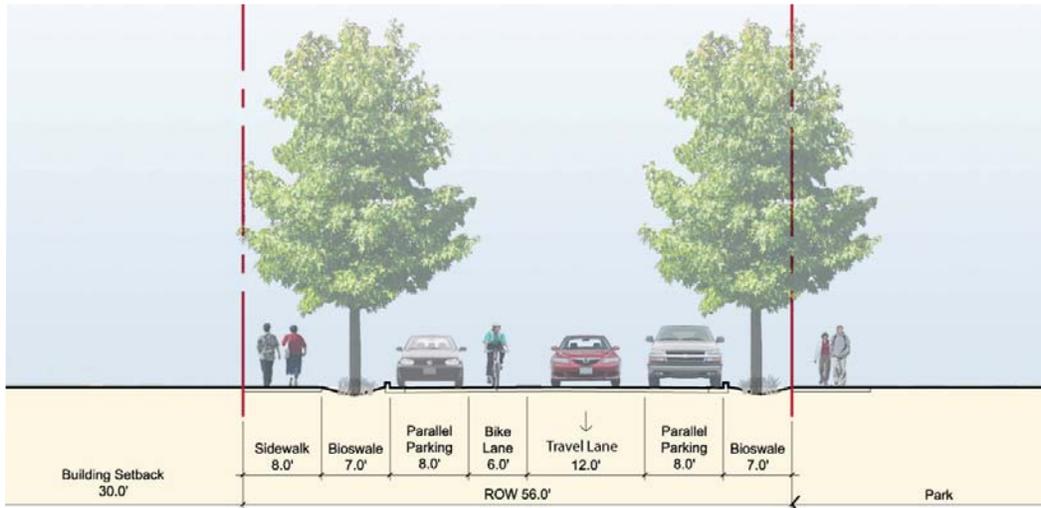


Description

The Retail Main Street, which runs between Geneva Avenue and the Quad in the office area is the primary north-south collector in the East Geneva district and the heart of the retail area. Lined with retail and commercial uses, the street will be an intimate center of activity with ample sidewalks, on-street parking on both sides, and plazas for strolling and gathering. It is a potential route for the SamTrans extension through the Baylands and also features bike lanes in both directions, contributing to a multi-modal street character.

Standards	
Right-of-Way/ Pavement Width	88' R.O.W./ 54' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	potential SamTrans route extension
On-street Parking	8' parking lane on both sides of the street
Bicycle Facilities	6' bike lane on both sides of the street
Pedestrian Facilities	14' sidewalk on both sides of the street
Bioswale	5' structured bioswale on both sides of the street adjacent to sidewalk
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.16 56' R&D Area - Quad

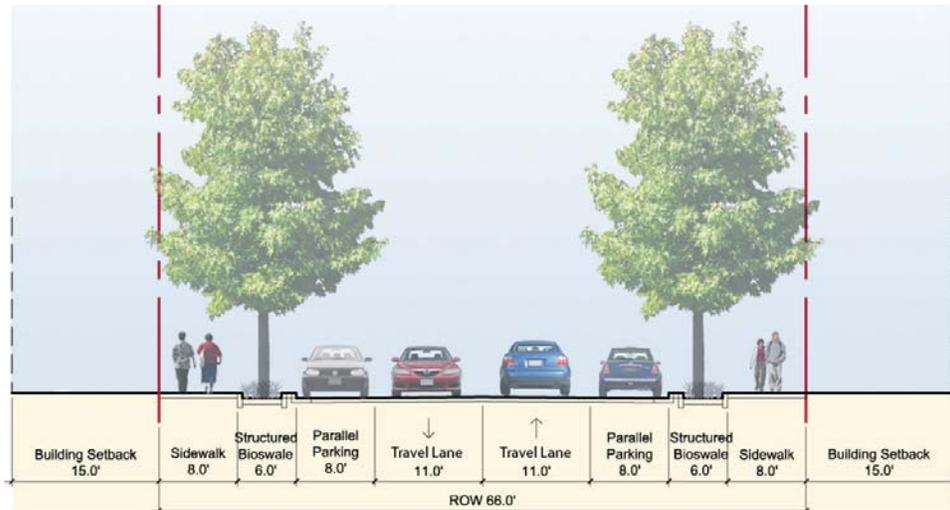


Description

The 56' R&D Area - Quad defines the boundary of the Quad park in the center of the Visitacion Green North office area. The street includes one traffic and one bike travelling one way with parking on both sides of the street. Street trees and bioswales will be included on both sides, and a sidewalk will be included within the right-of-way on the building side of the street. An additional sidewalk will be included as part of the Quad park frontage.

Standards	
Right-of-Way/ Pavement Width	56' R.O.W./ 34' uninterrupted pavement width
Vehicle Lanes/ Width	1 12' travel lane in one direction
Transit	none
On-street Parking	8' parking lane on both of sides of the vehicle and bike travel lanes
Bicycle Facilities	6' bike lane adjacent to building side of street
Pedestrian Facilities	8' sidewalk adjacent to building setback area
Bioswale	7' bioswale on both sides of the street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.17 66' Office Area



Description

The 66' Office Area street connects the office development area of East Geneva. It provides access to the retail uses of Geneva Avenue, the Retail Main Street, Tunnel Avenue and Roundhouse Arc. The street will provide an area for circulation around office buildings and access to the Central Plaza, which may be programmed for events and gatherings.

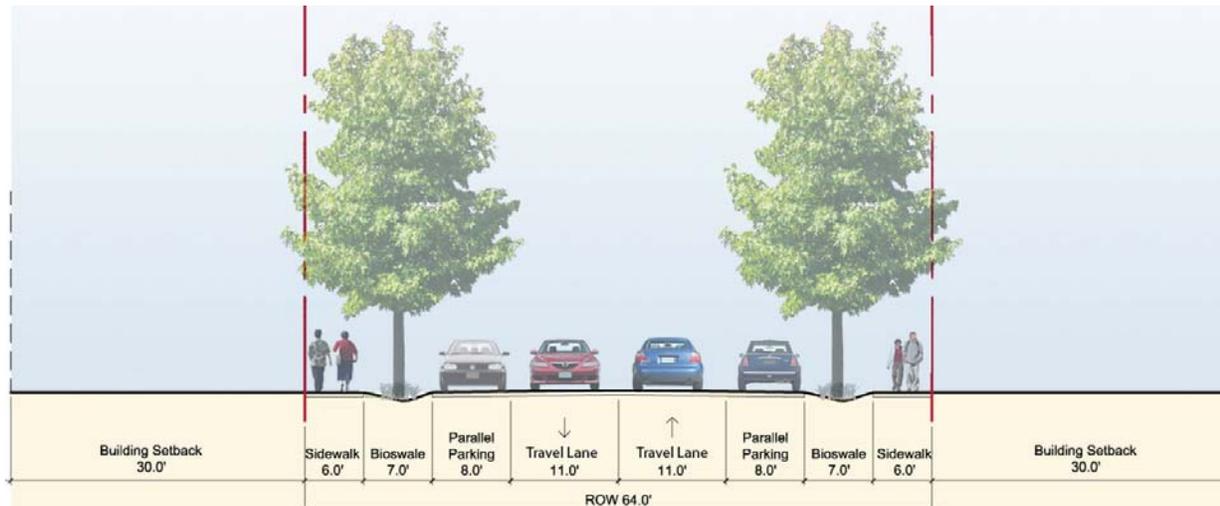
Standards

Right-of-Way/ Pavement Width	66' R.O.W./ 38' uninterrupted pavement width
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	none
On-street Parking	8' parking lane on both sides of the street
Bicycle Facilities	Bicycles allowed full use of lane
Pedestrian Facilities	8' sidewalk on both sides of the street
Bioswale	6' structured bioswale on both sides of the street adjacent to sidewalk

Furnishings

Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.18 64' R&D Area without Curbs

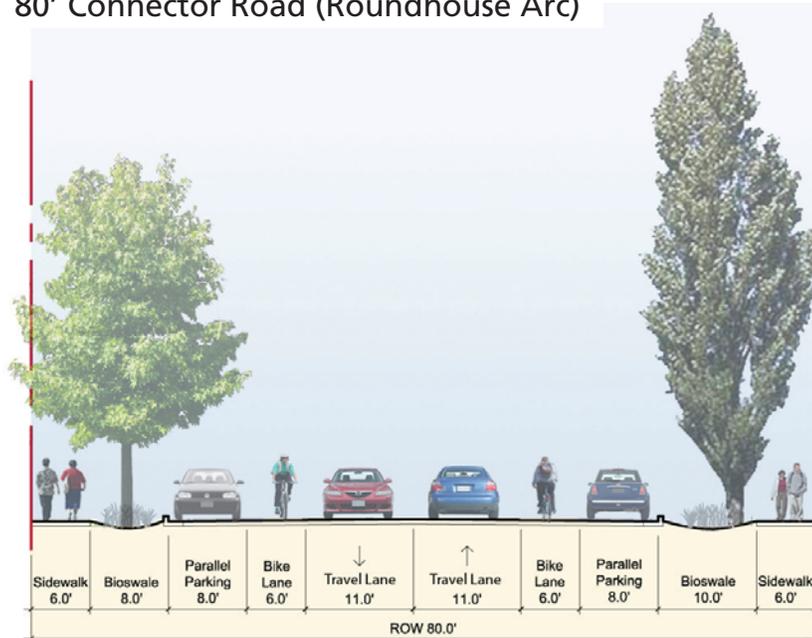


Description

The 64' R&D Area without curbs street connects the office development area of the Visitacion Green North district. This street type is meant to provide a transition to the less-intensely developed footprint in the southern portion of the Baylands. For this reason, it does not include curbs, helping to facilitate natural hydrological flows. The street is lined with 7' bioswales and a 6' sidewalks on both sides, adjacent to 30' building setbacks.

Standards	
Right-of-Way/ Pavement Width	64' R.O.W./ 38' uninterrupted pavement
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	none
On-street Parking	8' parking lane on both sides of the street
Bicycle Facilities	Bicycles allowed full use of lane
Pedestrian Facilities	6' sidewalk adjacent to building setback area
Bioswale	7' bioswale on both sides of the street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

6.5.19 80' Connector Road (Roundhouse Arc)



Description

Roundhouse Arc (80' Connector) Road serves as a major connector through the Baylands, providing a primary axis and divider between the four quadrants of development. With its wide windrow tree planting strip, it serves as a green corridor with views to Visitacion Creek Park (West), the Quad, and terminating with Bay views to the east, and the Roundhouse to the west. The multi-modal street includes a potential SamTrans route extension, bicycle and vehicle lanes, with a range of uses providing frontage.

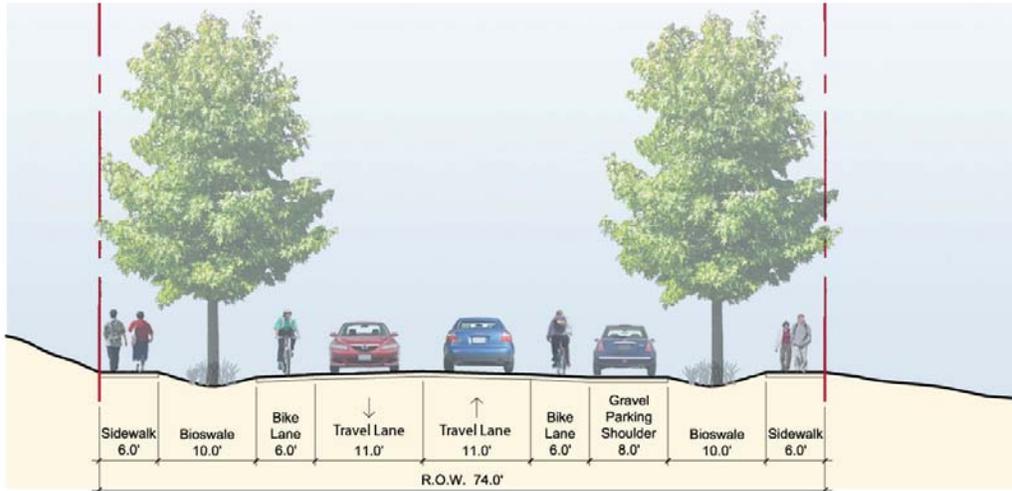
Standards

Right-of-Way/ Pavement Width	80' R.O.W./ 50' uninterrupted pavement
Vehicle Lanes/ Width	1 11' travel lane in each direction
Transit	potential SamTrans route extension
On-street Parking	8' parking lane on both sides of the street
Bicycle Facilities	6' bike lane on both sides of the street
Pedestrian Facilities	6' sidewalk on both sides of the street
Bioswale	8' bioswale on northern side of street; 10' bioswale on southern side of street

Furnishings

Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted in bioswales on one side of the street at regular intervals of 25–35 feet at grade; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height. - Windrow trees shall be planted in the planting zone but outside of the bioswale on the south and west sides of the street. - Windrow trees shall be a single species.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas

6.5.20 74' Lagoon Way

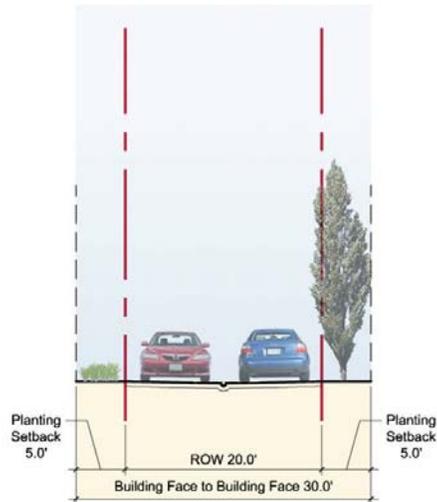


Description

Lagoon Way, the major entry route into Central Brisbane, is envisioned as a “country road” defined by the Brisbane Lagoon and adjacent parkland. Views of nearby development will be largely screened by the south-facing slope and windrow of the adjacent landscape buffer, and 10’ vegetated bioswales will directly collect and filter runoff from the curbsless roadway.

Standards	
Right-of-Way/ Pavement Width	74’ R.O.W./ 38’ uninterrupted pavement width; 8’ gravel parking shoulder
Vehicle Lanes/ Width	1 11’ travel lane in each direction
Transit	none
On-street Parking	8’ gravel parking shoulder on lagoon side of street
Bicycle Facilities	5’ bike lane on northern side of street; 6’ bike lane on lagoon side
Pedestrian Facilities	6’ sidewalk on northern side of street
Bioswale	10’ bioswale on both sides of street
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - The entire length of the public right-of-way shall be planted with trees, shrubs, groundcovers, and or lawn. - Street trees shall be planted at regular intervals of 25–35 feet. - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City’s minimum foot-candle requirements for street and sidewalk areas.

6.5.21 20' Alley



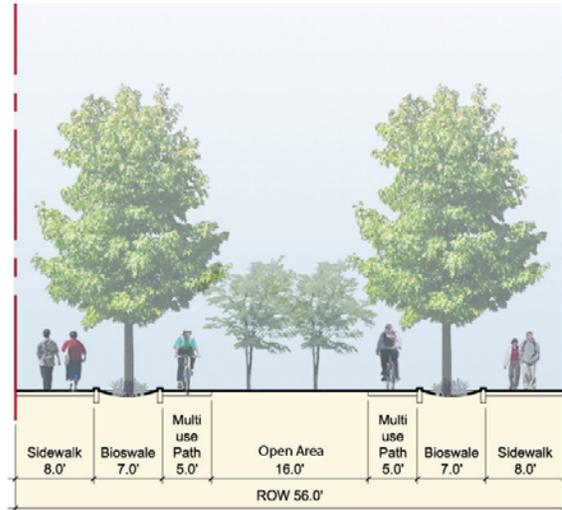
Description

Alleys occur through the residential townhouse areas of the Baylands. Although the right-of-way is 20', an expected building face to building face distance of 30' will give the alleys a sense of openness with a 5' planting strip included along each building face. This will aid in the hydrologic functioning of the street system by slowing stormwater flows, and add aesthetic value. This setback is mandated in the Design Guidelines and Development Standards section of the Specific Plan (Section 4.10).

Standards	
Right-of-Way/ Pavement Width	20' R.O.W./ 20' uninterrupted pavement width
Vehicle Lanes/ Width	20' R.O.W. will accommodate a 10' vehicle travel lane in each direction
Transit	none
Street Parking	none
Bicycle Facilities	Bicycles allowed full use of lane
Pedestrian Facilities	pedestrians allowed full use
Bioswale	5' planting setback along building face
Furnishings	
Street Trees & Planting	5' planting setback along building face
Lighting	Lighting may be included in 5' planting setback or as architectural elements included on building face to provide illumination in alley

Additional provisions for alley are included in Section 4.10 Design Guidelines and Development Standards and 4.12 Private Realm Landscape Guidelines.

6.5.22 56' Pedestrian Greenway

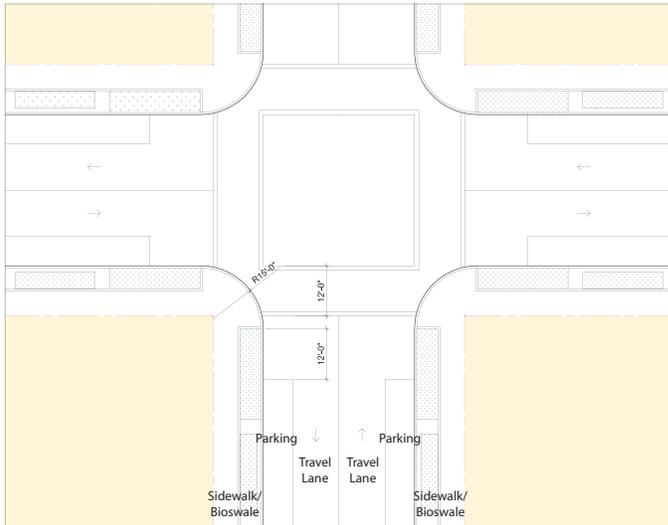


Description

Pedestrian greenways are a type of right-of-way, similar to alleys, that may occur between individual residential buildings within the Roundhouse district between 5th Street and the Caltrain right-of-way. They provide pedestrian access to transit facilities and connect to pedestrian overcrossings via mid-block circulation areas. Similar to the residential street types, they include an 8' sidewalk on both sides, multi-use paths, and may include bioswales. The design of greenways may vary based on individual developments in these areas.

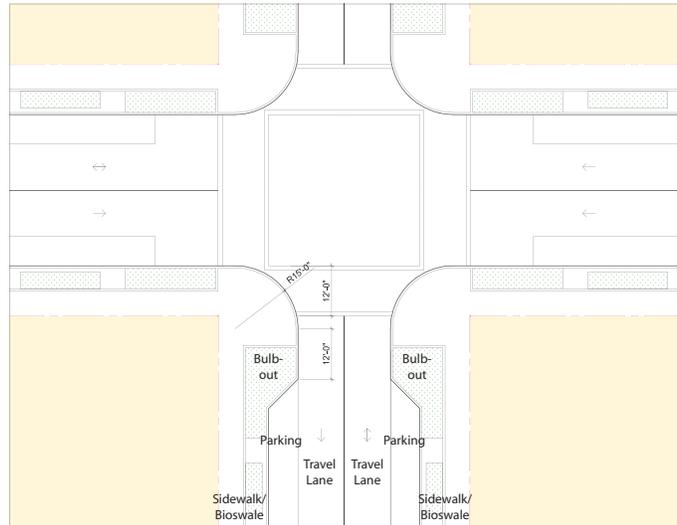
Standards	
Right-of-Way/ Pavement Width	56' R.O.W.
Open Area Width	16'
Transit	none
Street Parking	none
Bicycle Facilities	5' multi-use path on both sides of the greenway
Pedestrian Facilities	8' sidewalk on both sides of the greenway
Bioswale	7' bioswale on both sides of the greenway
Furnishings	
Street Trees & Planting	<ul style="list-style-type: none"> - Street trees shall be planted on both sides of the street at regular intervals of 25–35 feet at grade in bioswales; - New street trees shall be a minimum of 15 feet in height, 6 feet in spread, and 8 feet in canopy height.
Lighting	<ul style="list-style-type: none"> - Street lights shall be regularly spaced and provide illumination to meet the City's minimum foot-candle requirements for street and sidewalk areas.

Typical Intersections (no Bulb-outs)



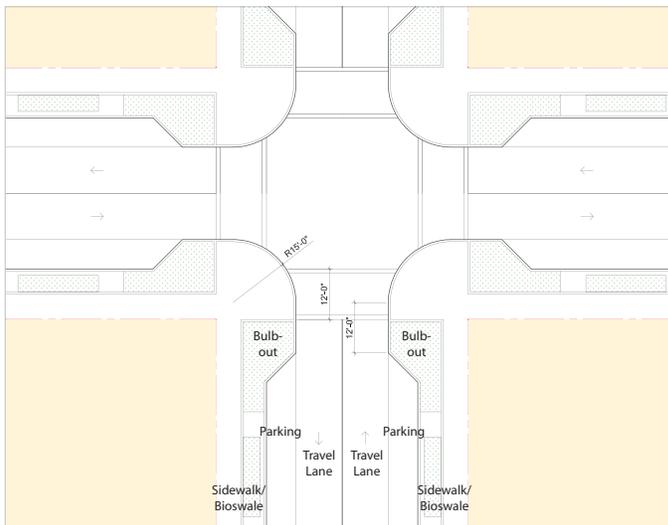
A: An intersection without bulb-outs in either direction. The crossing width is equal to the pavement width of the right-of-way.

Intersection with Bulb-outs in one direction



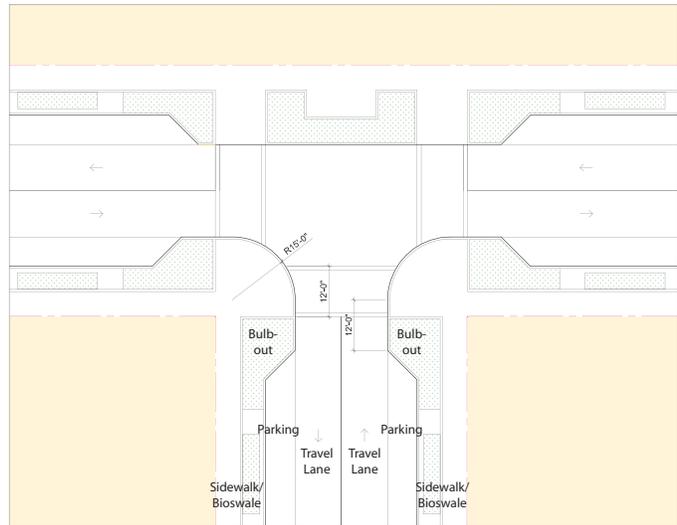
B: An intersection with bulb-outs in one direction. The bulb-outs extend the width of the parking lanes, and reduce crossing distances by the combined width of the parking lanes.

Intersection with Bulb-outs in both directions



C: An intersection with bulb-outs in both directions. This design provides the greatest amount of traffic calming and enhanced pedestrian safety by narrowing the overall vehicle width at the intersection for traffic in all four directions.

T-Intersection with Bulb-outs in both directions



D: A T-shaped intersection with bulb-outs in both directions. This condition occurs along parks and along the creekside open space corridors.

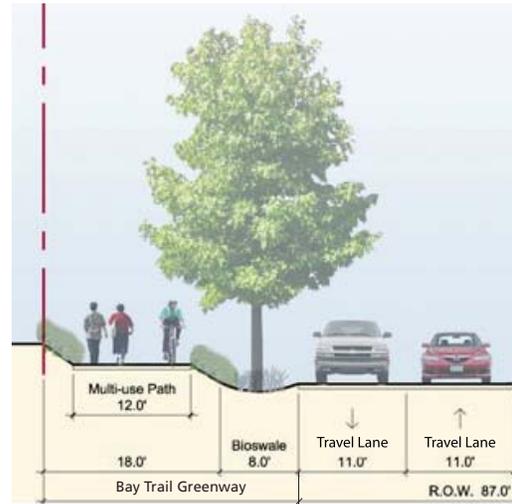
Figure 6.7: Typical Intersections



6.5.23 Class I Path

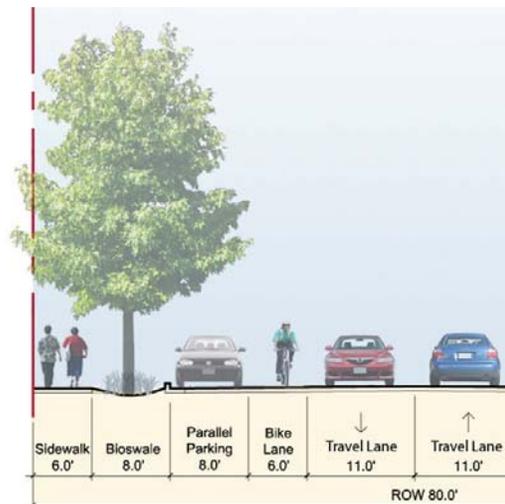
Class I paths are physically separated from the vehicular travel way. These are proposed along Sierra Point Parkway and along Tunnel Avenue. The Bay Trail extension is considered a Class I path. They can accommodate pedestrians and bicycles.

Standards	
Width	6 to 12 feet
Paving	asphalt or concrete
Furnishings	See Section 5.6 Open Space Guidelines.
Plantings	See Section 5.6 Open Space Guidelines.
Lighting	See Section 5.6 Open Space Guidelines.



6.5.24 Class II Path

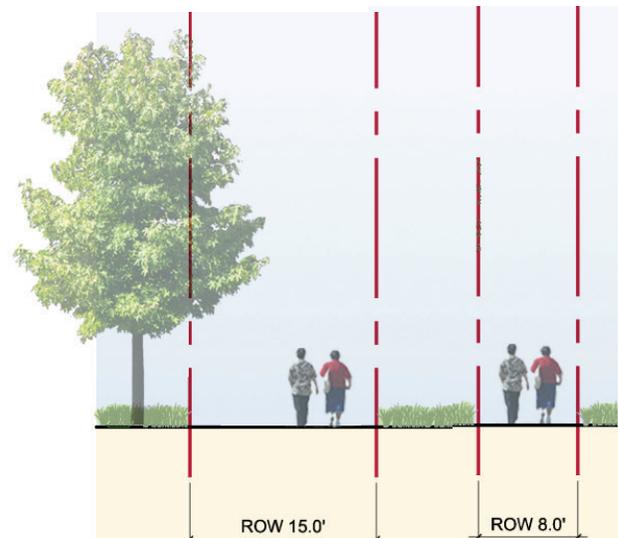
Class II paths refer to bicycle lanes that are adjacent to travel lanes. They are included throughout the Baylands on residential and commercial streets. They will be paved with the same material used for the street and furnishings will be that of adjacent land use.



6.5.25 Recreational Path/ Trail

Paths and trails are included in open spaces and as recreational resources. They will be of a variety of widths and characters, ranging from paved walkways to nature trails. They may be used by walkers, runners, and cyclists.

Standards	
Width	8 to 15 feet
Paving	gravel, asphalt, concrete
Furnishings	See Section 5.6 Open Space Guidelines.
Plantings	See Section 5.6 Open Space Guidelines.
Lighting	See Section 5.6 Open Space Guidelines.



6.6 IMPLEMENTATION OF SPECIFIC PLAN CIRCULATION SYSTEM

The Specific Plan circulation system will generally be implemented through a coordinated effort between the City of Brisbane, San Mateo County, developers, and in some instances, City and County of San Francisco. Transit improvements will be implemented by MUNI, JPB, and SamTrans. In instances involving state highways, Caltrans will also be part of the implementation process. A inter-agency funding and improvement mechanism, which will result from the ongoing Bi-County Transportation Study, will facilitate the roadway and transit improvements that benefit users from both sides of the border.

The following policies, along with those policies and procedures outlined in *Chapter 8: Implementation*, will guide the implementation of the circulation system:

- Policy 6-15: The circulation system and improvements identified in this Specific Plan shall be implemented without substantial alteration, except when such improvements are found to be inadequate to protect public health and safety. In such an event, roadway geometries and dimensions of facilities within a street right-of-way may be modified, with approval of the City Engineer, in order to achieve intended design speeds or otherwise safely accommodate proposed project and citywide development.*
- Policy 6-16: All internal streets shall be developed to the standards identified in this Specific Plan. The design of all streets shall be subject to review and approval by the City of Brisbane; such review shall include affected service agencies, including the City's police department and North County Fire District.*
- Policy 6-17: Interim roadway phases shall provide adequate access and capacity to serve each phase of development, including requirements for emergency vehicle access.*
- Policy 6-18: The City shall require development agreements to specify responsibility for roadway improvements that are necessary to serve the development and mitigate traffic impacts.*