DRAFT

Combined Site and Architectural

Design Guidelines

Sierra Point

Brisbane, California

December 2011

Table of Contents

1.0 Introduction

1.1 Purpose

These Combined Architectural and Site Design Guidelines serve to supplement the City of Brisbane General Plan and the Zoning Ordinance (Chapter 17.18, SP-CRO Sierra Point Commercial) with more specific design guidance for development applications, in keeping with these stated purposes of Chapter 17.18.010.B and C of the Zoning Ordinance:

- To encourage a mix of office, commercial and recreational uses to best serve the residents and businesses of Brisbane and the businesses and employees in the Sierra Point subarea.

- To ensure that development in the Sierra Point subarea occurs in compliance with the highest development and design standards and meets the goals and objectives set forth in the General Plan.

1.2 Objectives

It is the intent of these Guidelines to develop a strong identity and sense of place for Sierra Point. This includes the creation of an inviting and comfortable public realm, and the establishment of a distinctive workplace district. A high quality environment at Sierra Point will be an asset to the Cities of Brisbane and South San Francisco. It provides an attraction to possible tenants thereby making Sierra Point competitive with other developments in the area. The Guidelines represent only a portion of the process whereby such objectives are achieved, but it is the foundation on which later design decisions should be based. In addition, the success of the place requires a commitment by all involved to implement the standards as outlined in these Guidelines.

The Guidelines provide design standards on a conceptual level which are to be implemented in the final design. These occur as prototypical treatments for a variety of situations and address (1) minimums/maximums, (2) form/structure, (3) materials, and (4) color/texture. The design standards are the means of achieving the following objectives:

1. Creation of a distinct identity for Sierra Point as a high quality mixed-use workplace district and an attractive bayside setting within the City of Brisbane.

2. Resolution of problems associated with development of a waste disposal site, including problems of differential settlement and drainage.

3. Provision for public access to and from the Bay edge in accordance with the San Francisco Bay Plan and the Public Access Design Guidelines.

4. Creation of functional and efficient circulation systems for pedestrians, autos, and bicycles.

5. Integration of buildings and sites to ensure human scale and comfort, promote wayfinding and walkability, and support pedestrian activity at points of entry and gathering.

6. Provision of guidance for building design compatible with the site and the objectives of the property owners and the City.

7. Provision for a landscape matrix unifying the various portions of Sierra Point.

8. Definition of Sierra Point Parkway between its two intersections with Marina Way as a "grand landscaped boulevard" and district entrance corridor.

9. Establishment of the site's focal public space at the culmination (eastern end) of Sierra Point Parkway.

10. Encouragement of resource-efficient building, site, and street design, and compliance with the City of Brisbane's adopted Green Building Ordinance set forth in the Municipal Code.

11. Provision for an overall framework of design within which phased development may occur.

1.3 Policy Context

These Design Guidelines are applicable in the context of the City of Brisbane General Plan, the Zoning Ordinance (specifically, Chapter 17.18, SP-CRO Sierra Point Commercial), and the Redevelopment Plan. The aforementioned documents should be consulted in conjunction with this document.

1.4 Use of Guidelines

These Guidelines are meant to be used as a tool to ensure that Sierra Point meets the requirements of various public and private bodies involved in its development. These bodies include:

1. Bay Conservation and Development Commission (BCDC) - which will hold the Guidelines as standards by which to judge compliance with permits and the Bay Plan.

2. City of Brisbane - which, in addition to utilizing its municipal code and other applicable regulations, will use the Guidelines as a basis for reviewing subdivision and building plans in achieving coordinated development within Sierra Point.

3. Lenders - who will use the Guidelines as a measure of quality, and therefore marketability of the development.

4. The Developer - who will use the Guidelines to attract tenants who understand the need to contribute to a unified development increasing its level of quality.

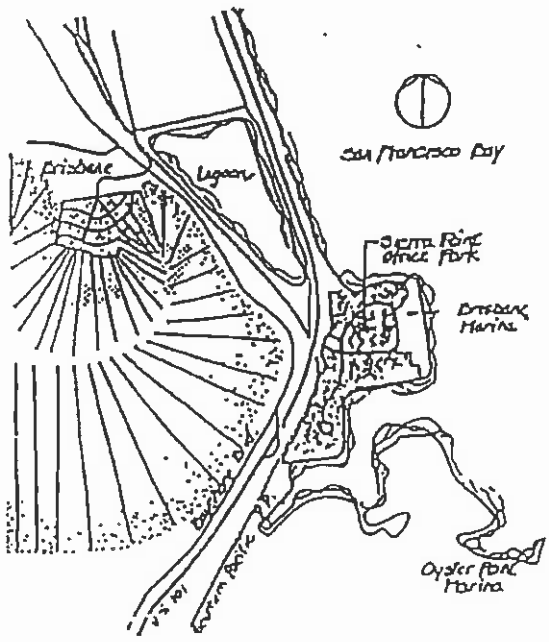
5. The Consultants - who will use the Guidelines as a basis for implementation of specific plans ensuring a quality development.

The Design Guidelines, because they are guidelines, only set direction for an integrated and cohesive development and are not themselves regulations. However, for a successful and high quality product, it is imperative that a commitment be made by all involved not only to comply fully with all applicable regulations, but to follow the standards and treatments outlined in these Guidelines. Departure from these Guidelines should be made only after careful evaluation.

2.0 Site Description

2.1 Location

Sierra Point is located on the Sierra Point Peninsula in the cities of Brisbane and South San Francisco, The peninsula is a diked landfill of 130 acres, three miles south of the San Francisco City/County boundary. To the north, east, and south, the project is bounded by San Francisco Bay. Sierra Point is bounded on the west by U. S. 101, which provides the link to San Francisco and the Greater San Francisco Bay Area. Freeway connections to and from Sierra Point provide access to this important link to the Bay Area market. Sierra Point Parkway provides local access to Sierra Point.



The location of Sierra Point

2.2 General Description

The Sierra Point Peninsula is a parcel of land presently occurring at elevation ±15 feet above sea level. Settlement over the next 100 years will decrease the elevation to ±12 feet, The perimeter of the peninsula is the dike and rip-rap, with approximately 3:1 slopes on the Bay edge, flatter at the corners within the Brisbane Marina development. A drainage channel lies northwest of the site with a floodgate controlling water movement. Highest Expected Water Level is 6.8 feet elevation line from which Bay Conservation Development Commission (BCDC) jurisdiction extends for 100 feet.

2.3 Climate

Climatic conditions at Sierra Point are temperate, characteristic of conditions prevailing around the Bay Area. August and September offer the warmest days of the year with high temperatures averaging in the low 70's. The coldest months are December and January with average low temperatures in the low 40's and high temperatures in the mid 50's. Winds on the site are fairly constant, occurring approximately 85% of the time and from the northwest. Wind velocities tend to increase in the afternoon hours, especially during summer when thermal activity increases in the inland valleys. Annual average precipitation is approximately 20 inches, with 96 percent occurring in the 7 months from October through April.

2.4 Soils

The site is a former solid waste disposal site. The surface is presently composed of soil material and rubble varying in depth from a maximum of 10 feet to a minimum of 1 foot. Settlement is ongoing from

consolidation of the underlying bay mud and compression of the garbage fill.

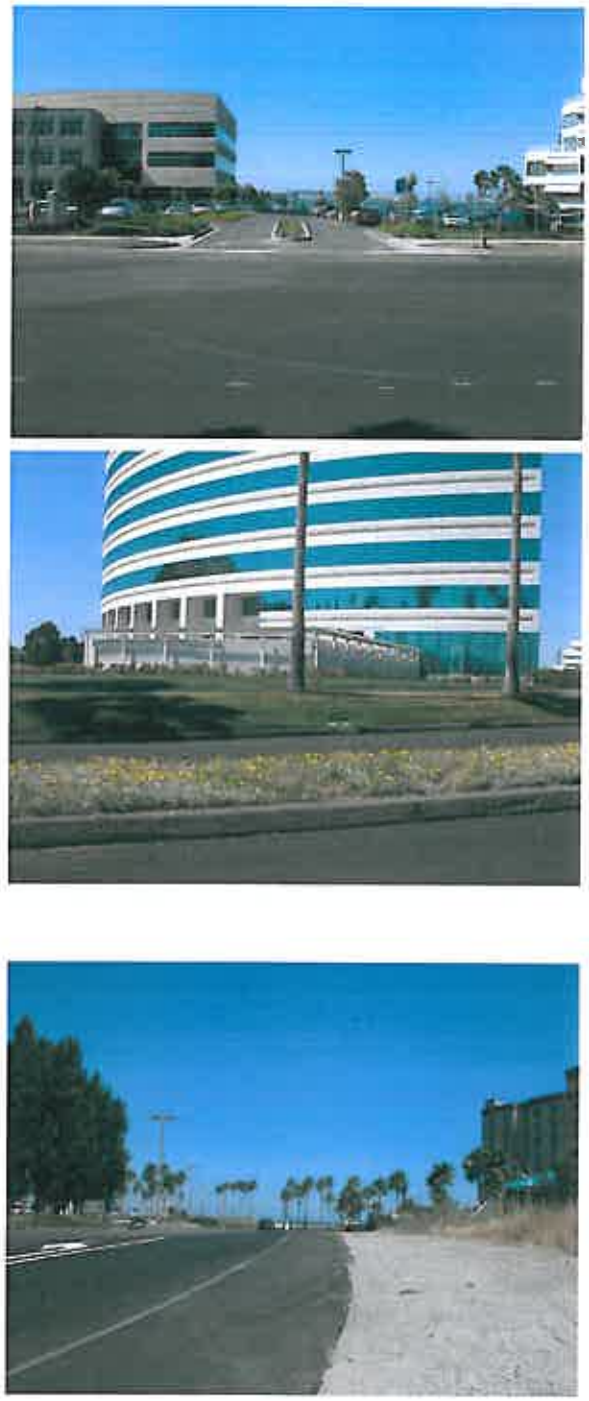
2.5 Site Development History[1]

The Sierra Point peninsula site was originally used as a landfill for the City of San Francisco. Landfill operations were completed by 1974, and the City of Brisbane then initiated redevelopment on the site with the Brisbane Community Redevelopment Project Area Number One. In 1978, the Planning Commission approved a master use permit for phased development for a convention center and hotel complex, commercial and office buildings, restaurants, spa, and tennis courts. The City also required the dedication of 20 acres for a marina and installation of clay caps as barrier layers to cover landfill. The first Architectural Design Guidelines were approved in 1982 and revised in 1984. Construction of roads, marina and site development began in the early 1980's followed by a series of mid-rise office buildings in the mid-1980's. The City approved revised Combined Site and Architectural Design Guidelines in 2001.

2.6 Existing Conditions

The majority of large buildings at Sierra Point are office buildings, with the exception of the Radisson Hotel and Homewood Suites buildings at the southwest corner of the Sierra Point Parkway and Marina Boulevard intersection. The Brisbane Marina occupies the eastern waterfront edge of Sierra Point. Landscaped parkland edges and pathways line its north and east waterfront edges. Large undeveloped properties remain along the southern, northwestern, and northeastern portions of the site.

In addition to the existing buildings, there are two approved but unbuilt projects. These include a biotech campus (the Sierra Point Biotech Project) consisting of 5 buildings on approximately 23 acres along the south edge of Sierra Point approved in May 2008, and two office towers (Opus Office Project) on approximately 9 acres at the northwesterly corner of Sierra Point, approved in April 2009.



Typical office building and site development characteristics at Sierra Point

[1] Sierra Point Biotech Project, Environmental Impact Report, Public Review Draft, November 2006; prepared by LSA.

2.6.1 Existing Pattern of Buildings and Spaces

At Sierra Point, there are shared characteristics of the siting and design of buildings and spaces that characterize a recognizable district form. Buildings are widely dispersed, surrounded by surface parking lots and greenery, typically well set back from roadways. For the most part the existing buildings are irregularly aligned and not parallel to the road, and generally do not enclose consistent street or public spaces. This pattern is typical of suburban office park districts and developments. The aerial photo and footprint diagram (see pages 9 and 10) shows Sierra Point and its buildings, roads, parking lots, marina, park, and remaining undeveloped building site conditions as of 2005.

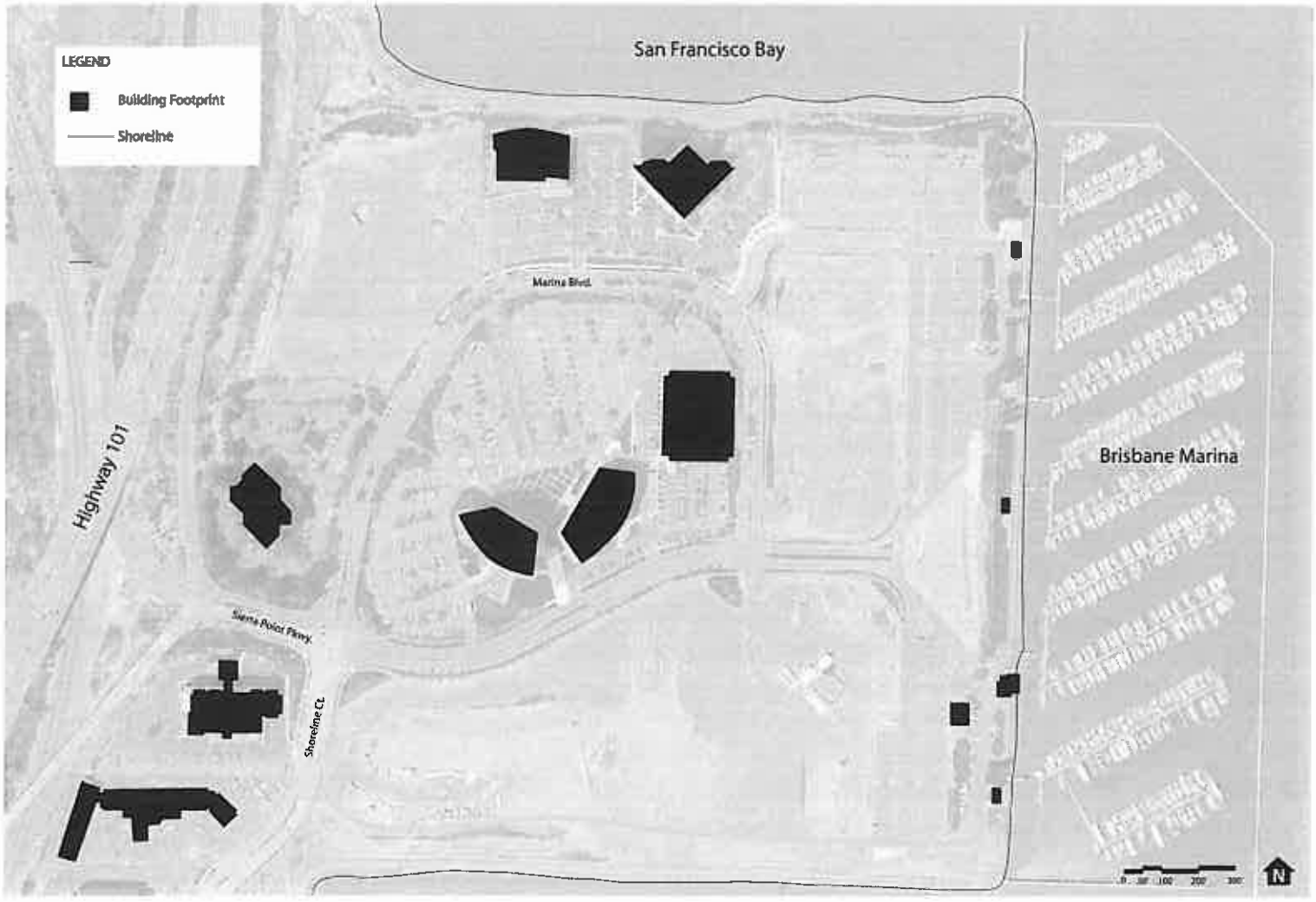
The site consists of a pattern of development featuring varied freestanding buildings which are widely dispersed, surrounded by surface parking lots and greenery, typically well set back from roadways, for the most part are not orthogonally aligned, and generally do not enclose consistent street or public spaces

Most buildings on the site are larger office and lodging buildings with floor plates of over 10,000 square feet. Most existing office buildings display varied three-dimensional shapes and volumes. Their pattern results in what might be called a kind of "World's Fair urbanism" - a district of freestanding and architecturally varied office buildings set in open space and viewable from a distance. One instance of buildings sited to create a specific open space setting are the pair of externally curved towers in the center of the site (the Hitachi and Wily Technology buildings at 2000 Sierra Point Parkway and 8000 Marina Boulevard), whose interior facades create an L-shaped partial enclosure of a formally landscaped entry plaza. The "slot" or space between the two buildings also frames a view and this pattern is extended to the south in the approved Sierra Point Biotech Project. A similar "slot" view characterizes an intended future view corridor between a pair of framing buildings originally planned for the eastern end of Sierra Point Parkway.

Several small marina-related buildings are also located along the eastern edge of the site.

The Hitachi and Wily buildings are sited to frame a view between them

Existing Building Pattern in Sierra Point



Existing Building Footprints in Sierra Point

2.6.2 Existing and Master Planned Development

As of December 2011, the existing Sierra Point Master Plan reflects the 2001 Master Plan as modified by approval of the Sierra Point Biotech Project and Opus Office Project.

2.6.2.1 Aerial Photocollage

Master planned and approved development, added to the aerial site photo (see page 12), shows the planned pattern of further infill development of the remaining sites at Sierra Point. This consists of a 700-room hotel and retail center at the easterly terminus of Sierra Point Parkway. Planned development continues the ongoing pattern of suburban office park-style development, with buildings inwardly oriented and set back from streets and surface parking the predominant streetscape feature.

An exception is found in the approved Sierra Point Biotech Project, which includes a 15,000 square foot retail liner along the south side of Sierra Point Parkway at its easterly terminus and offers the potential to more formally "front" upon the road and shape its public space.

2.6.2.2 Footprint Diagram

The addition of building footprints (page 13, black for buildings and gray for parking structures) for approved and master planned developments indicate that current planned buildings will extend the previous trend of a district made up of individual freestanding buildings – with the exceptions noted in the previous "Aerial Photocollage" section.

2.6.3 Existing Circulation

2.6.3.1 Outside the District

Street access to Sierra Point from outside the district is provided exclusively via Sierra Point Parkway at the western leg of its intersection with Marina Boulevard. On and off-ramps to northbound Highway 101 connect just west of this arrival point. On and off-ramps to southbound Highway 101 connect to Sierra Point Parkway near its intersection with Lagoon Way, 1.2 miles to the north and on the west side of Highway 101. From here, Lagoon Way connects to Tunnel Avenue 0.4 miles to the west, which in turn provide access to the Baylands, Bayshore Boulevard, and downtown Brisbane along Visitacion Avenue.

Existing, Approved & Master Planned Development at Sierra Point – Aerial Photocollage

Existing, Approved & Master Planned Development at Sierra Point – Footprint Diagram

2.6.3.2 Inside the District

Public street access within the district occurs along two major streets, Sierra Point Parkway and Marina Boulevard, as shown in the "Existing Circulation Routes" diagram (page 15). These arterial streets (2 lanes in each direction) are generally curvilinear except for segments at their eastern and northern segments within Sierra Point. Sierra Point Parkway is set up as the central "spine" street for arrival into Sierra Point.

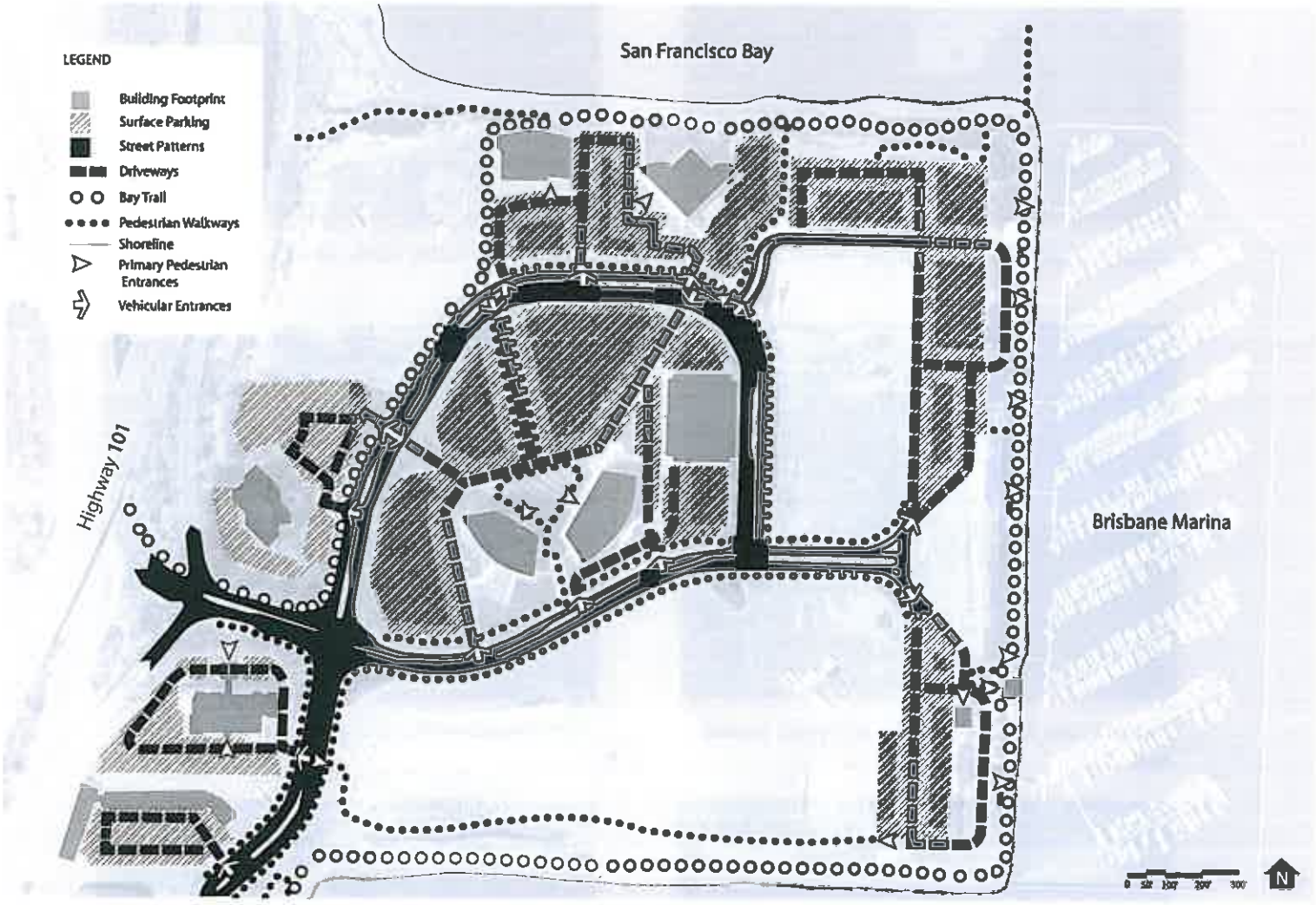
Internal parking lot access lanes form a secondary network of vehicular ways connecting driveway entrances (indicated with broad arrowheads), building entrances (indicated with sharp arrowheads), drop-off points, and loading zones. Parking lot paving is indicated by diagonal hatching and covers substantial portions of development sites around buildings.

Public pedestrian and bicycle access within the district occurs along pedestrian sidewalks and paths. These are configured both as linear paved walkways next to streets, and naturalistic meandering paths within landscaped areas. There are no striped bicycle lanes on public streets within the site. Several pedestrian-only pathways between buildings provide the only convenient public access to the Bay Trail and waterfronts from the interior of the site. While pedestrian paths connect all public destinations within the site (building entrances, park areas, marina edge), there are currently no active ground floor uses such as storefront retail and restaurants that encourage casual gathering and street life. An exception would be the approved Sierra Point Biotech Project which includes a 15,000 sq. ft. retail component fronting on Sierra Point Parkway.

Curvilinear road alignment on Sierra Point Parkway

Curvilinear road alignment on Marina Boulevard

Sierra Point Parkway is a central spine



Existing Circulation Routes in Sierra Point

Typical pedestrian path along street

Asphalt sidewalks along Marina Boulevard

Naturalistic meandering asphalt path within park

Asphalt sidewalks along Sierra Point Parkway

Off-street path providing public access to waterfront

Public streets generally lack striped bicycle lanes

2.6.4 Existing Gateway and Destination Areas

2.6.4.1 Gateway and Arrival Points

The two Sierra Point Parkway and Marina Boulevard intersections form the major "gateways" and arrival points within the complex, with the western intersection being the more prominent of the two (see page 19). At the eastern end of Sierra Point Parkway, a trapezoidal development site forms a "terminus" site originally intended for a retail development which to date has not been realized. A mound of earth 4 to 6 feet high currently occupies the site. Two driveways divert traffic to north or south marina parking lots and form smaller "gateways" for the Marina, as well as a northern entry/exit for north Marina parking on Marina Boulevard.

2.6.4.2 Public Destinations

The two most prominent and active public destinations currently within the site are Brisbane Marina and its waterfront park edge, and the restaurant and bar of the Radisson Hotel. A cafeteria in the base of the building at 2000 Sierra Point Parkway is also publicly accessible.

Looking east towards the "trapezoidal" development site at the eastern terminus of Sierra Point Parkway

Eye level view of terminus site, looking east

Bird's eye view of marina parking lots, looking east

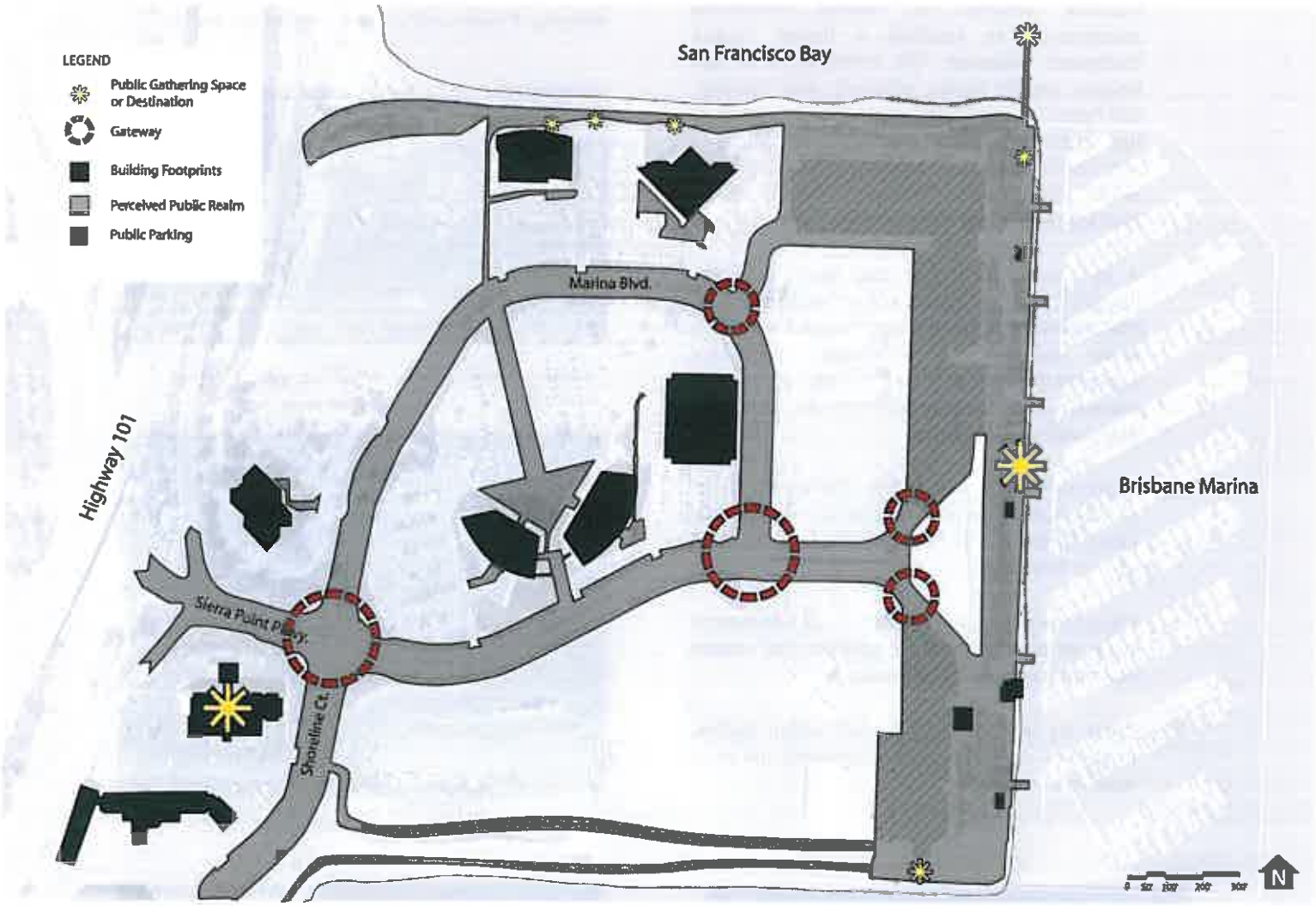
Panoramic view of the western intersection of Sierra Point Parkway and Marina Boulevard

Panoramic view of the eastern intersection of Sierra Point Parkway and Marina Boulevard

The Brisbane Marina

The Radisson Hotel at Sierra Point

Rows of Mexican Fan Palm trees create a "grand boulevard" character along Sierra Point Parkway between its intersections with Marina Boulevard



Existing Gateways and Destination Areas in Sierra Point

2.6.5 Existing Tree Planting Patterns

Trees are notably planted within Sierra Point in rows and colonnades along streets for formal reasons, and in clusters for functional and aesthetic reasons (see page 21).

1. Rows of Mexican Fan Palm (Washingtonia Robusta) trees line both sides of Sierra Point Parkway between its Marina Boulevard intersections, to establish a formal "grand boulevard" character. The combination of tall heights, slender trunks, relatively wide spacing, and "gaps" in continuous coverage has weakened the visual result. Shorter Mexican Fan Palm trees also line both sides of Shoreline Court, extending south from the western Sierra Point Parkway/Marina Boulevard intersection.

2. A mixture of decorative and shade trees are planted in rows alongside and on medians within Marina Boulevard, providing it with a lower scale, more densely and informally landscaped character than Sierra Point Parkway. Those trees planted within landscaped berms are especially dense and well developed.

3. Clusters of Poplar and Conifer trees are planted as visual screening trees around the Unisys building along Highway 101, Sierra Point Parkway, and Marina Boulevard.

4. Clusters of poplar and other shade and decorative trees are planted along the northern and eastern waterfront edges as windbreaks.

5. Trees are inconsistently planted within parking lot areas – some lots are well planted, and some have few or no trees.

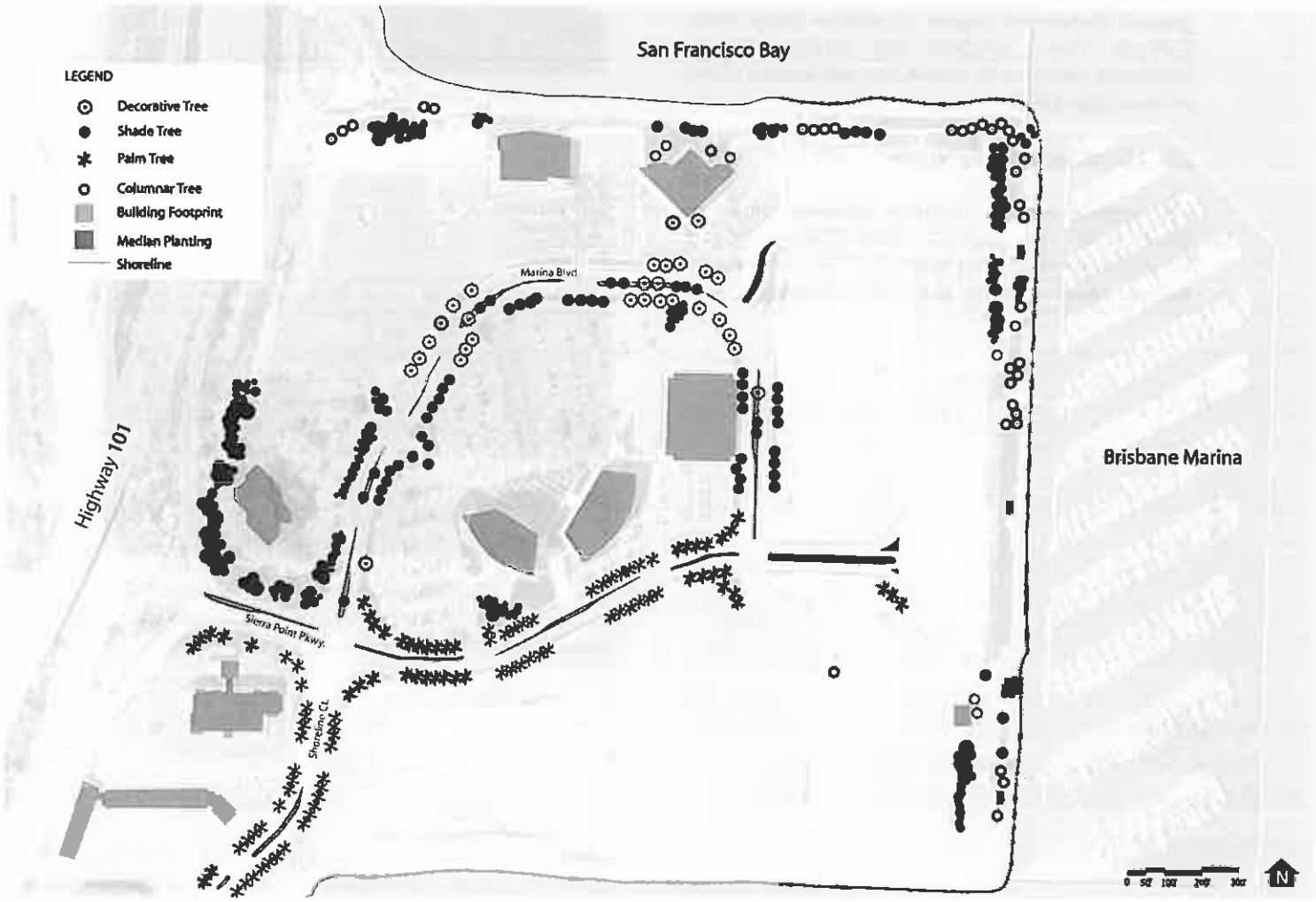
Marina Boulevard's dense, informal trees

Clusters of poplars and conifers act as visual screening

Trees as windbreaks along waterfront edge

Gaps between palms weaken the boulevard effect

Inconsistent parking lot tree planting



Existing tree planting patterns at Sierra Point

2.6.6 Existing Corridor Views

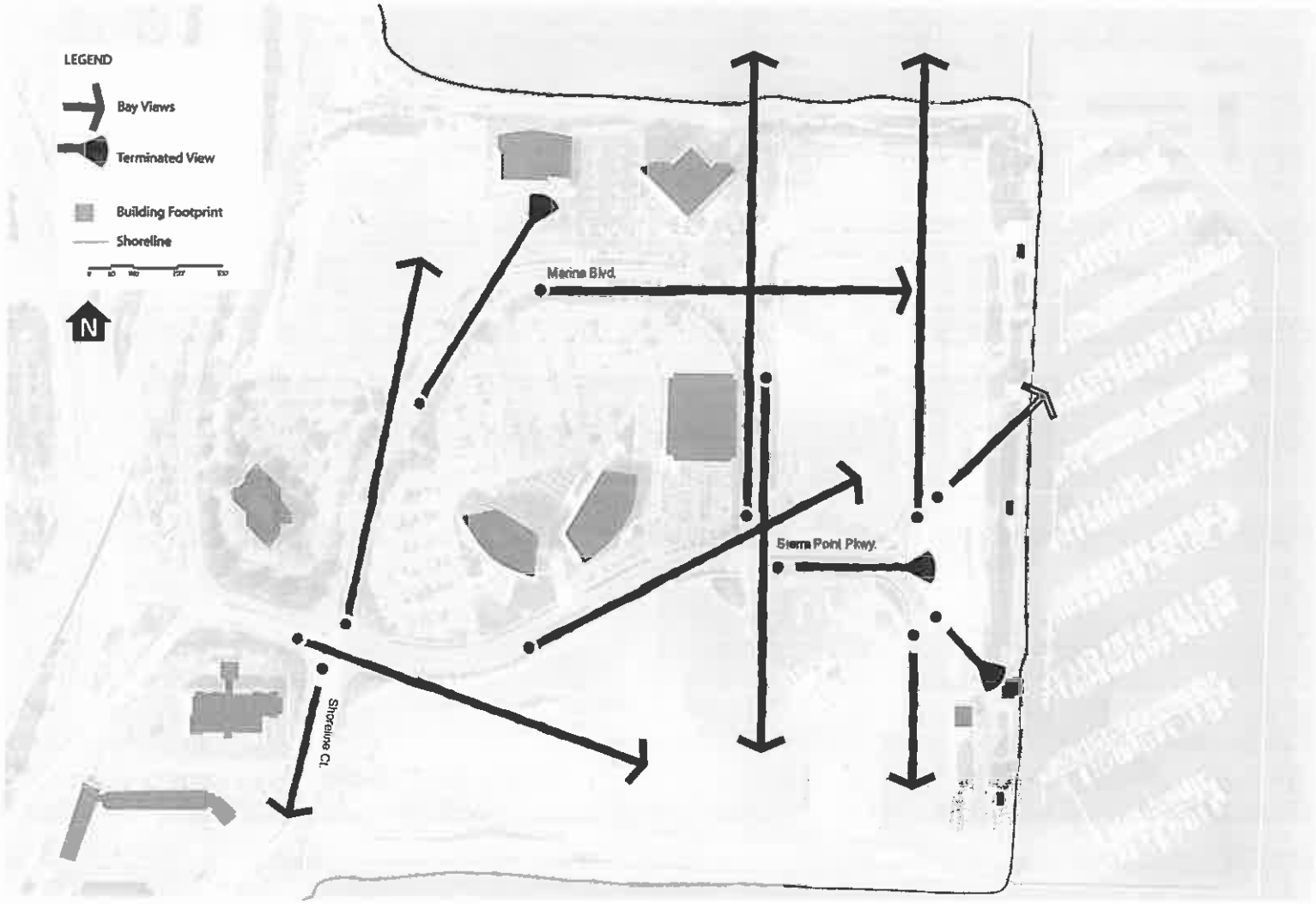
Corridor views within Sierra Point are established by the straight line alignment of a length of street or primary driveway segment. Positive views that contribute to district distinctiveness may be of an open space orientation towards water or mountains, or towards a landmark building or site (a "terminated" view). The current state of partial development within Sierra Point creates many unobstructed view corridors (see page 23). Future development will have the greatest obstruction impact on eastern Sierra Point Parkway views, southern and northern Marina Boulevard views on its eastern leg, and eastern views on its northern leg.

A corridor view in Sierra Point

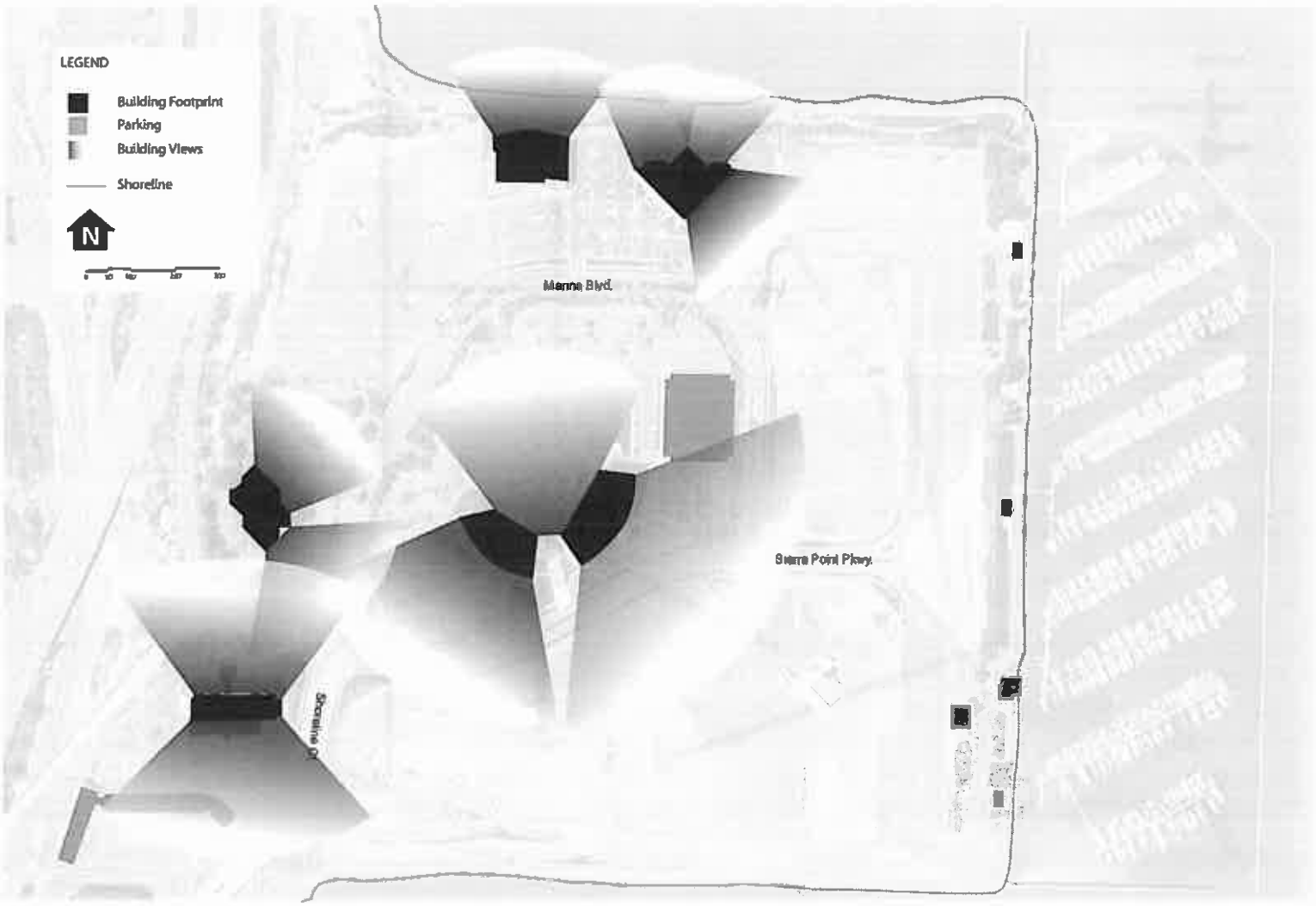
2.6.7 Existing Building Views

The graphic entitled "Existing Building Views in Sierra Point" (see page 24) maps waterfront views from existing multi-story buildings at Sierra Point, as they are prime amenities and opportunities of the site.

The hills and mountains west of Sierra Point create views of interest (seen here looking west from Sierra Point Parkway)



Existing Corridor Views in Sierra Point



Existing building views in Sierra Point

2.6.8 Existing District Architectural and Open Space Character

Four groups of images capture important existing physical and design contexts of Sierra Point:

2.6.8.1 Workplace Building Character

The architecture of Sierra Point's modern office buildings is relatively consistent in displaying a range of abstract geometric "skins" (glazed curtain walls, ribbon windows, and window grids) stretched over orthogonal, prismatic, and curved building volumes.

2.6.8.2 Streetscape Character

Sierra Point's two streets have mostly parkway-like edges – consisting of asphalt sidewalks behind planting strips, or alternatively with no sidewalks and landscaped or bermed edges. Streetlights and furnishings are spare and utilitarian.

2.6.8.3 Marina Character

The Brisbane Marina's existing small buildings and furnishings are aesthetically unified with a palette of simple warm gray clapboard wall cladding, painted white building trim, natural wood railings and decking, and blue painted seam metal roofs. They are of contemporary style.

2.6.8.4 Public Path and Walkway Character

Existing asphalt walkways, "riprap" breakwater edges, turf, and minimal furnishings form a simple, low maintenance palette for public paths and park areas.

Workplace Building Character

Streetscape Character

Marina Character

Public Path and Walkway Character

District Architectural and Open Space Character in Sierra Point

3.0 Conceptual Master Plan

3.1 Conceptual Master Plan

The Conceptual Master Plan ("Master Plan") (see page 32) reflects the existing development and circulation pattern, while incorporating changes to better achieve the project objectives set forth in section 1.2 of these Guidelines. The Master Plan incorporates a marina, eight mid-rise office buildings, a 5-building low rise research and development campus, three hotels and several multi-purpose pavilion buildings. The buildings have been carefully sited to produce a compatible mix of building heights that will produce a properly scaled, attractive profile within the project limits and from adjacent land and Bay perspectives. In positioning the structures, views are to be maximized from the buildings and through the wide corridors to the Bay's edge.

The maximum heights proposed for the office buildings and hotels will vary from 3 to 12 stories (exclusive of mechanical penthouses). Building heights generally increase from the shoreline to the project interior. Buildings along the shoreline are sited to preserve views from the more interior buildings and to preserve the adjoining bay vistas. Buildings along the southerly shoreline generally range from 3-5 stories, while buildings along the northerly shoreline range from 5 to 8 stories.

Two of the three hotels, situated at the southwesterly corner of Sierra Point have been constructed. The hotels, containing 179 and 210 rooms respectively, are conveniently located near freeway access. The 700-room hotel along the east side of Sierra Point has been relocated from the site shown in the 2001 Master Plan. While the original hotel plan was sited and configured to take advantage of the Marina and Bay views from guestrooms, the conceptual plan shifts the development site northward to provide enough space to accommodate a new park at the eastern end of Sierra Point Parkway. Activity from the planned hotel would help activate the new park and adjoining planned retail uses.

This revision would necessitate shifting a portion of the development onto land that is presently city-owned and occupied by a surface parking lot. Another component of the proposed master plan is to open up the property at the easterly terminus of Sierra Point Parkway for public use. This site, shown in blue in the figure on Page 29, is encumbered with a long term lease to a private developer for a small retail development. The updated master plan proposes freeing up this area for public use, in exchange for the

Existing Configuration

Proposed Configuration

creation of a developable site on the west end of the proposed park. A building on the west end of the park would help frame the space and add users to support activities and amenities.

These exchanges are shown conceptually only, and will require separate formal review and approval on the part of the City, including the appropriate environmental review.

3.2 Public Space and Supportive Uses

The 1978 Master Plan as amended in 2001 created a workplace district pattern of individual, pavilion-like office buildings and hotels, discretely set in landscaped open spaces with bayside exposures on three sides. As a result, Sierra Point has had abundant open space, pedestrian paths, and scenic bay views, but little in the way of places of activity or focus. With the build-out of Sierra Point comes the opportunity to engage and make the most of the presence of a larger daily workforce population and additional visitors and hotel guests, and to take advantage of the site's amenities and resources.

3.2.1 Focal Public Location: Public Park

Unlike the single-use model of a business park of a generation past, a high quality mixed use workplace district today mixes office, hotels, and service uses for workplace, lodging, meeting, dining, and other everyday activities – all within close and walkable proximity for convenience. A key to this is a public setting that "glues" these uses together and creates a convenient, lively, comfortable, focused, and unique place within the district. This is accomplished through the right mix of walkability, "choreographed" use of on-street parking, strategic location and form of continuous ground-floor storefronts and building entrances, and public space design.

The Master Plan has been reconfigured to create a new public park at the terminus of Sierra Point Parkway. This park includes both a focal public space (referred to as "square" or "park square" throughout this document) north of the proposed extension of Sierra Point Parkway, as well as 3 additional acres of park easterly of the proposed Sierra Point Parkway extension, which will link the Bay Trail to the park square. The square will be approximately one acre in size and surrounded by streets on all four sides. Buildings on its north, west, and south sides will physically define and contain the square with their nearly continuous façade walls providing an opportunity for more sheltered and concentrated public activity. Small gaps in the abutting façade walls up to 20 feet wide for lobby entrance courts and mid-block paseo passages shall be permissible. Bay

Bird's eye view of building massing around the Sierra Point Park concept (Specific designs of the buildings and park are to be determined) – Bayside

views will be emphasized in the ultimate design of the square and the park as a whole.

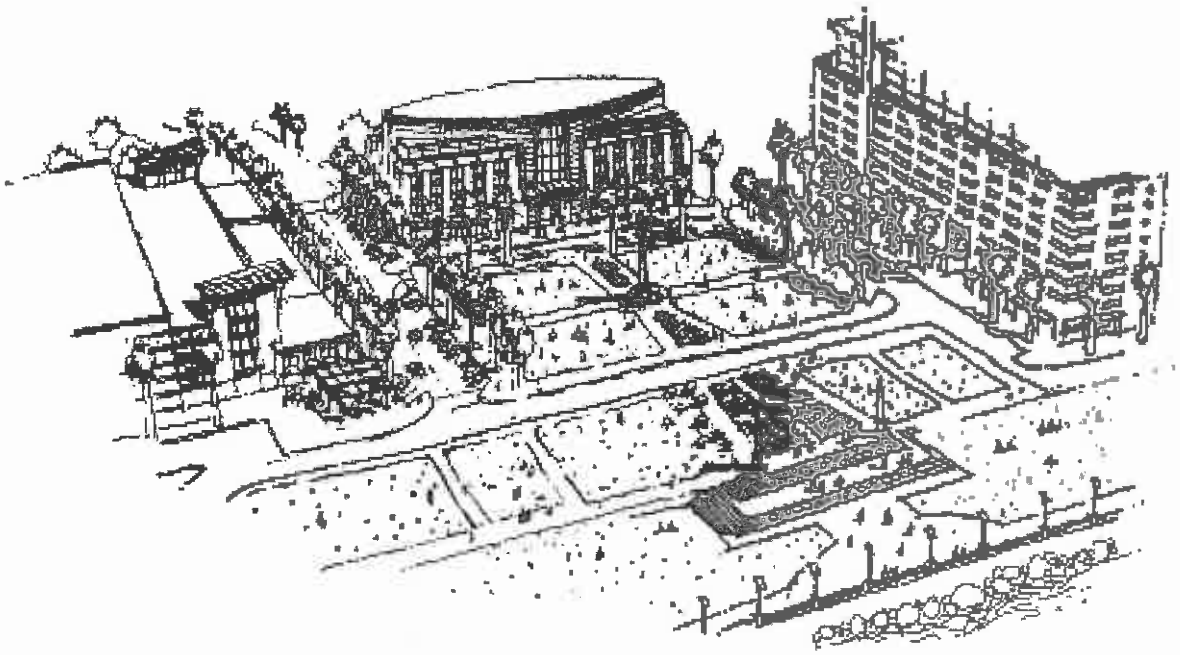
The design of the square will be a simple setting of turf, trees, hardscape and seating. It will be open in character to provide an attractive setting for relaxation in everyday use, and be designed to flexibly host gatherings and events. The final park design should be based upon and reflect the community's desires for the programming of this space. Consideration should also be given to ensure that the space remains flexible and adaptable to serve different uses over time.

At the ground floor frontages of surrounding buildings, storefront spaces and building lobbies/entrances shall face the square and contribute to pedestrian activity. In addition, continuous sidewalks, street trees, and curbside parking shall be provided along the fronting streets surrounding the square as a means of adding to the "coming and going" of pedestrian activity needed to create a sense of activity and safety, and to support the public space's ground floor business and service uses.

Storefront ground floor lease spaces will be configured for uses to evolve over time. While initial uses would be expected to be workplace service businesses (e.g. copy shop, exercise gym, small offices such as insurance, real estate, etc.) and a few convenience retail uses such as a snack and sundries shop or a coffee shop, later uses could include restaurants. To maintain flexibility of use and to accommodate future restaurants, ground floor lease spaces shall have tall floor-to-ceiling heights (14 feet minimum clear finished height) and have space and infrastructure adequately configured to accommodate future restaurant use (adequately sized electrical, gas, water, and sewer hookups, space for duct chases for future exhaust hoods, spaces for grease traps, etc.). The ground floor lease spaces around the park will constitute a relatively small cluster of storefront office, service and retail spaces uses mostly serving Sierra Point users. They will not create a new downtown or major retailing district within Brisbane. However, creating a park focus will combine Sierra Point's workplace population with visiting Brisbane residents and regional users to strengthen Sierra Point's place quality and value to businesses and to the community.

Conceptual Master Plan

(Specific designs are to be determined for the future development site (outlined in red at the northeast corner of Sierra Point), the proposed park (shown in part in light green) and the proposed building (proposed as a City Owned, long term leasehold) immediately west of the proposed park. The proposed park areas would total approximately 4 acres +/-, including approximately 1 acre for the park square and another 3 acres for the park east of the square and extending to the edge of the Bay Trail.)



Perspective sketch of architectural articulation and landscape character around Sierra Point Park and the square concept - bayside

4.0 Circulation

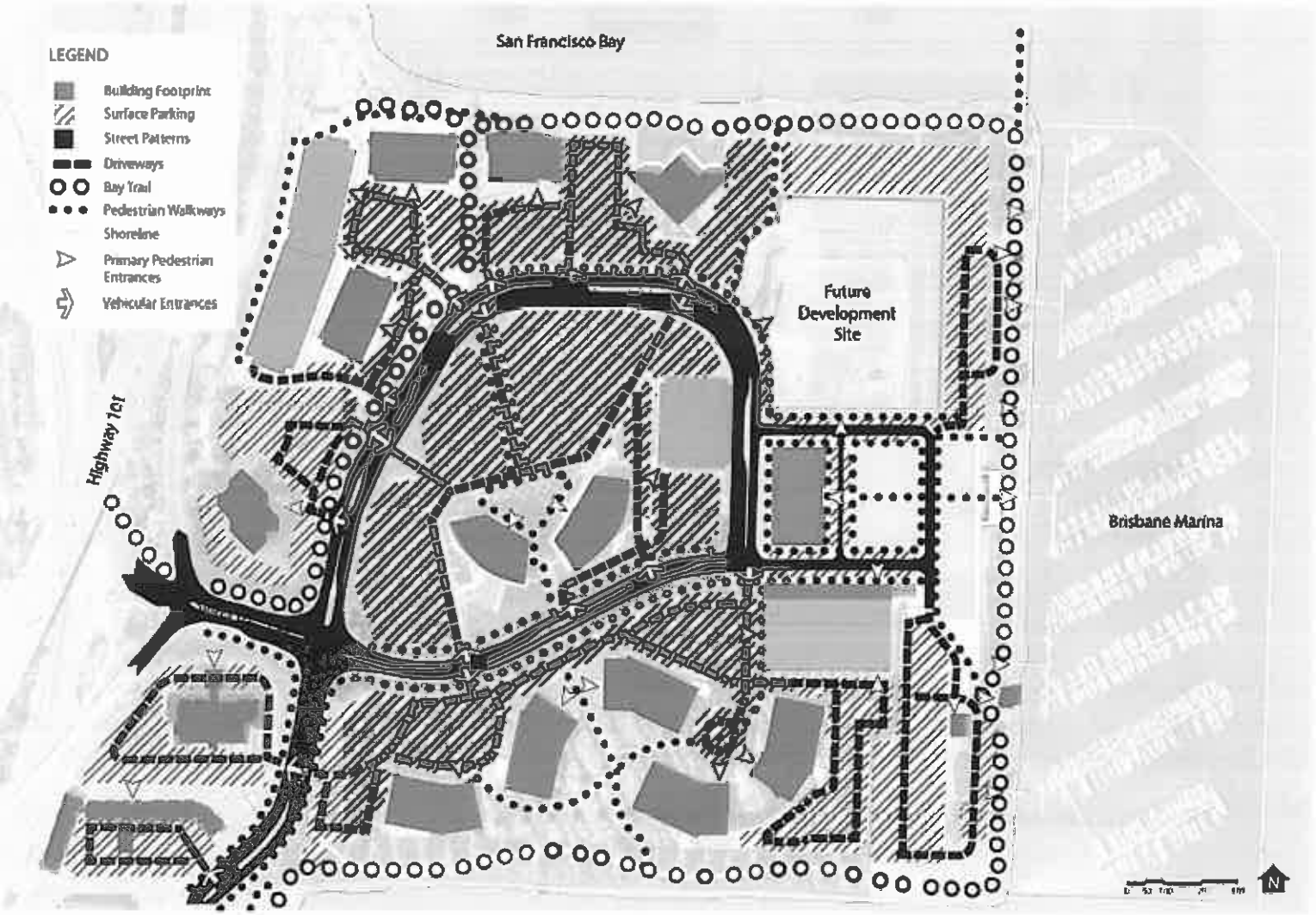
4.1 Circulation

A hierarchy of vehicular roadways and pedestrian pathways has been established to provide circulation routes throughout the project (see page 37). Sierra Point Parkway, the major roadway, will carry the main vehicular load. Within the right-of-way on the Bay side of the parkway are pedestrian and bicycle paths which continue for the full length of this road. Beyond its purely circulatory role, Sierra Point Parkway will also be established as a formal "grand boulevard" entry corridor of Sierra Point, with the development of a recognizable sequence of entry beginning where the Highway 101 off- and on-ramps intersect Sierra Point Parkway. Continuing eastward, the sequence will culminate at a park at the eastern end of Sierra Point Parkway.

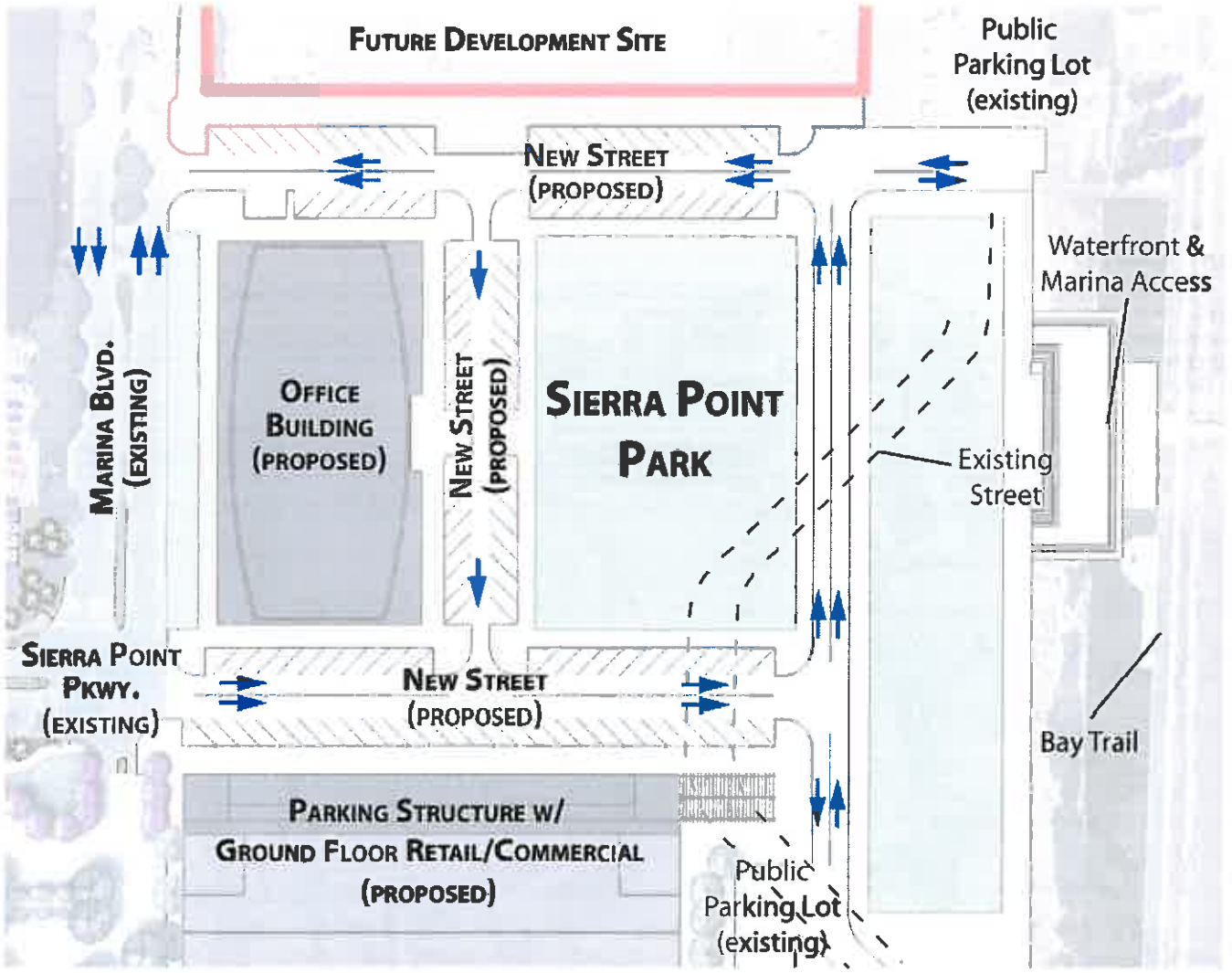
Successful implementation of this concept necessitates a change to the existing circulation pattern at Sierra Point. Whereas the existing system promotes the separation of vehicles from pedestrians, the circulation network serving the square will require that vehicles and pedestrians successfully co-exist and share a more integrated circulation network as described below. This involves slowing vehicular speed and promoting pedestrian comfort and safety.

Traveling east on Sierra Point Parkway past Marina Boulevard, upon entering the park, the extension of Sierra Point Parkway would become a two-lane, one-way loop counterclockwise around a public square portion of the park and back to Marina Boulevard, with a one-lane new mid-block street at the western side of the square to allow a smaller loop back around (see page 38). The new extension of Sierra Point Parkway, the new parallel east-west leg on the north side of the square, and the new one-lane street on the western side will have curbside angled parking on both sides to serve ground floor businesses and to stimulate pedestrian activity around the square. The two-lane loop access allows for maintaining access in and out of the site in case one lane becomes blocked, an important consideration for public safety access, especially during community events and other peak use times. The street on the east side of the square would not have curbside parking in order to preserve Bay views.

The Bay Trail along the waterfront edge provides continuous pedestrian and bicycle access around the edge of Sierra Point without interruption by roads or driveways; it is essential that this continuous pedestrian and bicycle circulation be maintained.



Existing and proposed circulation patterns in Sierra Point



Proposed circulation patterns around Sierra Point Park

Within the individual parcels, the vehicular roadway and pedestrian pathways will be developed to minimize conflict between pedestrians and automobiles. Sierra Point Parkway will have pedestrian/bicycle paths on both sides for its full length. Marina Boulevard loops off of Sierra Point Parkway and has a pedestrian/bicycle path on its Bayward side. At both intersections of Sierra Point Boulevard and Marina Boulevard the pedestrian pathway will be emphasized by use of interlocking concrete pavers.

5.0 Public Access, View Corridors and Wayfinding

5.1 Public Access and View Corridors

The provisions of public access to bodies of water is felt to be so necessary that it is required to be included in all subdivisions that front on water. Public access along the periphery of Sierra Point is required to be consistent with the San Francisco Bay Plan and with the goal of the City of Brisbane to achieve public access along its entire shoreline.

It is also the City's intent to comply with the BCDC's Public Access Design Guidelines for the San Francisco Bay published April 2005, or as subsequently amended. The seven public access objectives as set forth in BCDC's Design Guidelines are:

1. Make Public Access Public;

2. Make Public Access Useable;

3. Provide, Maintain and Enhance Visual Access to the Bay and Shoreline;

4. Maintain and Enhance the Visual Quality of the Bay, Shoreline, and Adjacent Development;

5. Provide Connections to and Continuity Along the Shoreline;

6. Take Advantage of the Bay Setting; and

7. Ensure that Public Access is Compatible with Wildlife through Siting, Design and Management Strategies.

Vehicular public access is provided by the road system within Sierra Point. Physical access to the Bay can be provided by designating public parking areas, turnaround and overlook areas, and pathway connections to the Bayfront landscaped areas. The road system would also allow direct public access to the recreation areas at the Marina (see map on page 45).

Visual access to the Bay can be provided by designated view corridors (see map on page 46). These corridors can also serve to direct pedestrians and drivers from the inland area toward the public access provided at the Bayfront. No portion of any building or ancillary structure (excluding utility boxes no more than 6 feet in height) shall intrude into the

view corridors, so as to maintain Bay sightlines down the Bayward lanes of specific streets and driveways, as well as pathways. Tall shrubs and trees will be held back from the corridors to allow unobstructed views of the Bay and possibly to frame or direct the views.

Public access is also an important aspect in making Sierra Point a pleasant and functional environment. Access is important in two respects: first, as a means of providing pedestrian and bicycle movement within Sierra Point; and second, as a means of connecting the interior circulation system to adjacent development.

Throughout Sierra Point an 8-foot wide path could be utilized as a pedestrian route, except along the Bayfront where 10 feet would be the minimum standard. This greater width could accommodate emergency access and maintenance vehicles.

As detailed in the Roadway Landscape section (page 68), pathways could be located within the 16-foot right-of-way proposed for landscape development. Connecting pathways could tie the street pathways to those along the Bayfront to complete the circulation system. The entire system could provide continuous pedestrian and bicycle circulation throughout the development.

Along the loop road, the path should be placed on the outer side of the roadway and adjacent to the landscape reserve. This placement would direct pedestrian movement outward and ultimately to the Bayfront pathway. Crosswalks to connecting pathways should be located to minimize pedestrian-automobile conflict. Use of the pathway along one side of the roadway would allow greater flexibility for use of the 16 feet of road right-of-way.

Sierra Point's new park will be a major point of convergence between the internal road and pathway network, and the Bay Trail. It will also provide a setting where a focal "town green" space, activity generating uses fronting on the park, and a major framed view of the marina and the Bay will be located. The park itself will occur at the terminus of Sierra Point Parkway and will be the natural end destination for most visitors arriving by car; it will also serve as a central destination point or stop-off for hikers, bicyclists, and pedestrians along the Bay Trail, where refreshments and food might be found.

Public access connections to adjacent developments are equally important to Sierra Point as the public access routes within the development. Sierra Point

provides a link in the overall framework of public access pathways along the Bay, tying into Oyster Point to the south and the Baylands to the north. This pathway and its link to the Sierra Point park system would be the key to Bayfront access from areas west of U.S. 101. This route is one of the few along the northern San Mateo County shoreline allowing access across the freeway.

5.1.1 Public Access and View Corridors - Guidelines

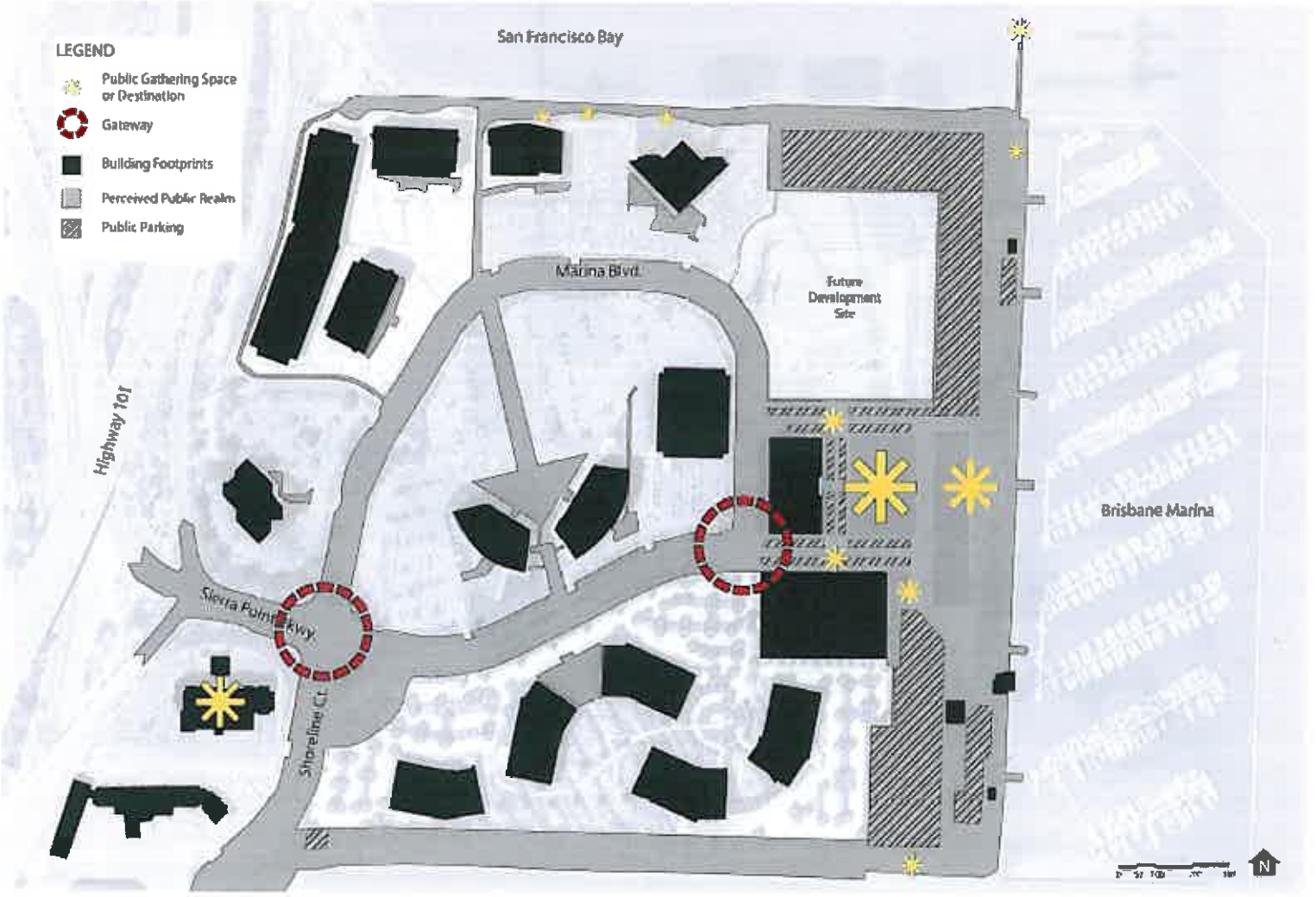
1. Utilize a continuous 8-foot pathway throughout the site for public access, widening it to 10 feet along the Bayfront.

2. Provide connections to existing public access pathways in adjacent developments.

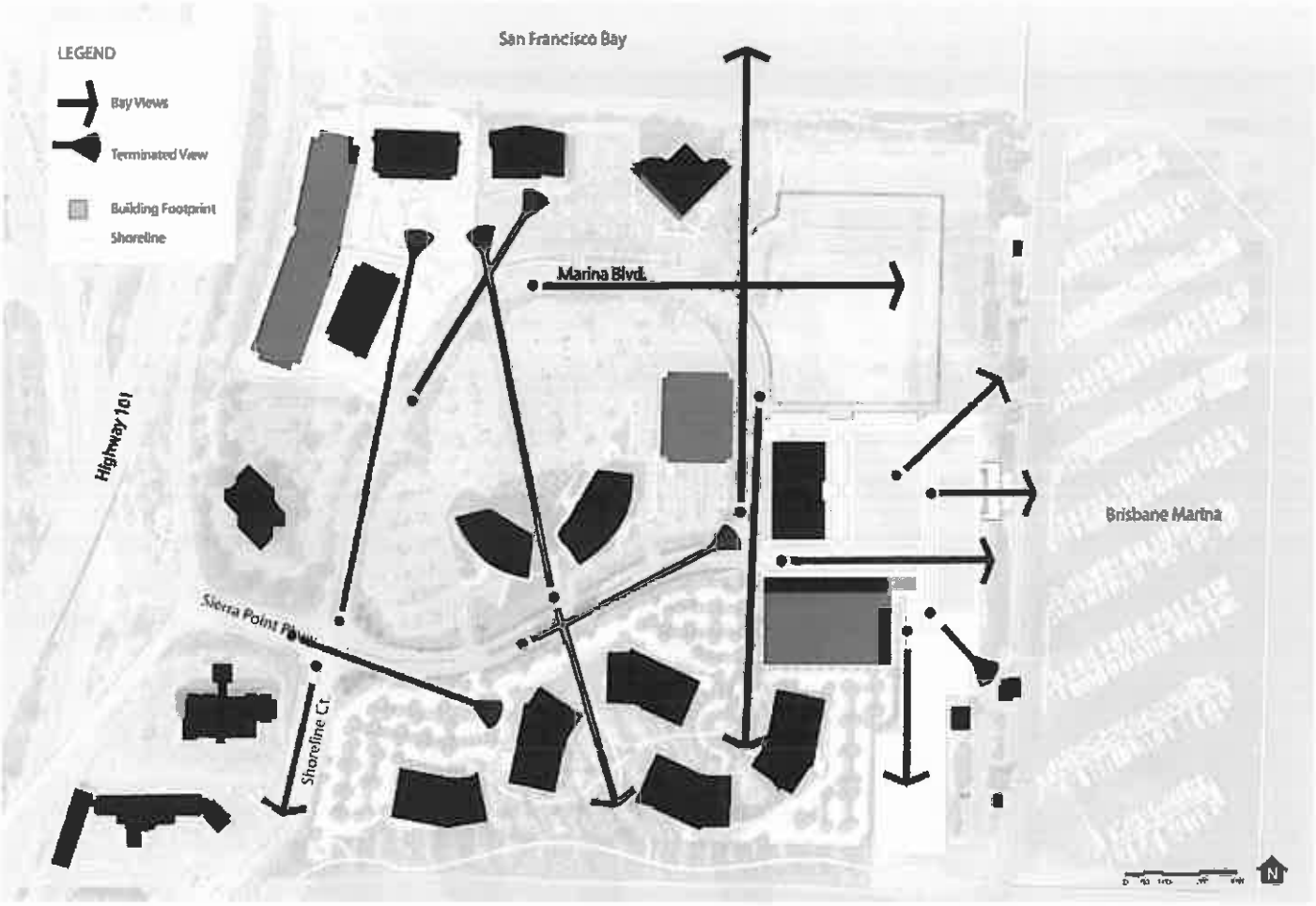
3. Provide parking for the public at key connections to the Bayfront.

4. Locate parking stalls, structures and landscaping to maintain visual access to the Bay as much as possible.

5. Align major view corridors where possible at the turning points of the primary street loop system to continue visual and physical access to the Bay from the public thoroughfare.



Proposed public access in Sierra Point



Proposed axial views in Sierra Point

5.2 Wayfinding

The functionality of public access is not limited to the network of roads and pathways themselves. A wayfinding program of appropriate signage and/or markers should be applied to the network in order to assist visitors (whether first-time or regular) to navigate their way in, out, and around Sierra Point to their desired destinations, and to learn about points of interest as well.

A complete wayfinding system should encompass:

1. **The identification of public ways.** At Sierra Point there are existing identification signs of some of the routes themselves (i.e., street name signs such as for Sierra Point Parkway, concrete path markers for public trails, and path name signs for the Bay Trail). These are relatively infrequent and are currently not coordinated in terms of visual character.

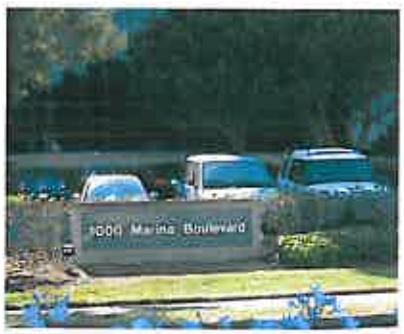
2. **The identity of private and public sites.** Existing freestanding monument signs and large wall-mounted building identity signs (such as name and address signs for buildings, and place name signs for destinations such as the Brisbane Marina), are typically found at entrance driveways of existing site developments and near or at buildings entrances (both public and private). These identify the site and their design is usually related to the architectural character of the individual building or site, but currently do not share any particular aesthetic.

3. **The indication of the route or direction towards a major destination.** Currently, there are no such route or directional signs for destinations at Sierra Point. As part of the road and path network, periodic wayfinding signs or markers should provide directional indication, such as arrows with names of destination points at a minimum, and if desired, distances for the benefit of pedestrians and cyclists.

An existing street name sign at Sierra Point

An existing path name signs at Sierra Point

An existing building-mounted identity sign at Sierra Point



Examples of existing monument signs for office developments at Sierra Point

5.2.1 Wayfinding Strategy

With major planned additions of new offices and public spaces to Sierra Point bringing the district closer to build-out, and the likelihood of an accompanying increase of workers, visitors, and customers, a design and performance assessment of wayfinding should be undertaken. Such an evaluation should take into account the existing and potential net-new elements to envision a strategic and well-coordinated system. Regarding wayfinding system elements cited previously, components for the first two items (identifying public ways, public and private sites and destination roads) exist but are unrelated in terms of design. No examples of item #3 (signage for route direction) are currently in place at Sierra Point.

Identification of public ways and destination routes are, or would generally be, located on public rights-of-way or sites, and should be the first focus of improvement. Route indication signage would be new additions and could serve as a first phase of improvement. Public street and path name signage, aesthetically coordinated with route identification signage, could either be implemented simultaneously, or phased in as a subsequent improvement.

Private and public site identity signs at driveway entrances and buildings, are widespread and in current use, and are located on private parcels. Potential revision, and a larger "branding" and place identity strategy for these mostly privately owned signs would require agreement from private owners and is not suggested at this time.

To support the public realm of Sierra Point, wayfinding signage should be strategically configured to promote desired linkages between important public routes and destinations such as Sierra Point Parkway, Brisbane Marina, Marina Boulevard, Sierra Point Park, the Bay Trail, hotels, eating places, and retail uses. In particular, the application of wayfinding signage to roads and paths leading to Sierra Point Park should receive the highest priority to insure that investments in retail and community uses at the Park will become easily found, well known, and well patronized by on-site and outside visitors.

Above: A wayfinding sign

Right: A decorative street name sign

An example of a directory kiosk

5.2.2 Wayfinding - Guidelines

1. Wayfinding signage system components are an element of the public realm and should be shaped with distinctive design. The services of a designer with demonstrated experience in successful and attractive wayfinding signage systems should be engaged for this purpose.

2. Given Sierra Point's unique waterside environment and strongly landscaped character, special care should be taken to develop a unified palette of physical design characteristics for wayfinding components that strongly relates to and complements the landscaped streetscapes, development sites, and street and site furnishings in a visible but non-obtrusive manner.

3. A more "urban" approach to wayfinding design may be used at Sierra Point Park, but not elsewhere. For example, one version of directory signage could be configured as a freestanding and illuminated streetscape kiosk with a panel for event notices, and another for a directory and map at Sierra Point Park, but at no other locations at Sierra Point.

4. At key points of pedestrian and bicyclist entry or arrival, such as Sierra Point Park, installation of a directory sign with a district map is recommended.

5. Consideration should be given to the option of linking the graphic design character of wayfinding signage as an extension of a new or existing "branding" strategy for Sierra Point, in relation to logos, print media, and other graphic aspects.

6. The format, size, and placement of signs should be configured relative to whether they are targeted to motorists, bicyclists, pedestrians, or any combination of which.

7. Consideration should also be given to day and night visibility of wayfinding components. If certain signs are to be illuminated, low brightness front-surface illumination is recommended. Lighting should be shielded and directed to avoid creating spill light or glare. Internally illuminated "can" signs with major surfaces made up of translucent panels should not be used.

8. Similar to materials and assemblies for streetscape furnishings, wayfinding signage components should be constructed of high quality, durable materials that will withstand years of exposure to the marine environment and public use.

6.0 Open Space / Landscape Matrix

6.1 Open Space/Landscape Matrix

A system of open spaces should be established at Sierra Point to better define and support public spaces, unite the various parts of the development, screen parking areas, mitigate noise and wind, and to meet the recreation needs of both Sierra Point tenants and the general public. This system, defined as the landscape matrix, would form the infrastructure of landscape development within Sierra Point. This landscape matrix is expressed in a number of different settings, including the streetscape, within public spaces, along the bay's edge, and within private development, as discussed in this chapter. It can further influence and contribute to roadway design, location of public access corridors and the placement of utilities.

New and replacement landscaping at Sierra Point is subject to Planning Director review to confirm that the proposal is consistent with the Design Guidelines, the Brisbane Municipal Code (BMC) Section 17.18.040.G - Landscaping Requirements and any other applicable requirements. For new and replacement, irrigated landscapes over 1,000 sq ft BMC Chapter 15.70 will also be applicable. Landscape plans that are tied with the construction of a principal structure will also require Planning Commission review as part of the required Design Permit, per BMC Section 17.18.070.

6.1.1 Open Space/Landscape Matrix - Guidelines

1. Incorporate roadway rights-of-way, private land reserves, public access, and utility considerations into an overall open space/landscape matrix for Sierra Point.

2. At new landscaped open spaces, turf areas should be kept to a minimum. Turf should be used primarily where multi-use outdoor activities such as gatherings, picnicking, and outdoor games are anticipated, such as at the Sierra Point park square. At other new landscaped open space areas serving as buffers and planter strips, lower maintenance and drought tolerant ground cover plantings should be used.

3. Utilize the landscape matrix to provide linear and peripheral pedestrian and bicycle circulation and public access to the Bay Edge.

4. Utilize the landscape matrix to collect and carry storm water and to place other utility lines.

5. Incorporate landscaping that is not conducive to pests such as gophers.

6. Incorporate landscaping that is compatible with its placement over a clay landfill cap in terms of plant types and drainage design.

7. Collect drainage in accordance with the current Low Impact Development standards/ requirements.

6.2 Sierra Point Parkway - Gateway

Sierra Point Parkway is at the top of the district street hierarchy in both function and form, serving as both an entrance boulevard and central "spine" for the district. The "Gateway" segment of Sierra Point Parkway is defined as that section located between its two intersections with Marina Boulevard. This existing palm tree-lined segment is already landscaped as a "grand boulevard" and entrance corridor for the district. Its flanking rows of mature, equally spaced palm trees differentiates it from the more informal and irregular streetscape character of Marina Boulevard and other streets in Sierra Point. As such, it serves as the most prominent and most articulated landscape space within the landscape matrix. It further serves as an organizational "spine" for the district as well. This role will become even more prominent with the future build-out of the district, as it signals visitors arriving at its western edge that important destinations lie at the eastern end – the Marina, Sierra Point Park, and new adjacent private uses.

With the further development of buildings lining this segment of Sierra Point Parkway, however, aspects of the street's current landscaping and furnishings will not fulfill this role and are in need of strengthening and refurbishment. The tall Washingtonia Robusta fan palms, while now mature, look thin and gaps in the regular spacing are noticeable. Understory plantings on the medians are not prominent, and existing asphalt paths and adjacent turf areas are in need of renewal. The segment's existing "shoebox" streetlights are utilitarian in character and are a missed opportunity to project district identity. Treatments to supplement Sierra Point Parkway's streetscape and bring it more in line with the boulevard's entry and spine role are presented in the guidelines found at the end of this chapter. Conceptual illustrations are also provided (see pages 56-59).

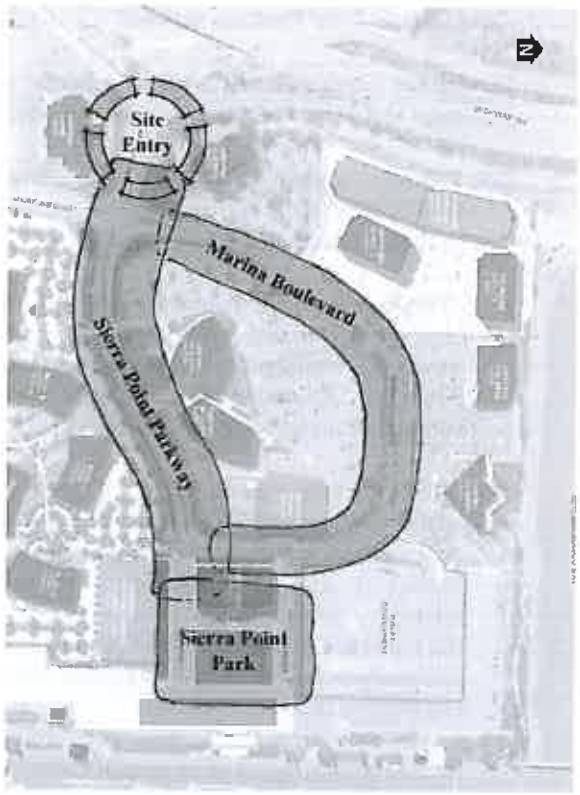


Diagram highlights the major roadway landscape areas

Noticeable gaps exist between the palms along Sierra Point Parkway

6.2.1 Sierra Point Parkway Gateway - Guidelines

1. Design Sierra Point Parkway as a linear "spine" space that helps organize the Landscape Matrix.

2. Provide special emphasis on landscape development at the entry to Sierra Point, utilizing and accentuating the spatial sequence of arrival..

3. Continue the visible treatment of the arrival/entry sequence by means of a prominent boulevard streetscape treatment of the Sierra Point Parkway Gateway. Recommended features for this segment of Sierra Parkway include:

a) Install flanking entry clusters of uplit Canary Island Date palms at the northeast and southeast corners of the western Sierra Point Parkway and Marina Boulevard intersection, to form a secondary "entrance" to Sierra Point. These thick-trunked trees will provide a substantive introduction to the thinner Mexican fan palm sequence to follow.

b) Install a single row of 6 uplit Canary Island palms in the widest segment of the central median, halfway between the two intersections. This will accent the cross-alignment of the 4 paired and facing curved buildings at this point of Sierra Point Parkway.

c) Infill additional Washingtonia Robusta Mexican Fan Palms of substantial size, at the existing tree-to-tree spacing to shrink "gaps" in the rows of palms where possible.

d) Install lower height trees or shrubs alongside the existing Mexican Fan Palms – one between every two palm trees along both sides of the street, to reinforce pedestrian (and motorist) scale; a Sago Palm would be a first choice, as another palm-like accent plant, followed by a low flowering tree such as Pink Melaleuca as an alternative.

e) Replace existing "shoebox" streetlights with a decorative symmetrical or twin-head streetlight with warm white lighting. This would be with a more dynamic, modern character (and the same streetlight type extended into use within the Park area, with lower-scale fixtures); and use of warm white lighting (see discussion of lighting under the Design Elements section, and related design guidelines).

Existing paths and turf areas along Sierra Point Parkway are in need of renewal

Example of a Canary Island Date Palm

f) Uplight all the Mexican Fan Palms of the segment

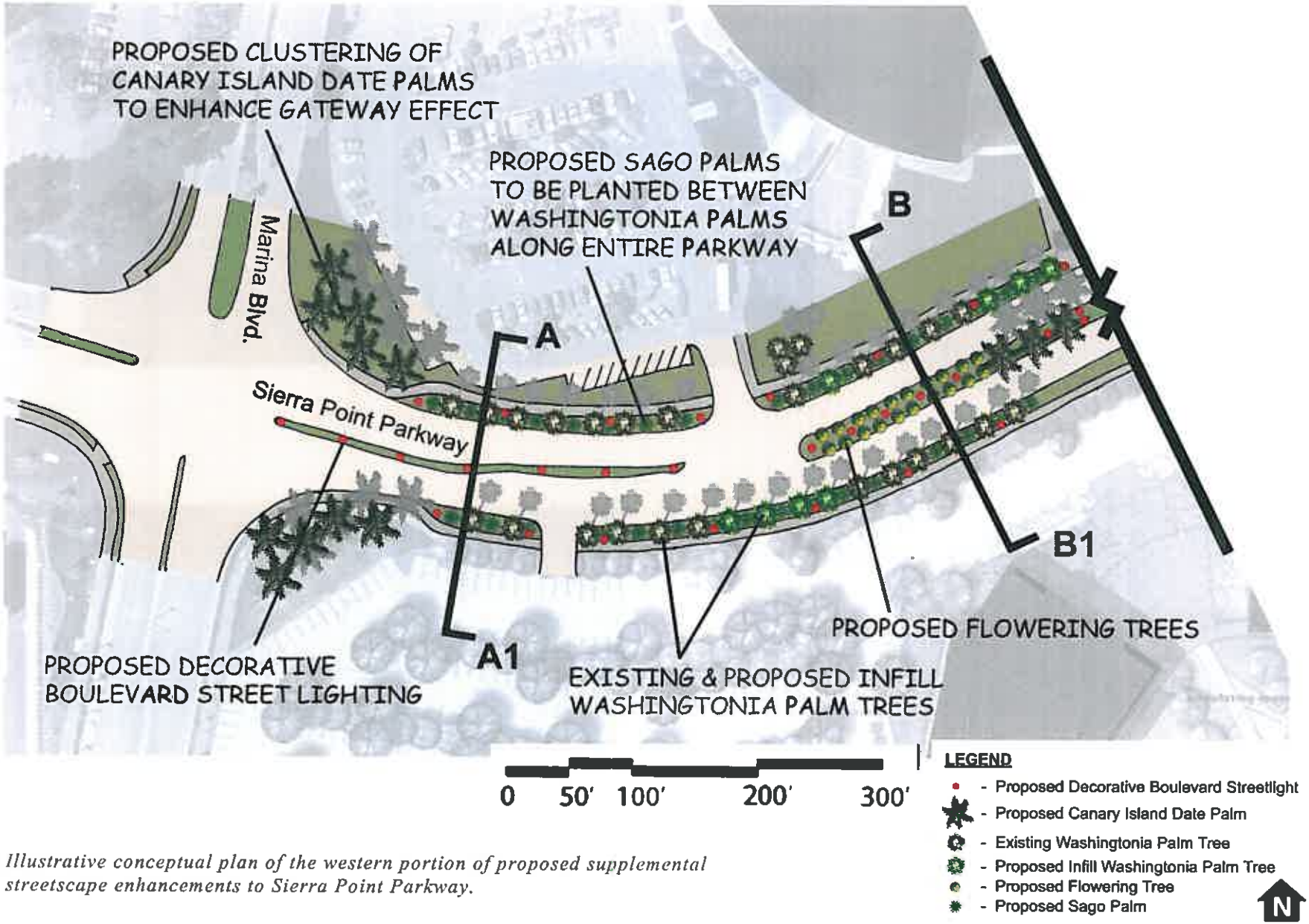
6.3 Sierra Point Park

The Sierra Point Park will be characterized by two distinct areas. The primary space will be the approximately 1 acre, park square that will be largely protected by buildings on three sides and will be the focal point for Sierra Point. The secondary space will be the approximately 3 acre area east of the square, across the street, and leading down to the Marina and the Bay Trail. The character of these spaces will be defined by a combination of the open space, the landscaping elements, the surrounding streetscape, the "edge" around the square and the streetscape formed by surrounding buildings. All of these must be coordinated to promote and strengthen the Park's desired character as a focal point for public activity. The cross-section on Page 59 illustrates a generalized concept of how the elements of the square could tie together. Ultimately, as indicated in Chapter 3, the design of the overall Park and its square will be subject to detailed design, based on the community's desires for these spaces.

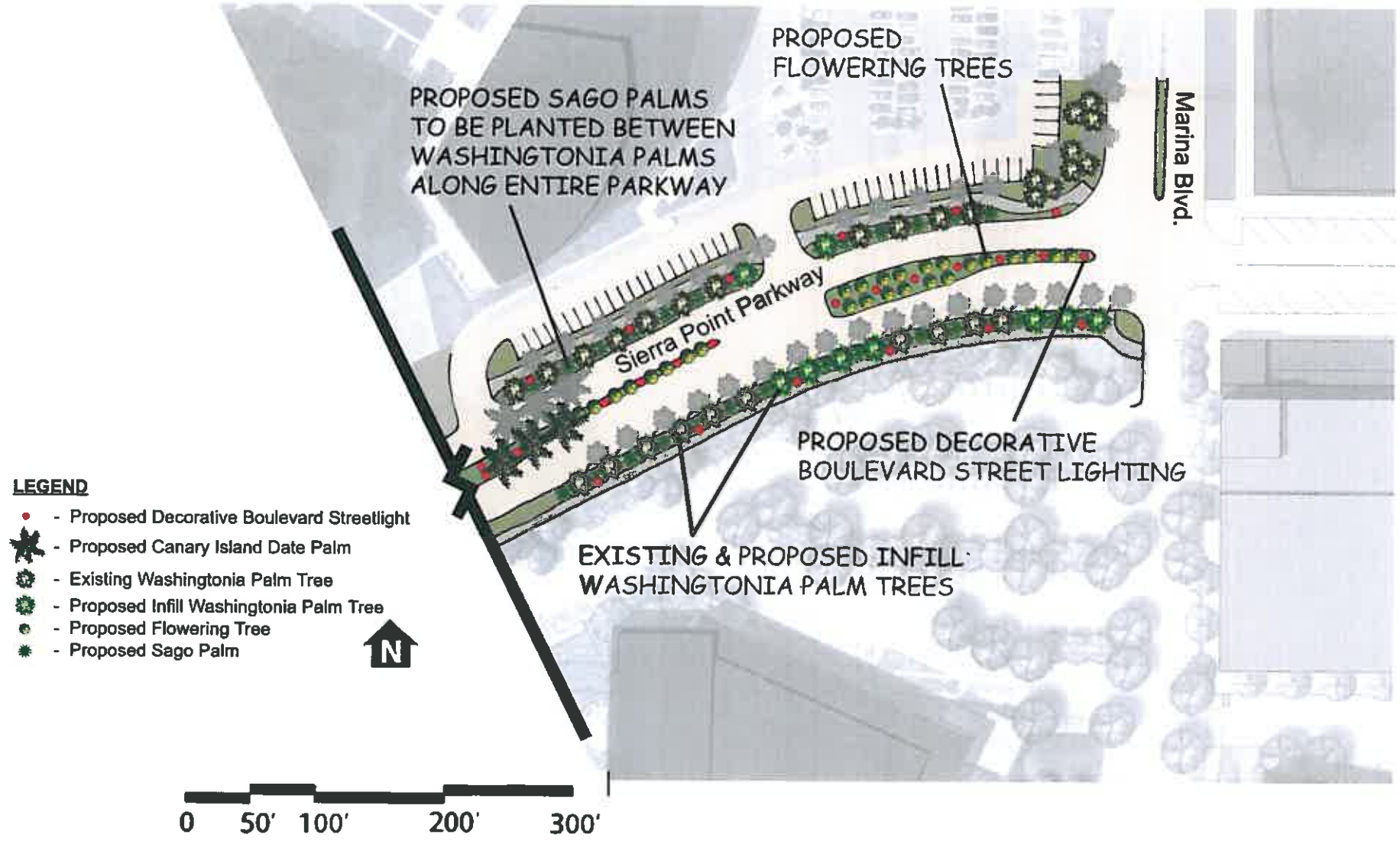
Example of a Sago Palm

Existing lighting on Sierra Point Parkway are utilitarian in character and are a missed opportunity to project district identity

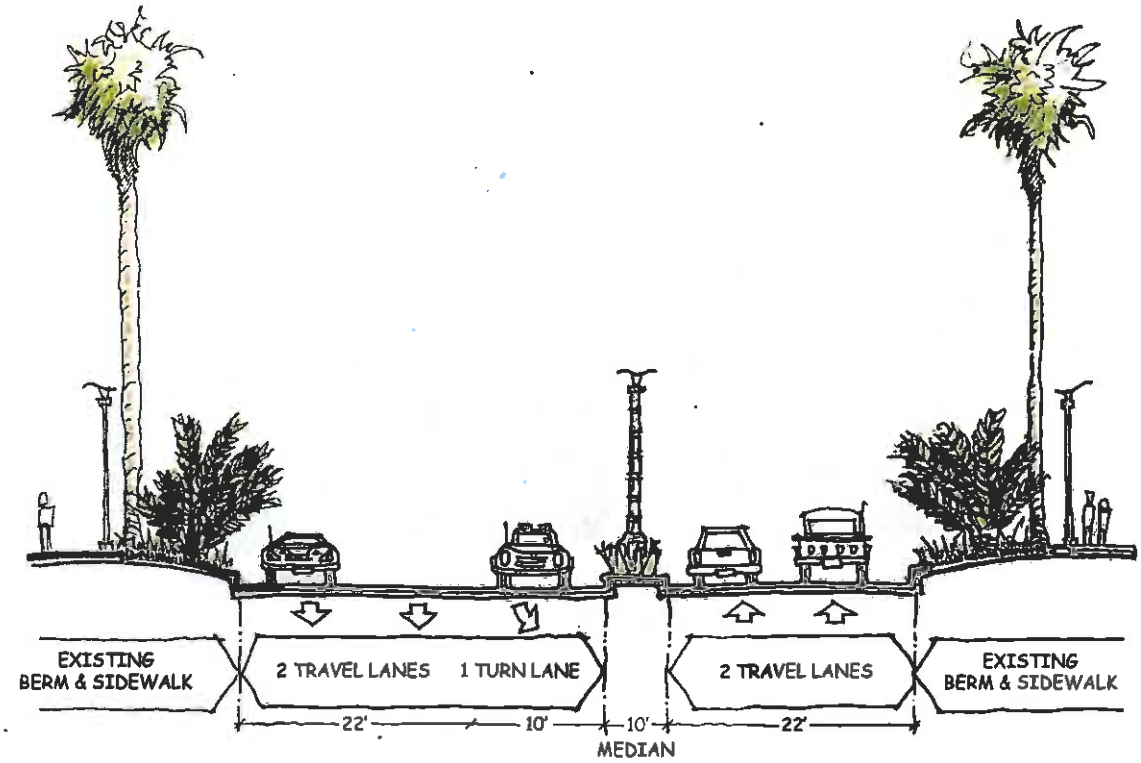
Conceptual decorative boulevard light fixture and pole



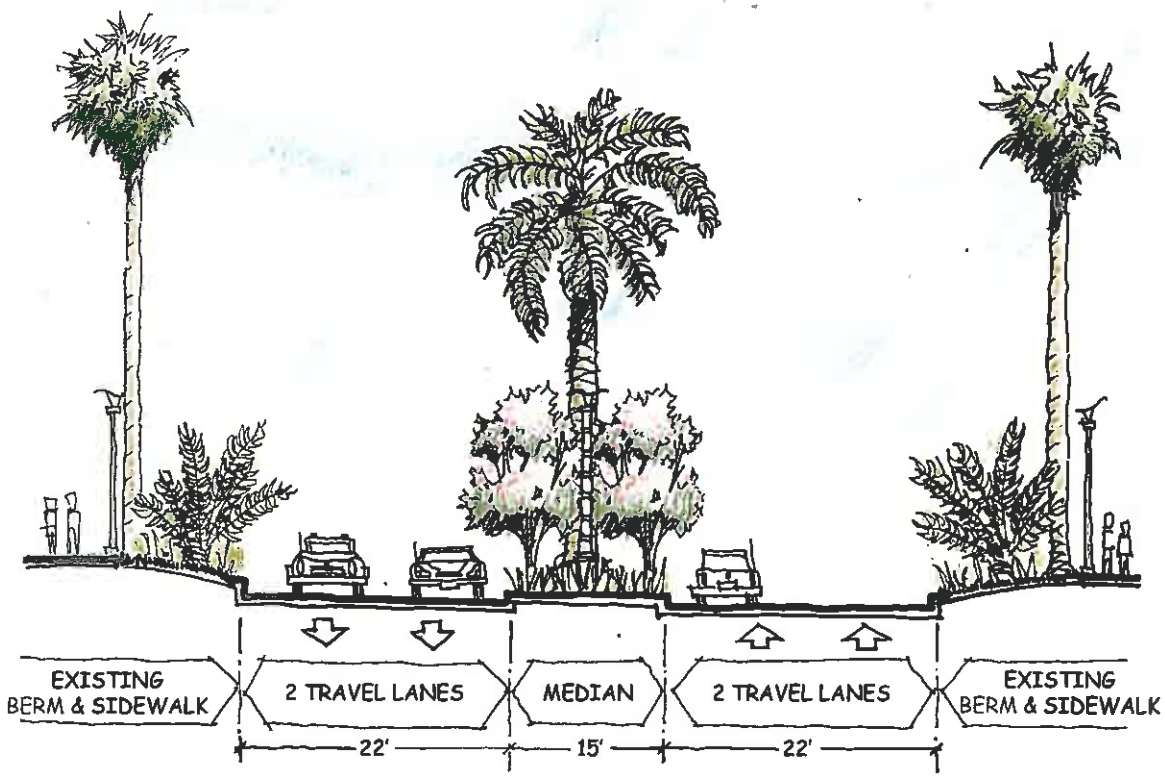
Illustrative conceptual plan of the western portion of proposed supplemental streetscape enhancements to Sierra Point Parkway.



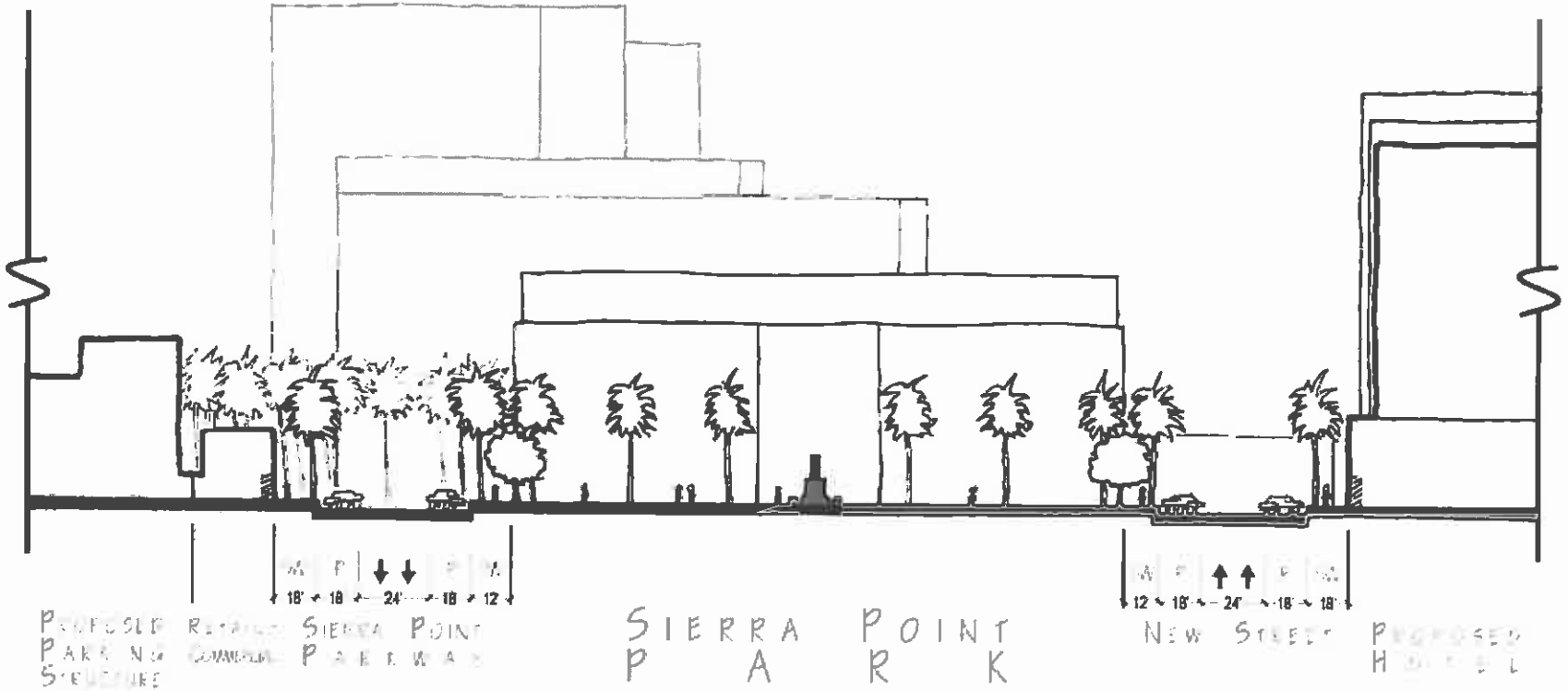
Illustrative conceptual plan of the eastern portion of proposed supplemental streetscape enhancements to Sierra Point Parkway.



Illustrative conceptual street section A – A1 of proposed supplemental streetscape enhancements to Sierra Point Parkway



Illustrative conceptual street section B – B1 of proposed supplemental streetscape enhancements to Sierra Point Parkway



Illustrative cross-section of the at Sierra Point Park Square highlighting the landscape/streetscape treatment (looking west)

6.3.1 Sierra Point Park Square Edge

The buildings surrounding the park square are important in both visually framing the square and activating this space and the surrounding streetscape. The "edge" refers to the buildings and physical space between the buildings and roadways surrounding the square, whether this physical space is privately owned or public right of way. The way buildings are massed and oriented towards the square, the way ground floor frontages have continuous storefronts and entrances, and the relationship of the building to the sidewalk are all key elements. Square—oriented buildings are intended to engage their frontage sidewalks with storefront entrances. The design of these frontage sidewalks should be urban, with continuous paving between the building face and the curb. The design should also accommodate uses such as outdoor dining which will help activate the square. Building massing and design issues are discussed in Chapter 8.

6.3.1.1 Edge of the Square - Guidelines

1. Sidewalk treatment next to buildings should be that of an urban sidewalk, continuously paved between curb and building face, with street trees in tree wells with tree grates and tree guards. A minimum paved sidewalk width of 12 feet is recommended, with 15 to 18 foot width being optimal to support outdoor dining.

2. A unit paver sidewalk paving is recommended to emulate a cobblestone character and provide a high quality, pedestrian-oriented emphasis. Modular unit pavers of stone, concrete, or asphalt should be used, in keeping with the district-wide need for paving materials that may be adjustable due to subsoil conditions.

3. Sidewalk café outdoor dining, whether configured next to the building or next to the curb, shall be configured to ensure a clear and unobstructed walking path of 5 feet along the sidewalk at all times. Where sidewalk cafes are used, they shall only occupy the frontage of the sponsoring business.

4. Square-facing private businesses furnishing a sidewalk cafe shall use high quality metal tables and chairs. Plastic tables and chairs shall not be used as they are prone to being blown by wind.

5. When used, sidewalk café umbrellas shall be equipped with weighted bases. Umbrella fabric

shall be of one or two colors maximum, and shall only contain advertising for the business itself. Fluorescent colors shall not be used. Third-party advertising of products such as liquor, beer, soft drinks, shall not appear on umbrellas.

6. Sidewalk café tableware shall use cloth napkins and metal utensils. Paper napkins, and paper and disposable plastic plates and cups shall not be used in order to prevent wind-blown litter, except as provided for take-out service.

6.3.2 Sierra Point Square Streetscape

As discussed in Chapter 4, the streets surrounding the Park's square will have a different function and character than the remaining road network within Sierra Point. The streetscape supports the functional goals of calming vehicular traffic and promoting pedestrian safety and comfort, while also providing visual and design cues that this segment of roadway functions differently. For example, continuous curbside parking and a narrowed roadway will slow vehicular traffic and promote pedestrian movement.

6.3.2.1 Sierra Point Square Streetscape- Guidelines

1. To the extent possible, a modular unit paver shall be used as the street paving around the square in order to provide a "cobblestone street" character and further encourage slow-speed driving behavior. Modular unit pavers of stone, concrete, or asphalt should be used, in keeping with the district-wide need for paving materials that may be adjustable due to subsoil conditions.

2. Crosswalk markings should be integrated into unit pavers, or provided with high visibility "piano key" striping.

3. Where deciduous street trees are used for shade and more intimate scale, they should be spaced approximately 25 feet on center (or to a palm tree if mixed in). Pedestrian height street lights should be evenly spaced between trees at 50 to 75 feet on center.

4. Trees may alternatively be located between diagonally parked cars, to free up sidewalk space for sidewalk cafes, and to provide a visual sense of a wider space for pedestrians and a narrower and slower driving territory to motorists. Trees in such cases would be centered within the 18 foot width of 45 degree angled parking (i.e. 9 feet from

the face of curb), and would be located between every 2 diagonally parked cars. These trees may be in a curbed planter of 5 feet minimum outside width, with space adjusted between parking stalls accordingly.

5. Sidewalk street lights should be a pedestrian height version of the boulevard street light used along Sierra Point Parkway to maintain the district identity. Street lights should be located in spacing and alignment with the location of angled parking stalls to be positioned to avoid conflicts with overhanging vehicle bumpers.

6 Accent plantings may be provided in planter pots or raised planters edged by seat walls.

7. Provide anti-skateboard features to continuous low wall edges, and provide anti-graffiti coating to exposed masonry materials.

8. News racks, if provided, should only be mounted in ganged arrays of a single design; individual news racks should not be allowed to proliferate.

9. Decorative trash/recycling receptacles should be provided.

10. All metal street furnishings should be coordinated to be painted with the same paint color and compatible architectural style to match the contemporary character of streetlights and building architecture.

6.3.3 Sierra Point Square

As discussed in Chapter 3, the square at Sierra Point Park will be a unique open space and landscape within Sierra Point. The square's central green and surrounding urban roadway and sidewalk network lined with storefronts are intended as spaces activated by building and storefront entrances, pedestrians and convenience-based visitors using on-street parking. The square is intended as a setting of turf, trees, hardscape and seating. It will be generally open in character to provide an attractive setting for relaxation in everyday use, and it will be designed to flexibly host gatherings and events.

6.3.3.1 Sierra Point Square-Guidelines

1. The landscape treatment of the square itself shall reflect its intended function to accommodate daily casual recreation and relaxation use and flexibly host community gatherings and festivals

An example of tree plantings between parking stalls

as well. This could be accomplished through establishment of a simple green turf, or some combination of turf, turf block, and hardscape. Other design elements to be considered include raised planter boxes and seat walls, benches, sculpture, a stage, water feature(s), and tree, shrub or other plantings at key locations that do not detract from the overall functionality of the square. Final square design will be subject to separate formal review.

2. Along the outer edge of the square, a continuous perimeter sidewalk of minimum 10 foot width should be provided with street trees in tree wells located at the back of curb. Locations of trees and street lights close to the curb should be coordinated with the layout of angled parking to avoid conflicts with overhanging bumpers of parked vehicles.

3 Interlocking unit paver sidewalk and path paving is recommended around the square to emulate a cobblestone character and provide a high quality, pedestrian-oriented emphasis. Modular unit pavers of stone, concrete or asphalt should be used, in keeping with the district-wide need for paving materials that are to be adjustable for subsoil conditions.

4. Lights within the square should be a pedestrian height version of the boulevard street light used along Sierra Point Parkway to maintain the district identity.

5. Anti-skateboard features should be provided on continuous low wall edges, and anti-graffiti coating should be provided on exposed masonry materials.

6. Decorative Trash/recycling receptacles should be provided.

7. Metal park furnishings should be coordinated to be painted with the same paint color and compatible architectural style to match the contemporary character of streetlights and building architecture.

8. Consider provision of a power pedestal for higher amperage needs for community events (e.g. for food service equipment, public address system, etc.).

9. Consider provision of recessed hose bibs for special events use of water and for general irrigation and cleaning.

6.4 Bay Edge

The Bay edge is an important aspect of Sierra Point. The Bayfront provides an attraction, both physical and mental to those working in and visiting Sierra Point. This attraction is reinforced by a continuous landscape matrix, which allows movement to and from the Bay Edge. Landscape treatment of this area is of primary importance to the overall effect generated by the landscape matrix.

The landscape forms should be modulated so as to provide a variety of passive recreation spaces. Direct access to the water should be developed. In addition, connections should be provided to the active recreation areas at the Marina and Fisherman's Park. To reinforce the sense of openness at the Bay's edge, minimum distances should be maintained between buildings located near the water, as discussed in Chapter 7.

The purpose of landscape in the Bayfront area is to:

- Soften the edges created by adjacent structures;
- Define spaces thereby creating a sequence of spatial experiences along the Bayfront;
- Provide a gradual transition between spaces;
- Screen obtrusive elements in the Bayfront area;
- Frame views of the Bay from the roadway.

A prototypical treatment for the Bayfront should utilize landforms and tree plantings to soften the building edge while preserving and framing views. Landforms and tree plantings should also be used to define spaces. A 10-foot wide pedestrian and bicycle path, which casually winds along the Bay would pass through these spaces, bringing a human dimension to the Bayfront.

At several places along the waterfront, areas of higher use activity should be developed at the terminus of axis or intersections of major public access routes.

A prototypical treatment for such an area would

provide an expanded area for people to interact in contrast to that offered by the linear path. Site furnishings such as benches, bike racks and trash receptacles should be carefully placed along the path at these focal points to maximize the user potential.

Where parking areas penetrate the 100-foot zone, a 15-foot minimum planting area for trees and shrubs should be provided on all sides of the parking, still allowing a corridor of 15 feet for the 10-foot pedestrian and bicycle path (see diagram on page 66). Additionally, where parking occurs adjacent to a structure held back from the Bay, landscape should be used to create a gradual transition from the building edge to the one created by the planting screen surrounding the parking area. Landforms and tree plantings could be utilized to generate this transition while at the same time providing a larger buffer and screen of the parking. As it is equally important to maintain view corridors from the interior of Sierra Point, planting will be held back at public access connectors to allow unobstructed views of the Bay.

6.4.1 Bay Edge – Guidelines

1. Utilize plantings and landforms to soften the building edge and screen parking areas, yet preserve and frame view corridors.

2. Provide activity nodes at focal points, providing expanded areas for interaction.

3. No new parking shall penetrate the 100-foot band of BCDC jurisdiction.

4. In pre-existing conditions, provide a minimum 15 feet of planting area on all sides of parking penetrating the 100-foot band of BCDC jurisdiction, where views are not obstructed.

5. In considering any land exchange proposal to establish Sierra Point Park, the established landscaped bay edge along the north and east boundaries shall be retained.

6.5 General Roadway Landscaping

As noted previously, the streetscape associated with the square at the proposed Sierra Point Park differs in function and character from other roadways within Sierra Point. For the remaining roadway system, the landscape matrix should be consistent with the parkway character that has been established to date. This landscape matrix reinforces the pleasant atmosphere envisioned for the office buildings located in this development and provides a continuous greenspace.

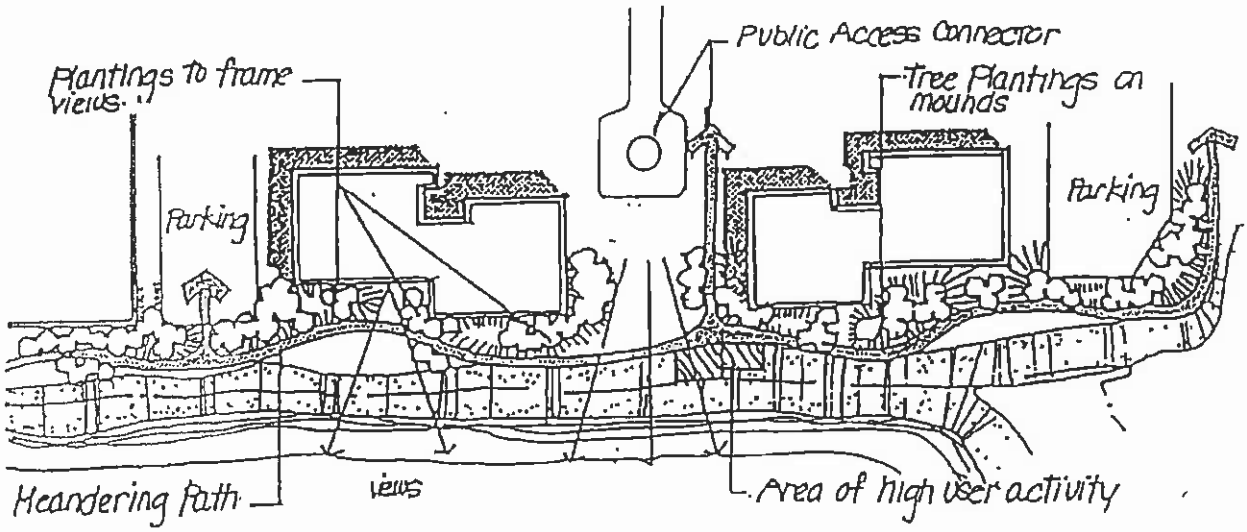


Diagram depicts the various proposed Bayfront landscape treatments

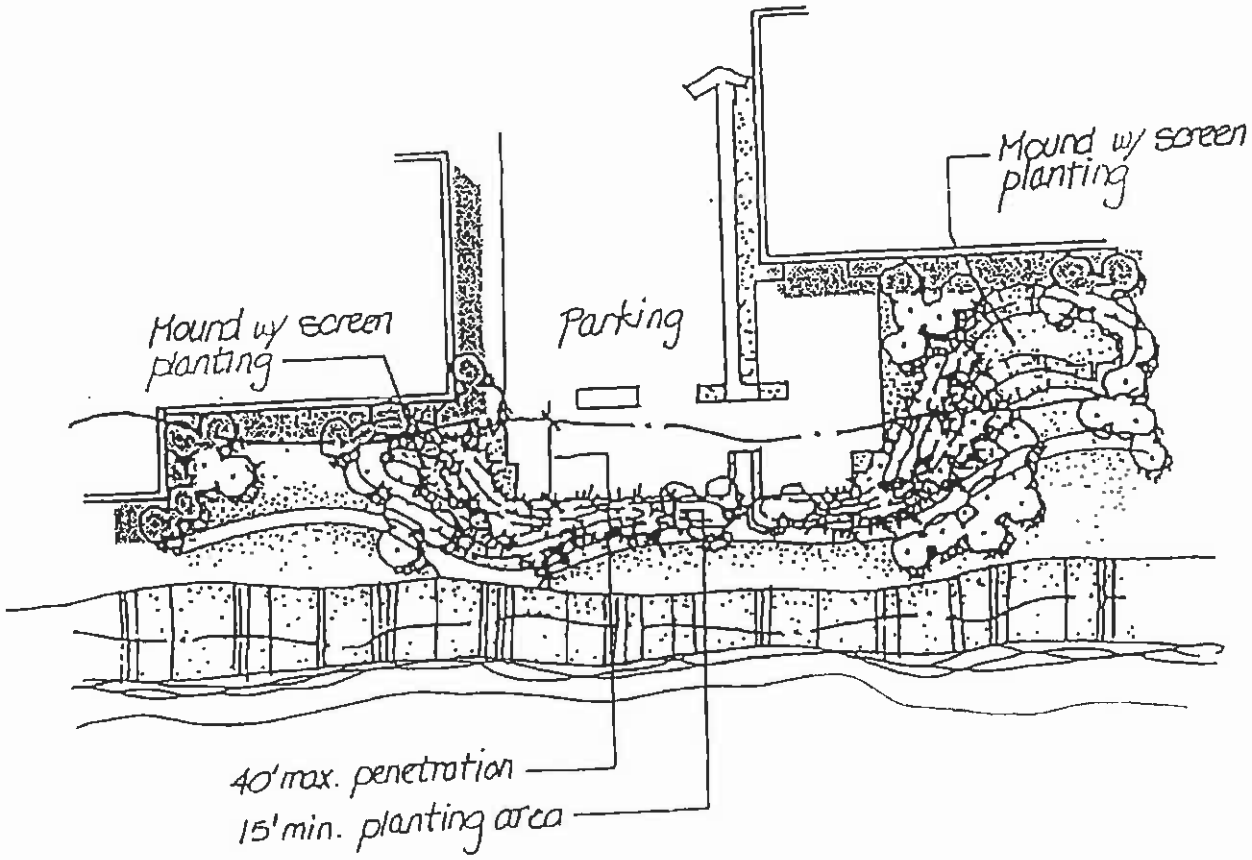
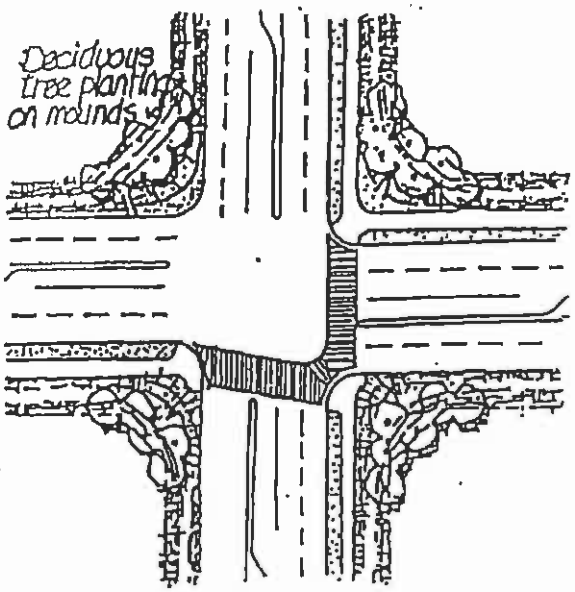


Diagram depicts the proposed requirements for parking areas which penetrate the 100' BCDC Jurisdiction zone

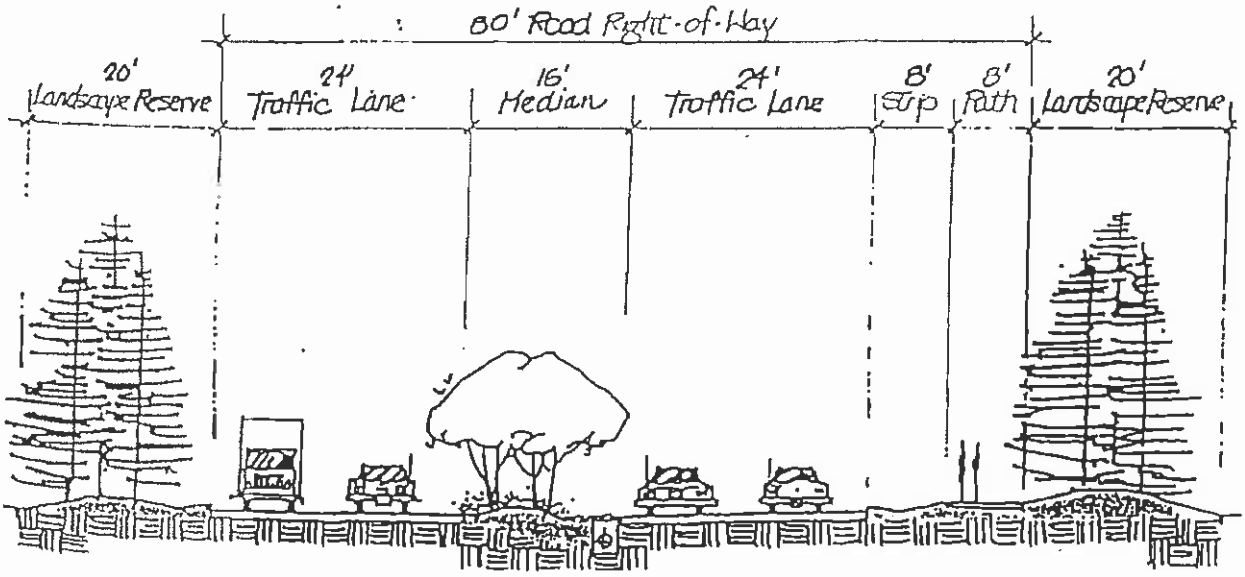
Roadway landscape shall be developed both within the road rights-of-way and within landscape reserves, which abut both sides of the rights-of-way. The landscape reserves would be private lands dedicated to landscape development by the individual parcel developers. A minimum of 20 feet of reserve shall be required along each side of roadways within Sierra Point to be developed and maintained by the individual developer, with the exception of the Sierra Point Park square streetscape, as discussed in Section 6.3.2. At intersections within Sierra Point, the landscape reserve shall expand, offering greater opportunities for landscape treatment of these important nodes. The landscape reserves would also allow room for screening expansive parking lots and room for providing mounds for a high quality planting medium in an area of poor and shallow soil.

Roadway landscape within the road right-of-way shall be placed within a 16-foot strip devoted to a public access path and landscape, and within the 16-foot wide roadway median. A cross-section of the roadway is illustrated with typical landscape treatment for Marina Boulevard (page 68). The roadway will be 64 feet in width and placed to one side of the 80-foot right-of-way. Offset of the roadway to one side of the right-of-way allows consolidation of two 8-foot strips into one 16-foot band that incorporates landscape and an 8-foot pedestrian and bicycle path. The 20-foot landscape reserve, which abuts the right-of-way, in conjunction with the 16 feet within the right-of-way, could produce a 36-foot landscaped area on one side of the roadway. The additional width would provide the opportunity to use landforms to help screen adjacent parking.

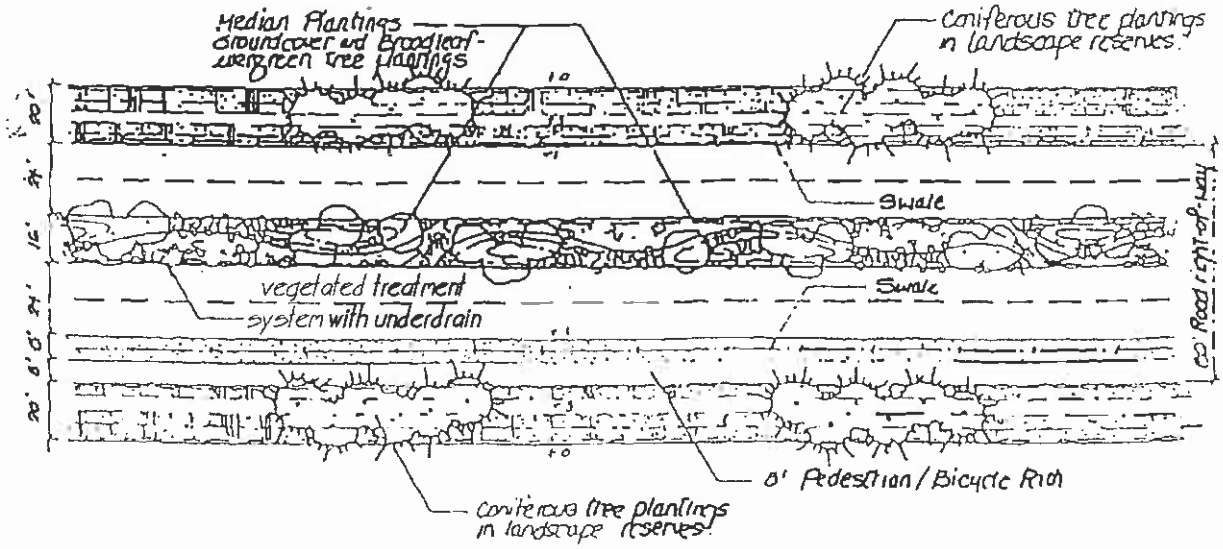
The prototypical treatment suggested for planting along the roadway is a low water use turf ground plane, native grass mixes, or other water conserving ground-cover plants. Groups of trees, vertical in form, may be planted on mounds at intersections. Between intersections, groups of evergreen tree plantings would be used in an informal arrangement along the roadway, with a maximum of 100 feet between plantings. With the roadway at +1 in elevation, the reserves on both sides of the roadway would be mounded to 3 feet with swales placed along the roadway curb edge. On the side of the roadway where the 36-foot landscape area occurs, an 8-foot pathway would be set into the mound and cross-sloped at 2%. Asphalt-extruded curbs or headers should be used to define the edges of the roadway, except where the Public Works Director determines that concrete shall be used instead.



Mounded planting areas to be located at intersections



Section cut of prototypical roadway landscaping along Marina Boulevard in Sierra Point

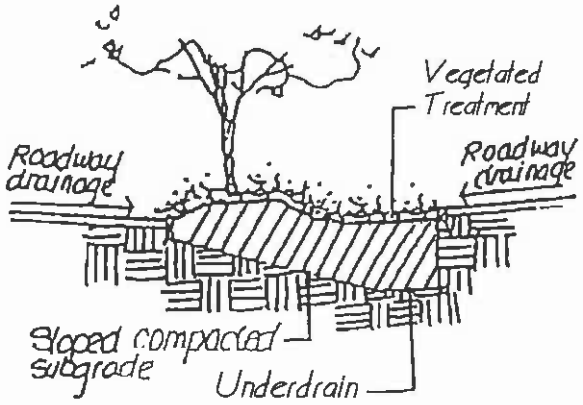


Plan view of prototypical landscaping treatment along Marina Boulevard in Sierra Point

Drainage within the roadway could be directed toward the median by sheet-draining across the roadway.

Runoff could be collected in a rock/pipe drainage facility extending the length of the roadway medians. At strategic points, the runoff could be directed under the roadway and along public access connectors to the Bayfront. A proto-typical treatment for this drainage facility is with cobbles, varying in width and in its location within the median. Placement of the perforated pipe first along one side of the median and then along the other, would allow collection of runoff from both roadways. The cobble element also would define planting areas within the median. These planting areas should be mounded to provide a better planting medium and to discourage traffic from crossing over the median. Groundcover and broadleaf evergreen tree plantings in masses would provide the vegetative element within the medians. Where the median is narrowed for a turning lane, the remaining 4 feet would be landscaped with cobbles.

An alternate approach to roadway drainage would be to slope away from the median, collecting water in bioswales along both sides of the roadway. This approach would negate the use of curbs/ asphalt-extruded headers along the edges of the roadway, utilizing a grassed shoulder/swale in its place. Asphalt curbs and/or headers would be used to define the median planting areas with runoff water collection internal to the planting areas, except where the Public Works Director determines that concrete shall be used instead. Existing slopes should be reinforced with berming and tree plantings.



A conceptual cross-section of a bioswale

6.5.1 General Roadway Landscaping - Guidelines

1. Dedicate a minimum of 20 feet of private lands along both sides of the road rights-of-way to landscape development, except for those portions of roadways surrounding and fronting on Sierra Point Park square which shall have no setback dedication.

2. Offset the roadway to one side of the road right-of-way to allow for establishment of a wider landscape buffer.

3. Incorporate an 8 foot pathway into the 80 foot road right-of-way.

4. Utilize a planting concept with tall vertical trees at intersections, set back to accommodate safe stopping distances and sight lines for vehicles, bicycles and pedestrians; between intersections, groups of non-deciduous tree planting would be used in an informal arrangement along the roadway spaced a maximum of 100 feet apart between intersections.

5. Utilize landforms to partially screen adjacent parking.

6. Utilize a rock/pipe drainage facility to collect runoff.

6.6 Sierra Point Entryway

The entry to Sierra Point is an important aspect of the arrival sequence to the office park. It provides a sequence of spatial experiences, commencing with the presence of the freeway overpass and the higher elevation of Sierra Point in relation to the road entering under the overpass. The overpass is a spatial constriction to the arrival sequence and represents the gate to Sierra Point. Use of paint on the overpass to brighten this portion of the sequence is recommended to lighten the foreboding quality, which it now exhibits. The rise in Sierra Point Parkway gives the arrival sequence the added dimension of change in elevation and is to be accentuated. Roadway landscape treatment at that critical node requires special emphasis to provide the necessary impact to announce Sierra Point.

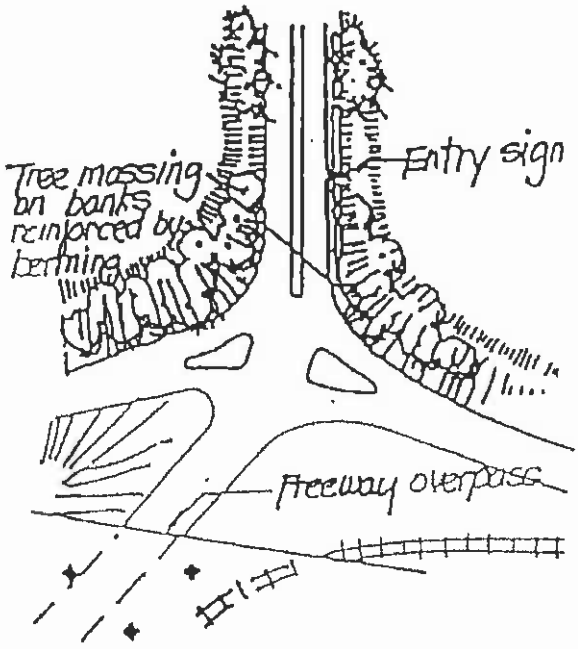


Diagram of the entrance to Sierra Point

6.7 Private Development Landscaping

Buildings may be clustered to provide outdoor courtyard areas. These large formal spaces are created at walkway intersections and building clusters, which are highlighted with plazas treated with special pavements. Mounding, low walls and seating also delineate and enclose these mini-plazas whose forms will be designed to accommodate a variety of activities: sitting, lunching, conversation, people watching, etc. In addition, linear connectors should be used to tie these interior open spaces to those on the periphery. These linear connectors could also serve as utility corridors for the development.

The public access corridors, interior courts, and road rights-of-way provide the basis for a landscape matrix within Sierra Point. It rests upon private developers, however, to fulfill, complete, and maintain the overall landscape quality as proposed by the development. Where private development abuts the landscape matrix, planting and earthform treatments should be extended into the private parcel to create a gradual transition. Within each parcel, a minimum of 25% of the site should be devoted to landscaping, with the exception of proposed development sites on the east and west sides of Sierra Point Park. This 25% figure could include land devoted to public access corridors, Bayfront improvements, buffers for parking and roads, as well as specific design treatments around the buildings.

6.7.1 Private Development Landscaping – Guidelines

1. Vary width of landscape areas within private parcels.

2. For the building site located at the northwest corner of Sierra Point, implement screening along the western edge of the proposed parking structure. This landscape treatment should be comprised of densely grouped, tall screening conifer or poplar trees, similar to those between Highway 101 and the Unisys Building (1000 Marina Boulevard). The planting of these screens should be integrated with the layout of the proposed trail extension along the western side of the parking garage structures, routed from Marina Boulevard at the southern end of the parking structures and northward to connect to the Bay trail at the northern waterfront edge.

7.0 Building Design

7.1 Building Design and Architecture

The purpose of these building design and architectural guidelines is to assist in the creation of an integrated development, which will have a strong identity. These general guidelines are meant to ensure design continuity, but not to restrict creativity. Departure from the guidelines should be made only after careful evaluation.

Sierra Point must be a development for both the public and private users; it must create the ambience of both an office park and a public/recreational area, and should be developed with careful planning through the use of an integrated conceptual plan.

7.1.1 Overall Design Concerns

Sierra Point is planned as a harmonious, comfortable and inviting work environment. The landscaping, graphics, and lighting will be unifying elements for the site, and the appearance of the buildings and their architecture will make an overall contribution to the public's perception of Sierra Point.

The buildings will take on a variety of configurations, but in all cases, each building will be compatible with others within the development. The architecture will reflect a balance of diversity in form and materials, and uniformity in function, scale, and style with exceptions as appropriate for buildings designed for uses other than offices. The buildings within the development will be interrelated by the repeated use of several design features.

The architectural design should be creative, with an approach that juxtaposes elements while creating a well composed design. The location of buildings as well as the building type and function should require different design concerns for each structure. This differential treatment must be purposeful, but within a certain range of choices. For example, proximity to the Bay requires particular sensitivity to the water's edge, while buildings near the entrance could be distinctive. Yet, continuity among all elements is also necessary, and will be provided by repetition of certain design elements, style, use of materials, etc.

7.1.1.1 Differential Treatment in Different Areas

Buildings should be clustered, yet the individual identity of each building maintained. Specific sites, such as those along the bay's edge or fronting on the square at Sierra Point Park are unique and designs should reflect context, as discussed below.

7.1.1.2 Bay's Edge

The spatial quality of the Bayfront is related to the proximity of the buildings fronting the Bay. These buildings determine the limit of Sierra Point. Modulation of this building edge by careful placement is recommended to establish a sense of interplay between the Bay and Sierra Point. Buildings should maintain a minimum 100-foot setback from the Bay. Building design and landscape treatment will be critical in ensuring that the bayfront experience is interesting and engaging. Building design should provide for a mix of building heights, styles, and massing that conveys an inviting and attractive profile to passing traffic from both land and bay perspectives.

7.1.1.3 Sierra Point Park

Buildings surrounding the Sierra Point Park space play an essential role in defining that location as a square and focal public space at the culmination (eastern end) of Sierra Point Parkway. Where Sierra Point buildings are normally set back amidst landscape and are more individual in nature, at the square they must be sited as a group to define the "room" of the square with continuous facades. These buildings are also integral to establishing a human scale to the space – both at the level of defining ground floor storefronts and uses at the scale of a person on the sidewalk, and in terms of a two-to-four story definition of the "walls and ceiling" of the room at the scale of the square itself (see pages 77 and 78).

7.1.1.4 Mass and Scale

Building heights will vary from four to twelve stories and floor plates from fifteen thousand to thirty thousand square feet. To reduce the mass of each exterior elevation to human scale, several harmonious geometric features will be used. The mass of the buildings will be compressed, chamfered, notched, and sculptured to minimize the buildings' effect on existing views and to maximize views from the buildings.

At square-facing facades and facades extending from those facades, buildings should compose their facades and massing to create a two-to-four story height "building base." This base should provide help to establish the human-scaled "walls and ceiling" to define the square space, yet also serve as an architectural base integrated with each building's own overall composition. This building base should be differentiated from its upper story volume and façade treatment by means of massing stepbacks, intermediate cornice(s), change in fenestration and/or

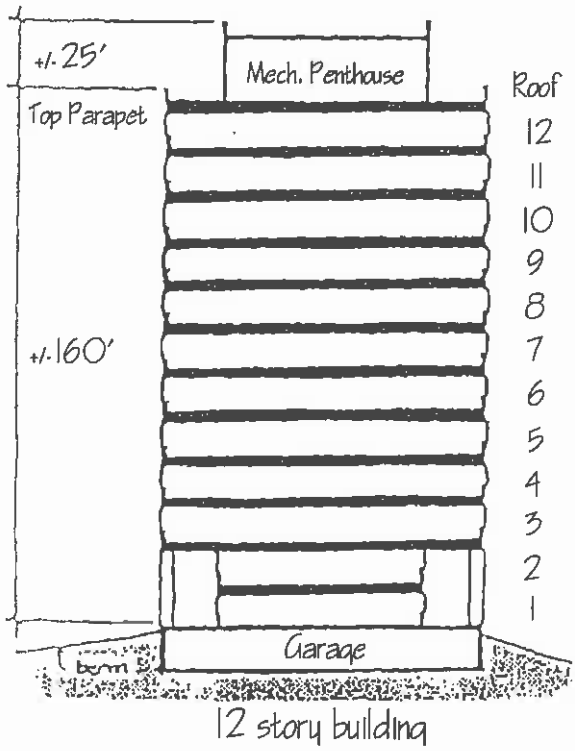


Diagram depicts the various building height criteria

façade cladding, and other means.

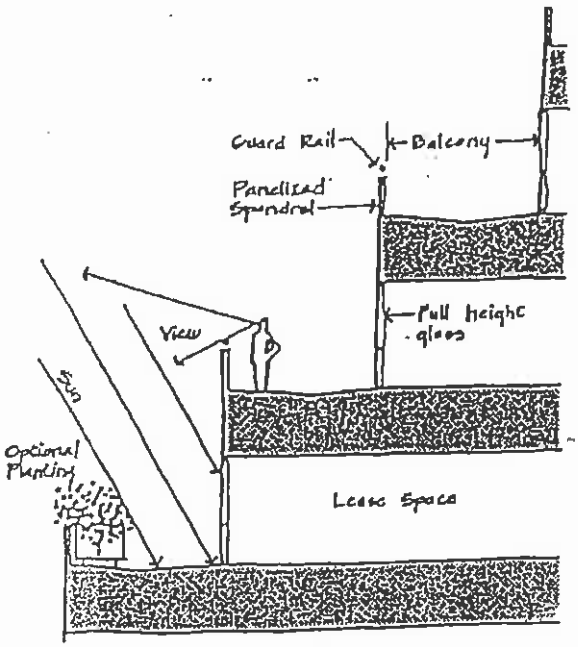
In addition, square-facing facades should be horizontally articulated, meaning that facades along the square should be subdivided and "broken up" compositionally to create variety. Traditional architecture around the best loved squares and plazas was based on the increment of small parcelization and the scale of small buildings and individual rooms. While that type of parcelization does not exist at Sierra Point, its lessons of human-scaled character and comfort can be applied to façade composition, particularly in combination with the horizontal and vertical articulation of storefronts and ground floor lease spaces.

Detailed design guidelines for the buildings surrounding the square at Sierra Point Park are included later in this chapter.

7.1.1.5 Form

The style of architecture will be contemporary with the design stressing grandeur of simple forms. These simple forms, articulated to reduce mass, will be a strong, unifying element of Sierra Point. These same forms should be further articulated by creating exterior balconies, terraces, and many corner office spaces, which increase the tenants' contact with the Bay and the Brisbane Marina.

Balconies may step back from floor to floor to reduce the apparent height and mass of the building and to provide more light to the lower balcony surfaces.



Balconies are encouraged as a unifying element of building form

7.1.1.6 Repetition of Elements – Continuity

A rhythmic repetition of certain design elements is essential to maintain continuity and the dual office/recreational theme. This repetition will occur in design, landscaping, signing, and lighting:

1. Open plazas near the buildings along the Bay should be contiguous to public open space. Design of plazas should provide a transitional zone at the building's edge thereby delineating private space from public space. Transitional elements include arcades, colonnades, steps, benches, or planting.

2. Brick, concrete pavers, and wooden decks at the base of the buildings and within plaza areas should serve as an integrating feature throughout the site.

3. Balconies are recommended as a repetitive unifying element on a number of buildings.

4. The clustering and locating of masses should be planned in accordance with the designated view corridors.

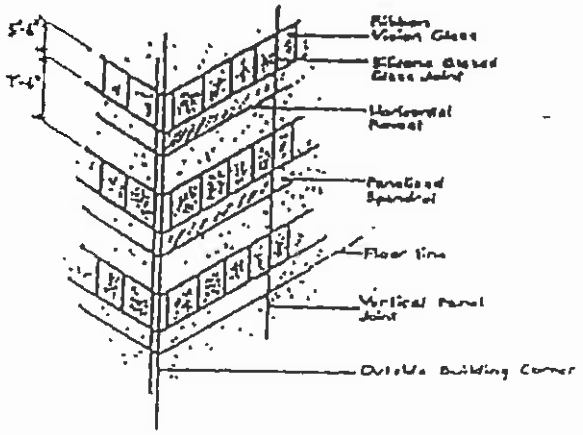
5. Buildings should be grouped to create substantial plaza areas and to provide opportunities for office users to enjoy the outdoors, as well as to provide places for people to congregate.

6. Groundplane and building mass should be integrated. Berms, mounds, foundation plantings or other screening methods should. surround buildings and allow a vertical transition from building form to earth form.

7. A vertical transition should be created from higher buildings in the center of the site to lower heights adjacent to the shoreband.

8. The repetition of materials and colors will foster continuity. The colors will be determined by the type of materials.

9. Service areas should be screened from walkways, parking areas, plazas, and views from buildings.



Buildings should utilize repetition of materials

7.1.2 Building Design – Guidelines

7.1.2.1 General Guidelines

1. The building architecture will reflect a carefully controlled balance of diversity with a repetition of design features and details, which will foster continuity.

2. The buildings will be articulated to reduce their mass and effect on existing views while maximizing views from the buildings.

3. Major unifying elements in the building design will be featured by simple, sculptured forms with chamfered and notched elevations and exterior balconies and terraces, where appropriate.

4. Continuous horizontal fenestration with tinted or low-reflected energy efficient glass must be utilized to take advantage of the spectacular views from the office buildings.

5. The exterior panels forming the building skin will be made of precast concrete, brick, metal, or tile veneer utilizing warm earth tones, neutral colors, and some pastels. The use of shiny, highly metallic, or reflective materials will be avoided.

6. Concrete entry bridges connecting the building entrance stairs with on-grade entry walks must be incorporated to span the landscaped areas.

7. All mechanical equipment and exposed ductwork, utility equipment, and trash receptacles must be concealed and screened.

7.1.2.2 Bay's Edge - Guidelines

1. Maintain a minimum distance of 80 feet between buildings located within 150 feet of the Bay's edge.

7.1.2.3 Sierra Point Square– Guidelines

1. At Sierra Point Park square, facing buildings must be coordinated to enclose and define the space on three sides with an opening to the east (Bay) view, provide scale cues and compositional variety to articulate its "walls" and a human-scaled two-to-four story surround of building bases, and locate frequent storefront and building entrances along its edges to create activity.

2. Buildings surrounding the square are recommended to provide 100% frontage coverage and zero setbacks along the north, west and south sides of the square.

3. Individual ground floor shopfronts may be recessed by up to 15 feet to provide outdoor dining areas adjoining the sidewalk; individual building lobby entrances may also be recessed by 15 feet.

4. Storefront facades should have a base and a top, and should display a development increment every 25 to 50 feet.

5. Storefront and entrance doors should be located every 25 to 50 feet.

6. Ground floor storefront facades should also have a minimum glazed area of 75%.

7. Ground-floor storefront floor to ceiling heights are recommended to be a minimum clear height of 14 feet. Ground-floor storefront lease spaces should be configured with spatial provisions for future installation of grease traps, ventilation ducts, and adequate power and water to permit future restaurant use.

8. Primary building entrances should be grand in scale, while individual storefront entrances should be more intimate in scale.

9. Use of inset windows, protruding cornices and pilasters, fabric awnings, entrance recesses, and decorative lighting fixtures, and other architectural accents are encouraged to add texture and visual interest.

10. Storefront facades should be configured to integrate business signage into the façade design.

7.1.2.4 Conceptual Hotel – Guidelines

At the ground levels (especially the first and second levels as seen from the ground), each of the four facades of the hotel complex will display the architectural treatment of a building mass of potentially great length, particularly the west and east elevations.

The building's lower level façade design and massing should address the following conditions:

1. West elevation: This façade forms the public front of the building as seen from Marina Boulevard.

   a. The façade of the ground level should not be a continuous unarticulated wall of a parking podium base, but instead should be composed into more perceivable segments.

   b. A strongly visible indication of the main entry location should be provided by means of a formal entry mass or porte-cochere, a gateway "notch" in the building mass, and/or other prominent feature(s).

   c. The east-west axis of Marina Boulevard at its northernmost segment provides a potential site element for the composition of the facade, as does the northbound approach of Marina Boulevard from its eastern intersection Sierra Point Parkway.

2. South elevation: This façade will provide the edge to the square at Sierra Point Park and the new street.

   a. It should provide ground floor storefront type window and door openings at the square frontage and along the street.

   b. The general appearance of the first and second levels of the façade should be of an urban building with windows and human-scaled increments of horizontal façade length and height. The façade should provide pedestrian-scaled detailing and massing, and be a complementary and attractive setting for strolling and community gathering activities at the square and its adjacent blocks.

   c. A hotel entry at this façade should be made prominent and highly visible.

3. East elevation: This façade forms a primary bayfront face of the building.

   a. The facade should provide a strong sense of opening and connection towards the water as well contribute to the waterfront identity of Sierra Point.

b. The actual location of the water-facing hotel entry should be strongly expressed at the first and second levels of the façade, and easy to see and locate.

c. The architectural character of the lower levels will be prominently visible from marina and other passing boats and Bay Trail users, and should provide attractive pedestrian-scaled detailing and massing.

4. North elevation: This façade forms a secondary bayfront face of the building and will be visible from southbound Highway 101 traffic as well as boaters from a distance. It will also form the immediately adjacent backdrop for pedestrians and bicyclists using the Bay Trail running along its length.

a. Care should be taken to avoid a scale-less "blank wall" appearance and instead provide an attractive façade with composition measures to reduce the sense of bulk.

b. As the trail space along the north elevation will be blocked off from direct views from Marina Boulevard and the marina-fronting parking lot and dockside edge, the degree to which the building façade can provide both the feeling and reality of "eyes on the street" (or in this case, the path) at its ground floor and second floor levels will enhance the sense of personal safety and comfort of trail users.

c. The hotel shall respect and not overwhelm or privatize existing public landscaped areas along the northerly shoreband. The implications of building mass, setbacks, scale, height and shadow on adjoining public space to the north must be taken into careful consideration in the design of the future hotel.

5. All elevations:

a. A blank, unarticulated "fortress-like" or parking structure-like appearance of the ground level façade walls and massing should be avoided.

b. This ground level mass of the building (at its "footprint") forms a kind of rectangular "plinth" or base for the plazas, towers and other building masses above. Its façades should be treated with a base articulation at the human scale (e.g. a horizontal articulation, typically a thickening within 1 to 4 feet), as actively used public

pathways, sidewalks and streets will be in close proximity at all sides of the building.

7.1.2.5 Conceptual Office Building on West Side of Point Park Square - Guidelines

This building plays a strategic urban design role in that its east elevation defines and encloses the urban space of Sierra Point Park square at its west side, opposite the square's marina/waterfront exposure to the east. Its west elevation also faces on Marina Boulevard with a prominent frontage. The building will share its frontal relationship to Marina Boulevard with the proposed hotel building to the north, and will be more visible due to its location at the corner of Sierra Point Parkway and Marina Boulevard, and its closer proximity to the Marina Boulevard.

Implementation of this component of the Design Guidelines will require a separate land lease negotiation to free up the existing retail site along the easterly edge in exchange for development rights along the westerly boundary. Given that these negotiations have not yet occurred, there are some important issues, such as building size and parking that are not yet resolved.

These issues will be resolved through a subsequent agreement which will be subject to a separate public review and approval process by the City including environmental review. The following guidelines are generally applicable to any building that might subsequently be approved.

1. East elevation: The mass of the building should provide a spatial enclosure and definition to the urban open space of the square, by maintaining a zero or very small setback relationship to the street edge. The ground floor of the building should be lined by entrance doors that open directly out on the sidewalk facing the square and large window openings (preferably in a storefront format), for the maximum extent of the façade length. Other decorative ground floor facade features such as sconce lighting, awnings, and trelliage may be utilized to enhance the expression of pedestrian scale. A primary or lobby entrance should be prominently located to face upon and help to activate the square. A symmetrical façade composition is recommended. Upper floors should have windows that orient to both the square and marina view. The façade should be composed with a recognizable base treatment encompassing one to two stories in height to provide a scale reference for the square. The façade and building mass should also

provide a distinctive top; in keeping with the modern character of Sierra Point, the top treatment need not be shaped, but can utilize overhangs, a glazed penthouse level, a step back, and/or other types of visible, compatible treatments.

2. West elevation: The massing and façade composition of the building should address a public Marina Boulevard exposure and frontage, and the building's prominent visibility as seen from the eastbound approach on Sierra Point Parkway. Upper floors should have windows that orient to Sierra Point Parkway and San Bruno mountain views. Base and top treatments should be in keeping with the level of quality and articulation provided to the east elevation. A prominent second front pedestrian entrance on Marina Boulevard is recommended. However, if programmatically difficult, the composition of the ground and lower floor façades should at least provide a strong degree of architectural continuity with the east elevation base treatment, and avoid a blank-wall or fortress-like appearance. Ground floor windows and entrance doors should be provided where possible. Where used, vehicular entrance openings should be framed and treated with architectural ornamentation similar to other visible elements of ground floor façades around the building.

3. North and South elevations: These elevations should be provided with architectural treatments and ornamentation that extend from the east elevation, including at the base and the top. Upper floors should have windows that orient to Bay views. Due to their location and prominent view exposure from all sides, neither the north or south elevations should be treated as utilitarian "back of building" façades. Ground floor windows and entrance doors should be provided where possible. Where used, vehicular entrance openings should be framed and treated with architectural ornamentation similar to other visible elements of ground floor façades around the building.

7.1.3 Other Building Design Elements

7.1.3.1 Building Entrances

Definition of the entries is important to the arrival sequence. Major building entrances shall be articulated to create an inviting, exciting space, which will attract people without confusion.

Because of unique site soil conditions, all buildings shall incorporate similar concrete entry bridges connecting the building entrance stairs with the on-grade interlocking concrete paved entry walks. Entrances, designed to maximize pedestrian flow towards the building, shall feature attractive, spacious planters fully integrated into the overall building architecture

7.1.3.2 Materials

The materials utilized should promote a warm and inviting ambience and insure that Sierra Point will not be formidable to the public. The modern office and accompanying recreational motif can be fostered through the selection of certain materials. The transition to the lower-key scale of buildings near the Bay should also be emphasized by the choice of materials.

Traditional building materials will be used throughout the project. Each of the buildings would have a steel frame structure with a panelized curtain wall system for the exterior. With the steel frames, it is anticipated that office floor to floor heights of approximately thirteen feet will prevail. Therefore, the extent of glass areas will be constant from office building to office building. Continuous horizontal fenestration will be featured to take advantage of the spectacular views. Tinted or low reflectance, energy efficient glass will be utilized. Alternating bands of glass and warm panels are appropriate for this site, and their use will unify the various office buildings. These exterior panels would be of precast concrete, brick, metal, or tile veneer. Specific criteria to be considered with respect to materials are:

1. Buildings should use glass in combination with either brick, wood, or concrete. Near the Bay, warmer materials such as brick or wood are preferable.

2. Grey lite 14 or solar-cool grey glass, which coordinates well with these materials, could be utilized.

3. The use of reflective glass should be considered

within the context of the development. Its use should be limited and near the shoreband. Exterior glass should not create significant glare.

4. The use of materials must consider adjacency to the Marina and should therefore be coordinated with that parcel. However, as most of the Marina structures will be very small, they will be of a different building type than that of Sierra Point.

5. Durable materials, which require minimum maintenance, are considered appropriate and the range of materials discussed fit this criterion

6. Building materials and assemblies shall comply with the City of Brisbane's adopted Green Building Ordinance set forth in the Municipal Code.

7.1.3.3 Building Colors

The buildings will be interrelated by the common use of traditional building exterior colors. Although the various buildings may be encased with different skin materials, the colors and visual perception of all buildings should harmonize with each other.

Building colors should be drawn from a common palette of colors, which are complementary. Warm earth tones, neutral colors and some pastels should be utilized. The use of shiny, highly metallic, or reflected materials should be minimized. Accent colors at balcony railings, metal soffits, and aluminum windowalls should be judiciously used to further define the geometry of and add character to each individual building.

7.1.3.4 Parking Podiums and Garage Structures

Office buildings may incorporate one level of subterranean parking. In such cases, the topmost portion (+30 inches) of the exterior face of the concrete garage "podium" base will be exposed above grade. This exposed concrete garage wall will be visually interpreted as a base or pedestal from which the building rises. The repeated use of this base with horizontal reveals, creates light and shadow effects which will act as a unifying architectural element. A gradually sloping, landscape area should surround the building and act as a transition space between the parking area and the building face.

Exterior vehicular and pedestrian entrances to parking garages should be architecturally treated as another important public entrance to the building, e.g. with

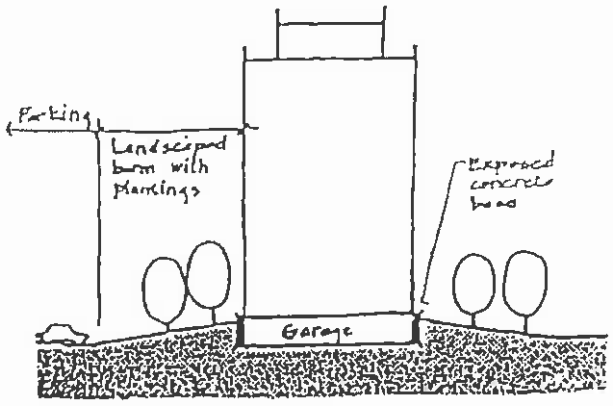


Diagram illustrates the proposed guidelines for parking podiums and garage structure

architectural framing, trelliage, decorative lighting fixtures, and/or decorative signage, and not simply as a utilitarian opening in the wall.

7.1.3.5 Equipment

The buildings and surrounding site improvements are highly visible from within the site, and from U.S. 101 and Old Bayshore Highway. This visibility, due to the openness of the project, will require special treatment of mechanical equipment and service areas. Mechanical equipment, exposed ductwork, and rooftop equipment, regardless of building height, must be concealed. Trash enclosures, utility meters, and other service devices must be located away from building entrances. Utility equipment can be screened by the use of landscaping, and trash receptacles enclosed by attractive masonry or wooden enclosures.

8.0 Parking

8.1 Parking

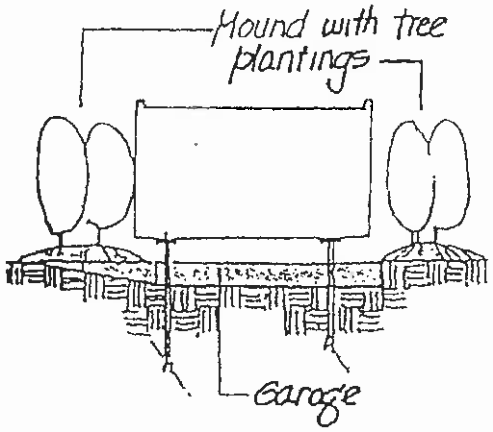
Parcelization within Sierra Point requires that each development provide parking for its facilities as required and approved by the City. The layout and internal organization of surface parking lots in Sierra Point are intended to maximize the ease of parking and reaching a destination on foot. This will be accomplished by organizing vehicle circulation and directional signing to minimize the number of driver decisions. Pedestrian flow from a lot to a building is maximized by orientation of parking bays perpendicular to buildings. Parking at Sierra Point should be designed to be efficient, cost-effective and environmentally sensitive.

The requirements for parking, in terms of the number of spaces and their design, are established in the City of Brisbane Zoning Ordinance. However, significant areas of landscaping are provided at on-grade lots, and space for this landscape development is increased by maximizing the use of small car spaces.

The Master Plan incorporates four approaches to parking: conventional on-grade parking lots, parking structures, subterranean lots under buildings, and on-street curbside parking (around the square only). The landscape treatment of these approaches should generate a pleasant setting for each building, which is consistent with the overall character of Sierra Point.

The subterranean lots could be created by partially depressing the lots and partially raising the buildings. Landscape treatment would be essential to screen the "garage" and to create a sense of contact between the ground plane and the building. A foundation planting concept involving tree planting and landforms is one method for achieving this objective. In addition, the growth of the plant material and the height offered by landforms would help to counter the settlement that is predicted to occur.

Landscape treatment of parking lots will be twofold. First, the lots will be screened from the roadways by mounds and trees. Secondly, planting islands at each end of a parking bay and the random introduction of planting islands throughout parking areas are utilized to relieve the expanse of asphalt, both visually and physically (see diagrams on page 90).



An example of a foundation planting concept

Significant areas of landscaping should be provided at on-grade lots and should be consistent with the overall character of Sierra Point. Space for this landscape development could be increased by using small car stalls. The result would be a 12% increase of land otherwise used for parking, which is then available for landscape development. While utilization of this land is possible in a number of ways, three approaches are illustrated below. The use of compact spaces is encouraged to gain additional landscape spaces and to improve the circulation system.

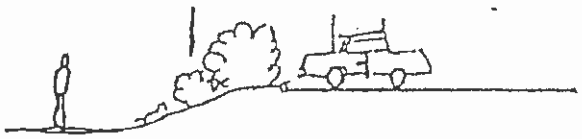
Use of planting islands within the parking lots at Sierra Point is recommended for providing a planting medium for parking lot plantings. The islands would allow tree massing, negating the detrimental effects of wind on the site. Massing of trees, as opposed to single tree planting, allows the trees to support and protect one another. Additionally, massing provides greater visual impact of vegetation within the parking lots.

Ease of access by the automobile and by foot is a criterion for the layout and internal organization of the lots. Prototypical design treatments, therefore, would minimize the number of driver decisions in reaching a parking stall and maximize pedestrian flow towards buildings.

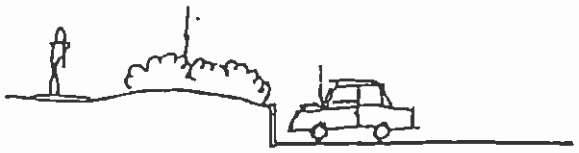
Ease of accessibility for the disabled should also be addressed by provision of handicapped-accessible stalls and ramps designed and located per State Title 24 standards. Facilities should also be provided for bicycle parking within each parcel.

Parking Lot Screening Alternatives

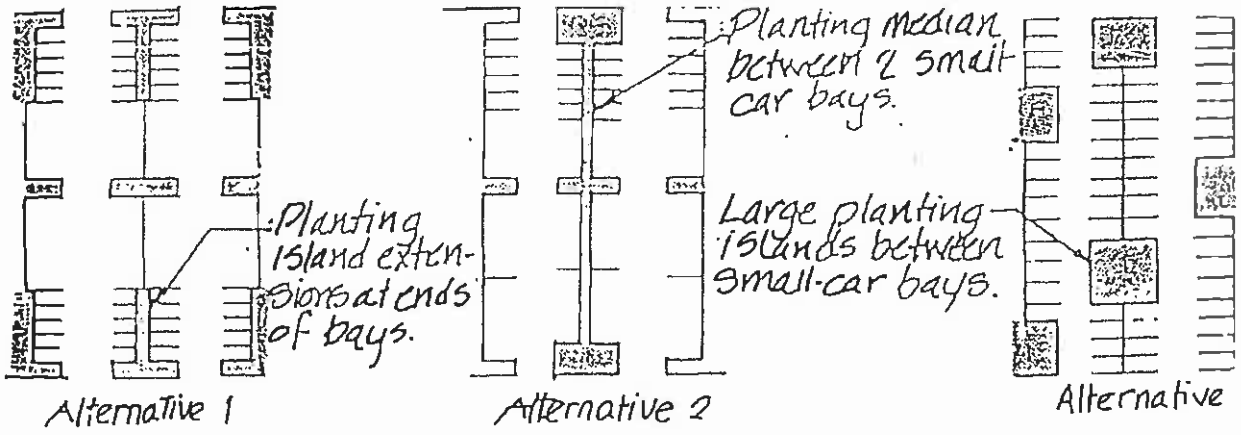
Alternative 1 - Screen cars with berms and planting



Alternative 2 - Screen cars with shrub planting



Alternative 3 - Screen cars with walls and planting



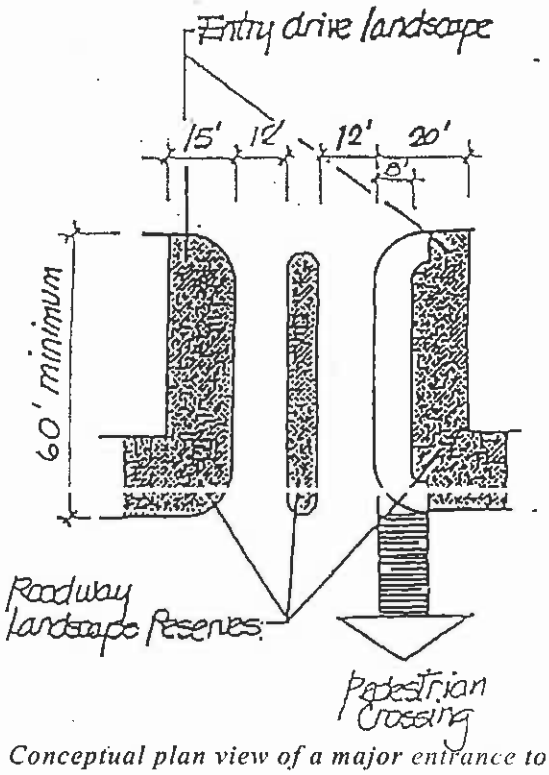
Planting alternatives for on-grade parking lots

Public access infers public parking within Sierra Point. At present, Fisherman's Pier to the north generates parking needs within Sierra Point. Adequate public parking spaces at the northern point of connection to Sierra Point's Bay Trail pathway are to be reserved to meet the weekday needs of those using Fisherman's Pier and marina. In addition, adequate public parking stalls shall be reserved at Sierra Point Park. On weekends, parking within the empty lots of Sierra Point and the public parking within Brisbane Marina is expected to more than fill the public parking need for adjacent recreational facilities. In considering any land exchange to implement Sierra Point Park, adequate public parking shall be preserved to accommodate public recreational use and marina needs.

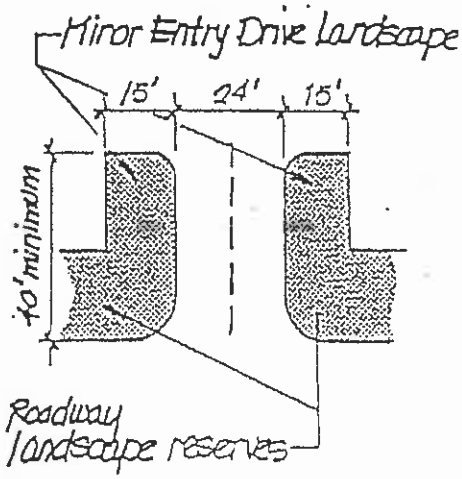
Weekday shared use of the public parking by the adjacent office and/or hotel development may be formally recognized through Planning Commission approval of modifications to the parking regulations, as provided by the Brisbane Municipal Code.

Definition of parking lot entries is important to the sequence of arrival. Progression from a parkway-like roadway to an asphalt parking lot with planting islands necessitates a transition, which accommodates landscape development and pulls the character of the roadway into the parking area. At major entries to parking lots, the recommended prototypical design treatment calls for a roadway cross-section as shown to the left. Two 12-foot lanes should be separated by a median and flanked by 15 feet of space devoted to landscaping. Where a public access route occurs along the entry drive, 20 feet should be devoted to the 8-foot wide path and landscaping. This treatment should occur for a minimum of 60 feet into the parking area, allowing stack-up space for 3 cars both in the ingress and egress to the lot. Curbs or headers should be utilized to define the sides of the entry drive and the median.

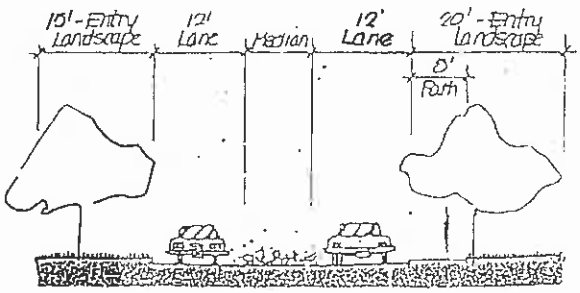
At entries of minor importance (i.e., where there is not the full turning freedom offered by median breaks) the recommended design treatment calls for 40 feet of entry drive landscaping within 15 feet on both sides of the 24-foot drive with no median. Forty feet would allow stack-up space for 2 cars, sufficient for a right-turn-only entry and exit. Curbs or headers are again suggested to define the drive.



Conceptual plan view of a major entrance to a parking lot



Conceptual plan view of a parking lot entrance of minor importance



Conceptual cross-section of a major parking lot entrance

8.2 Curbside Parking

Curbside parking is provided only at the streets immediately surrounding the square at the Sierra Point Park and for short designated street segments extending off the square. It is provided only at these locations for the following reasons:

1. Curbside parking is the most visible and convenient form of parking. It generates pedestrian activity in the form of drivers and pedestrians coming from and going to parked vehicles, especially to nearby storefronts. Having this curbside parking is essential to generating a more visible pedestrian presence at the square and to distinguish it as the active public realm place at Sierra Point.

2. Curbside parking is an essential support for ground floor storefront business spaces fronting on the square. Potential lease space tenants will see abundant curbside parking for customers and patrons as a strong asset. The presence of curbside parking will increase the value and lease rates for these ground floor tenant spaces.

3. Curbside parking around the square will also make it convenient for residents and visitors to take a short walk around the waterfront and marina, and come back to an area with refreshments and convenience items available.

4. Parking maneuvers and slow-speed circulation occurring around the square, being at the far end of Sierra Parkway and east of Marina Boulevard, will not impact the primary traffic circulation loop formed by Marina Boulevard and Sierra Point Parkway.

In order to serve ground-floor tenants by inducing turnover in customer parking usage, a 2 hour free parking policy can be an initial policy for those parking spaces directly fronting onto shops. Other parking spaces around the square can be designated as longer 4 hour zones for recreational or business visitors.

All of these time limits should be periodically adjusted, or other parking control approaches considered (such as metering) upon periodic review of performance (every 6 months is suggested). An optimal 85% average occupancy rate of curbside parking spaces should be the target for performance. These curbside parking spaces should not be used as all-day employee or shopkeeper parking.

8.3 Shoreline Parking

Please refer to the section entitled Bay's Edge in Chapter 6 Open Space/Landscape Matrix for parking within the 100 foot shoreline band.

8.4 Parking Guidelines:

1. Provide landscape development around the subterranean garages to visually screen as well as to establish contact between the ground plane and the building.

2. Take advantage of the maximum ratio of small car stalls to standard size car stalls.

3. Introduce planting in the on-grade lots in planting islands, massing where possible.

4. Provide parking for the disabled in accordance with State regulations.

5. Provide parking for bicycles.

6. Designate adequate parking spaces for public use within Sierra Point, at both the northern and southern public access focal points and at the northwest inner corner, providing public access to Fisherman's Pier. In concert with any land exchange to establish Sierra Point Park, a parking survey shall be undertaken to ensure that adequate public and marina parking is reserved along the easterly shoreband.

7. The amount and distribution of marina parking shall be adequate and consistent with industry standards, (.6 spaces/berth pursuant to the CA Dept of Boating and Waterways *2005 Layout and Design Guidelines for Marina Berthing* or as updated) as determined in consultation with the Brisbane harbormaster.

8. Encourage use of public parking within the Brisbane Marina.

9. Screen cars through use of planted earth berms, shrubs and walls.

10. Provide a minimum 15-foot strip of landscape along both sides of major entries as well as a median into the parking area.

11. Provide a minimum 15-foot strip of landscape along both sides of minor entries extending a minimum of 40 feet into the parking area.

12. Asphalt-extruded curbs and/or headers shall be used instead of concrete curbs and gutters to accommodate the problem of differential settlement, except as determined otherwise by the Public Works Director.

13. Paving materials that can be easily replaced shall be used such as asphalt, modular pavers, and/or decomposed granite, except as determined otherwise by the Public Works Director.

14. At the Sierra Point Park square only: Curbside parking with parallel parking or 45 degree angled parking should be in accordance with City standards. Where appropriate, use sidewalk corner "bulb-outs" to define ends of blocks, contain segments of curbside parking, reduce crossing distances for pedestrians and increase their visibility to drivers, and provide additional locations for landscape and/or street furnishings. Where possible, differentiate paving of parking areas from travel lanes with change in paving material or color to visually narrow the street paving and further support pedestrian-friendly character. Where angled parking is provided, adjust the spacing and layout of street trees and street lights to avoid conflict with vehicle bumper overhangs at the curb while maintaining regular spacing. Where possible, use creative means of marking parking stalls (e.g. crossing nails, pavement color changes) to avoid resorting to conventional paint markings.

9.0 Design Elements

9.1 Design Elements

The unique character of Sierra Point and its associated design problems require special attention to details, many of which have been especially developed for this project. Many of these problems have been addressed in previous chapters; especially Chapter 6, Open Space/Landscape Matrix and Chapter 7, Building Design. This chapter addresses finer scale details of lighting, signage, plants and irrigation.

9.1.1 Pathways

Materials suggested for the pathways include asphalt, asphalt pavers, or concrete unit pavers, except as determined otherwise by the Public Works Director. Selection of the material would depend upon the context in which the pathway is placed. At intersections, interlocking concrete pavers should be used for strength and resilience to traffic as well as offering a treatment, which defines the path and ties it across the roadway. In most situations within Sierra Point, the pathway should be asphalt, a material allowing safety for bicyclists and the plasticity necessary to compensate for settlement, except where the Public Works Director determines that concrete shall be used instead.

All materials shall be compliant with the Americans with Disabilities Act and related codes.

9.1.2 Outdoor Lighting

Outdoor lighting should be chosen to fit the context of this development. Specific materials are encouraged, but variations can occur if necessary to insure compatibility with the design development. In addition, if the selected fixtures are maintained by Pacific Gas and Electric, they must be acceptable to their maintenance division.

Dark sky compliant, sharp cutoff fixtures shall be used to avoid casting illumination lighting above a horizontal line and contributing to the "light pollution" of the night-time sky. Decorative fixtures may cast small amounts of "glow" lighting above the horizontal for decorative purposes only.

Fixtures should be specified with high quality materials and hardware, resistant to marine corrosion such as bronze or stainless steel. Lenses should be made of borosilicate glass or acrylic; polycarbonates should not be used due to greater likelihood of rapid yellowing.

Where decorative plant and building uplighting is used, light sources shall be shielded and aimed to prevent spillover light and glare from affecting public streets and sidewalks, and adjacent residential windows. All uplights shall be on timers to shut off uplights nightly after 12:00 AM, or as designated by the Public Works Director.

Lighting must be adequate for night-time activity, with sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the property.

9.1.2.1 Lighting Guidelines

1. Generally, luminaires should be "dark sky" compliant, cutoff type fixtures, i.e., those that emit light downward and out, rather than upward and above the horizontal, in order to prevent light pollution. Decorative luminaires may cast small amounts of "glow" lighting above the horizontal for ornamental purposes only.

2. Fixtures should be specified with high quality materials and hardware resistant to marine corrosion, such as bronze or stainless steel.

3. Lenses should be made of borosilicate glass or acrylic; polycarbonates should not be used due to greater likelihood of rapid yellowing.

4. LED or high-pressure sodium lamps are recommended for parking lots and typical roadways. Along Sierra Point Parkway, around Sierra Point Park, and in the pedestrian areas - especially along the Bay edge - energy-efficient warm white (2900-3200 degrees Kelvin) lighting sources such as metal halide, induction, or LED lighting are recommended, with LED preferred.

5. The size of the fixture should be in proportion to the pole and arm to which it is attached.

6. The shape of the fixture should have simple, clean lines.

7. The fixtures should be compatible with the various styles of architecture.

8. A "boulevard scale" decorative streetlight fixture and pole 30 feet in height is recommended for installation along Sierra Point Parkway to

Conceptual decorative boulevard light fixture and pole

strengthen its role as a boulevard "spine" for the district, and provide an entry sequence leading to Sierra Point Park. Use of these poles should extend along Sierra Point Parkway from its intersection with Highway 101 northbound on- and off-ramps on the west, to its eastern terminus. See discussion under preceding "Sierra Point Parkway - Gateway" section, and illustrations beginning on page 48.

9. Typical street lighting standards should be 30 feet in height, tapered round steel, and painted black in color.

10. A pedestrian-height (12'-15' height at light source) post-top type decorative streetlight fixture and pole should be installed in and around the perimeter of the square on both sides of abutting streets. The style of these fixtures and poles should be the same as, or related to those of the boulevard streetlight luminaire and pole. Linear spacing of these poles should be approximately 50 feet on center. These poles may be equipped with duplex power outlets with lockable covers for holiday lighting or special events power.

11. Light standards in parking lots should be 16-30 feet in height and consistent throughout the entire Office Park. Poles should be square, painted brown or black in surface parking areas, and white in parking structures.

12. Pathway lighting can vary from simple step lights, bollard lighting, and pathway standards to a maximum height of 15 feet.

13. Appropriate lights such as up-lighting should be incorporated to accent planting and other landscape or architectural features. Their beams should be shielded and located to avoid casting glare or creating a safety hazard to passing pedestrians. Uplighting should be operated on timers to turn off nightly after 12:00 AM or time as designated by the Public Works Director.

Conceptual decorative pedestrian-scale light fixture and pole

9.1.3 Signage

Signage shall be consistent with the sign programs adopted by the City of Brisbane for Sierra Point.

9.1.4 Plants

In open landscaped areas, trees should shall be planted in groves and on mounds to alleviate problems of poor soils and wind. In areas of urban treatment such as the Sierra Point square, where trees are to be installed in sidewalk tree wells, "structural soils" with proper subsoil conditions shall be installed in enlarged planting pits below paving to ensure sustained growth; towards this end, the services of a licensed landscape architect and/or arborist experienced in the detailing and specification of structural soils shall be retained.

All plants shall be placed to maintain view corridors of the Bay.

The following sections address issues specific to the geographic areas on Sierra Point:

- Bayfront Plants
- Non-Bayfront Plants – Private Areas
- Non-Bayfront Plants – Public Areas

9.1.4.1 Bayfront Plants

Following BCDC's recommendations, native plant species will be utilized from the Bayfront path to the shoreline, with a transition zone from the Bayfront path to the 100-foot shoreline band boundary. Refer to "Shoreline Plants: A Landscape Guide for the San Francisco Bay Area" (2007 or latest version) (The BCDC website is http://www.bcdc.ca.gov/).

9.1.4.2 Non-Bayfront Plants – Private Areas

Major concerns in the selection of plant material include the adaptability of plants to the Bayfront wind and fog conditions, the tolerance of the plants for the poor soils, and drainage associated with landfill sites. All plant materials must be non-invasive; and plants with low water and with low maintenance demands are preferred.

A plant list has been compiled, for recommended use inland from the 100-foot shoreline band (see page

101). Emphasis has been placed on plant materials which have done well in similar conditions around the Bay. This plant list is meant to be representative rather than all-inclusive. Depending on the conditions and desired landscape effect, additional plant materials - especially "native" materials - may also be considered.

For any plant to survive, adequate soil depths must be provided over landfill to act as a buffer between plant roots and refuse. Turf and ground-cover areas require a minimum depth of 2 feet of soil on top of the sealant layer. Shrub and tree areas should have a minimum depth of 3 feet of soil. Tree and shrub rooting requirements will need to be carefully considered and additional soil thickness may be required for certain plants.

9.1.4.3 Non-Bayfront Plants - Public Areas

Plantings in public areas are addressed in Chapter 6.0 Open Space/Landscape Matrix. Also, to the degree that the plants contribute to the design aesthetic of the place, the plant list provided may also be used as a reference for plant selections in public areas.

9.1.5 Irrigation

Within Sierra Point, irrigation systems should be designed to recognize the problems of settlement associated with landfill sites. Plastic pipes, which are relatively flexible and non-corroding are recommended. Flexible fittings, such as 'accordion-type' couplings, can be utilized to compensate for movement. Irrigation pipes should be laid in trenches that are backfilled with sand or gravel and covered with a soil layer.

Where irrigation is required, low volume systems shall be used. The use of a drip irrigation system is recommended for shrub and tree areas. The problems of wind and soil dehydration associated with coastal conditions are reduced by an emitter system. The deep watering provided by this type of system encourages proper root growth and can help leach toxic salts from the soil. Also, new and replacement irrigated landscapes over 1,000 sq ft will be subject to the Water Conservation in Landscaping ordinance, BMC Chapter 15.70.

Sierra Point
Design Guidelines Plant List

2001 List	Botanical Name	Common Name	Type	CA Native[A]
*	Aesculus californica	California Buckeye	T	*
*	Agonis flexluosa	Peppermint Tree	T	
	Albizia julibrissin	Silk Tree	T	
	Arbutus 'Marina'	NCN	T	
	Arbutus menziesii	Madrone	T	*
	Brahea spp.	Palms	T	*
	Calocedrus decurrens	Incense Cedar	T	*
*	Ceratonia siliqua	Carob Tree	T	
	Chilopsis linearis & cvs.	Desert Willow	T	*
	Cordyline australis	Dracaena Palm	T	
	Cupressus forbesii	Tecate Cypress	T	*
	Cycas revoluta	Sago Palm	T	
	Fraxinus dipetala	Flowering Ash	T	*
	Koelreuteria bipinnata	Chinese Flame Tree	T	
*	Koelreuteria paniculata	Goldenrain tree	T	
*	Liquidambar styraciflua	Sweet Gum	T	
	Lyonothamnus floribundus ssp. aspleniifolius	Santa Cruz Island Ironwood	T	*
*	Malus baccata mandschurica	Siberian Crabapple	T	
*	Melaleuca armillaris	Drooping Melaleuca	T	
*	Melaleuca leucadendron	Cajuput	T	
*	Melaleuca nesophilia	Pink Melaleuca	T	
*	Melaleuca stypheliodes	Black Tea Tree	T	
*	Meterosideros excelsus	New Zealand Christmas Tree	T	
	Olea europaea, cvs.	Olive	T	
	Ornithostaphylos oppositifolia	Palo Blanco	T	*
	Phoenix canariensis	Canary Island Date Palm	T	*
	Phoenix dactylifera	Date Palm	T	
*	Pinus canariensis	Canary Island Pine	T	*
*	Pinus eldarica	Mondell Pine	T	
*	Pinus muricata	Bishop Pine	T	*
*	Pinus pinea	Italian Stone Pine	T	
*	Populus nigra 'Italica'	Lombardy Poplar	T	
	Prunus ilicifolia	Hollyleaf Cherry	T	*
	Quercus spp.	Oak	T	*
	Sequoia sempervirens	Coast Redwood	T	*
	Syagrus romanzoffianum	Queen Palm	T	
	Thuja plicata	Western Red Cedar	T	*
*	Ulmus parvifolia	Chinese Elm	T	
*	Ulmus pumila	Siberian Elm	T	
	Umbellularia californica	California Bay	T	*
*	Washingtonia filifera	California Fan Palm	T	*
*	Washingtonia robusta	Mexican Fan Palm	T	
	Yucca spp. & cvs.	NCN	T	*
*	Abelia spp.	Abelia	S	
*	Agapanthus africanus	Lily of the Nile	S	
*	Arbutus unedo	Strawberry Tree	S	
*	Arctostaphylos spp.	Manzanita	S	*
	Artemesia sp. & cv.	California Sagebrush	S	*
	Atriplex lentiformis ssp. Breweris	Quail Bush	S	*

2001 List	Botanical Name	Common Name	Type	CA Native[A]
*	Baccharis spp. and cvs.	Coyote Brush	S	*
	Berberis spp. & cvs.	Barberry	S	*
*	Callistemon citrinus	Lemon Bottlebrush	S	
	Calycanthus occidentalis	Spice Bush	S	*
	Camelia sasanqua cvs.	Camelia	S	
	Carpenteria californica	Bush Anemone	S	*
*	Cassia spp. and cvs.	NCN	S	
	Ceanothus spp.	Ceanothus	S	*
	Cercis occidentalis	Western Redbud	S	*
	Cercocarpus betuloides	Mountain Mahogany	S	*
	Chaenomeles cvs.	Flowering Quince	S	
*	Cistus spp. And cvs.	Rockrose	S	
	Comarostaphylis diversifolia	Summer Holly	S	*
*	Coprosma spp. & cvs.	NCN	S	
	Coreopsis gogantea	Giant Coreopsis	S	*
	Cornus sericea	Redtwig Dogwood	S	*
	Correa ssp. and cvs.	Fuchsia	S	
	Dendromecon harfordii	Island Bush Poppy	S	*
*	Dodonea vicosa 'purpurea'	Hop Bush	S	
*	Escallonia 'Jubilee'	NCN	S	
*	Escallonia rubra	NCN	S	
*	Euonymus spp. and cvs.	NCN	S	
	Garrya elliptica	Coast Silk-Tassel	S	*
*	Griselinia littoralis	NCN	S	
*	Hakea spp.	NCN	S	
*	Hebe spp.	NCN	S	
	Hesperoyucca whipplei	Our Lord's Candle	S	
	Heteromeles arbutifolia	Toyon	S	*
	Holodiscus discolor	Ocean Spray	S	
*	Hypericum calycinum	Creeping St. John's-Wort	S	
*	Juniperus spp.	Juniper	S	
	Justica californica	Chuparosa	S	*
	Keckiella cordifolia	Heartleaf Keckiella	S	*
	Lavandula spp. & cvs.	Lavander	S	
	Lavatera assurgentiflora & cvs.	Malva Rose	S	*
	Lepechinia spp. & cvs.	Pitcher Sage	S	*
	Mahonia aquifolium	Oregon Grape	S	
*	Melaleuca spp.	various	S	
	Mimulus spp.	Monkeyflowers	S	*
*	Moraea iridiodes	African Iris	S	
*	Myoporum spp. & cvs.	NCN	S	
*	Myrica californica	Pacific Wax Myrtle	S	
	Myrtus communis & cvs.	Myrtle	S	
	Nandina domestica	Heavenly Bamboo	S	
	Osmanthus spp. & cvs.	various	S	
	Perityle incana	Guadalupe Island Rock Daisy	S	*
	Philadelphus lewisii	Western Mock Orange	S	*
*	Pittosporum crassitollum	NCN	S	
*	Raphiolepis indica	Pink India Hawthorne	S	
*	Rhamnus californica & cvs.	Coffeeberry	S	*
	Rhododendron spp. & cvs.	Rhododendron & Azalea	S	*
	Rhus integrifolia	Lemonade Berry	S	*
	Rhus ovata	Sugar Bush	S	*
	Ribes spp.	Currants & Gooseberries	S	*

2001 List	Botanical Name	Common Name	Type	CA Native[A]
	Rosa californica	California Wild Rose	S	*
*	Rosmarinus spp. & cvs	Rosemary	S	
	Salvia spp. & cvs.	Sage	S	*
	Sambucus mexicana	Western Elderberry	S	*
	Simmondsia chinensis	Jojoba	S	*
	Symphoricarpos mollis & cvs.	Creeping Snowberry	S	*
	Verbena lilacina	Lilac Verbena	S	*
*	Weigela 'Bristol Ruby'	NCN	S	
*	Xylosma congestum	Shiny Xylosma	S	
	Aristolochia californica	California Dutchman's Pipe	V	*
	Bougainvillea cvs.	NCN	V	
	Clematis lasiantha	Chaparral Clematis	V	*
*	Trachelospermum jasminoides	Star Jasmine	V	
	Vitus californica & cvs.	California Wild Grape	V	*
	Achillea millefolium	Yarrow	P	*
*	Achillea tomentosa	Wooly Yarrow	P	
*	Agapanthus 'Peter Pan'	Dwarf Agapanthus	P	
	Calochortus luteus	Golden Mariposa	P	
	Chlorogalum pomeridianum	Soap Plant	P	
	Dichelostemma capitatum	Bluedicks	P	
	Diplacus aurantiacus	Monkey Flower	P	
*	Drosanthemum floribundum	Rosea Ice Plant	P	
	Dudleya spp.	Dudleyas	P	*
	Epilobium canum	California Fucshia	P	*
	Erigeron glaucus cvs.	Seaside Daisy	P	*
	Eriogonum spp.	Buckwheat	P	*
	Eriophyllum nevinii 'Canyon Silver'	Canyon Silver Island Snowflake	P	*
	Eschscholzia californica	California Poppy	P	*
	Fragaria chiloensis	Beach Strawberry	P	*
*	Gazania	NCN	P	
	Heterotheca sessiliflora spp. Bolanderi 'San Bruno Mountain'	San Bruno Mountain Golden Aster	P	*
	Heuchera spp.	Coral Bells	P	*
	Iris spp.	Iris	P	*
*	Lampranthus spectabilis	Ice Plant	P	
	Lessingia filaginifolia 'Silver Carpet'	Silver Carpet California Aster	P	*
	Lewisia cotyledon	Cliff Maids	P	*
	Lupinus albifrons	Bush Lupine	P	
*	Osteospermum fruticosum	African Daisy	P	
	Penstemon spp. & cvs.	NCN	P	*
	Polypodium californicum	California Polypody	P	*
	Satureja douglasii	Yerba Buena	P	*
	Sidalcea malviflora	Checkerbloom	P	*
	Sisyrinchium bellum	Blue-eyed Grass	P	*
	Solidago californica	California Goldenrod	P	*
	Sphaeralcea ambigua	Apricot Mallow	P	*
	Tanacetum camphoratum	Dune Tansy	P	*
	Triteleia laxa	Ithuriel's Spear	P	
	Wyethia spp.	Mules Ears	P	*
	Dryopteris arguta	Coastal Wood Fern	F	*
	Polystichum munitum	Western Sword Fern	F	*
	Woodwardia fimbriata	Giant Chain Fern	F	*
	Bothriochloa barbinodis	Silver Beard Grass	G	*
	Bouteloua spp.	Grama Grasses	G	*

2001 List	Botanical Name	Common Name	Type	CA Native[A]
	Calamagrostis foliosa	Cape Mendocino Reedgrass	G	*
	Calamagrostis nutkuensis	Reed Grass	G	*
	Carex spp.	Sedges	G	*
	Danthonia californica	Wild Oat Grass	G	*
	Deschampsia caespitosa holiformis	Hair Grass	G	*
	Festuca californica	California Fescue & cvs.	G	*
	Festuca idahoensis	Fescue Bunchgrass	G	
	Juncus spp. & cvs.	Wire Grass	G	
	Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	G	
	Muhlenbergia rigens	Deer Grass	G	*
	Nasella lepida	Needlegrass	G	
	Nasella pulchra	Purple Needlegrass	G	*

Notes:
All Landscape plans are subject to City Review.
This document is provided as a guide and other plants may be considered.
All plant selections are to take into account site specific factors, especially design context, soil depth, soil type, wind, sun exposure and water needs.

Plant types and count:
T = Tree (43)
S = Shrub (69)
P = Perennial (34)
G = Grass or Grass-like (14)
V = Vine (5)
F = Fern (3)

NCN = No Common Name

CA Natives = Some plants are identified to the genus level and may include both native and non native species. For example Quercus spp. includes both native trees, such as Quercus agrifolia, a California native, and non natives such as Q. coccinea, an east coast native. Some of the California natives may not be known to be endemic to the Brisbane area.

2001 List = A asterisk (*) indicates the plant was previously included in the Design Guidelines (3/12/01) plant list.

Plants removed from 2001 list:
1. Alnus Rhombifolia (White Alder): High Water Demand
2. Casuarina cunninghamiana (River She Oak): Susceptible to branch breakage
3. Cupaniopsis anacardiodes (Carrot Wood): Brittle, potentially invasive and deep rooting
4. Eucalyptus (various): Issues vary by species, including invasiveness, litter, branch breakage, fire prone
5. Nyssa sylvatica (Sour Gum): Tap root and water loving
6. Pinus halepensis (Aleppo Pine): Die off from unknown causes. Maybe invasive.
7. Salix babylonica (Weeping Willow): High water demand
8. Nerium oleander (NCN): All parts are poisonous – not suitable in areas where children may play.

Resources:
Bay-Friendly Landscape Guidelines: Sustainable Practices for the Landscape Professional
California Native Plants for the Garden, by Carol Bornstein, David Fross, and Bart O'Brien, 2005
Shoreline Plants: A Landscape Guide for the San Francisco Bay Area, by BCDC, March 2007