



★
May 2017

parkside at brisbane village

ADMINISTRATIVE DRAFT PRECISE PLAN





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The Parkside Area is the heart of Brisbane.

Here residents frequent beloved community amenities like Community Park, the skate park and the basketball courts. The Parkside area links residents and visitors to San Bruno Mountain and the new community garden. During the week, City Hall and surrounding offices are busy with business activity, and that activity transitions to the recreation amenities and restaurants on weekends. Strategically located between the Crocker Industrial Park and Visitation Avenue, the Parkside Area provides a place that the business community also enjoys. Implementation of the Parkside at Brisbane Village Precise Plan will strengthen this core area and the city as a whole. With new housing, the Parkside Area will evolve into a complete neighborhood. Planned improvements will provide additional open areas and connections from one side of Brisbane to the other. This plan envisions the transformation of the retail hub at Old County Road and Bayshore Boulevard into a stronger and more vibrant center focused on experiential retail and dining.

Through all of these enhancements . . .

. . . the heart of Brisbane will beat stronger.



1
introduction



BRISBANE HARDW.

WELCOME TO BRISBANE
CITY OF THE STAR

STOP

1 introduction

BRISBANE IS A SMALL TOWN NESTLED IN THE “bowl” of San Bruno Mountain, where the land meets the San Francisco Bay. Brisbane residents treasure the city’s **natural setting, close-knit community character, and unique heritage**, and have proudly championed the community’s independent spirit for over a century.

Despite its many strengths as a community, residents and policy makers identified opportunities to be explored related to the town’s “gateway” area at the two main entrances to town at Old County Road and Valley Drive. The community expressed a desire for the redevelopment and beautification of vacant and underutilized sites, improved vehicular access to Central Brisbane, and improved pedestrian and bicycle connections between community amenities and residential neighborhoods.

In 2015, the City Council adopted a Housing Element that committed the city to accommodating 228 new housing units in this general area. The Housing Element is one chapter on the City’s General Plan and under State law is required to be updated on a regular basis. The Council initiated the Parkside at Brisbane Village Precise Plan



(also referred to as “the Parkside Plan”) process to build toward a strong future and holistically address the neighborhood’s many challenges and opportunities.

The Parkside at Brisbane Village Precise Plan sets development standards and Design Guidelines for new housing development in the form of a new Parkside overlay zone. The plan also establishes a bold vision for the potential redevelopment of the Brisbane Village Shopping Center and adjacent properties to activate and enliven the entry into town, and to create a greater diversity of shops and restaurants for locals and weekday business users. Priorities and standards for new pedestrian and bicycle amenities are also key components of this plan.

The Parkside Plan is the result of extensive community engagement, planning, and design efforts. It builds upon community desires and aspirations from residents, businesses, property owners, stakeholders, City staff, the Planning Commission, and the City Council.

1.1 PLAN VISION AND PURPOSE

The Parkside at Brisbane Village Precise Plan provides a set of long-term strategies, which are two-fold: (1) establish the City’s vision and design controls for future housing development in the Plan Area, and (2) establish a broad vision for commercial redevelopment of the commercial properties in the Plan Area. The Plan Area is outlined in “Figure 1. Brisbane Context” on page 5 and detailed in “Figure 3. Parkside Plan Area” on page 7. The Parkside Plan will guide future residential development and encourage private investment in vacant and underutilized parcels in the Plan Area. The Parkside

Area will be an even more vibrant and connected core for the City of Brisbane as the plan is implemented. This community-driven plan articulates a **vision for a neighborhood that incorporates housing, updated retail, recreation areas, and an improved circulation system designed to benefit all users.** The housing will be integrated into existing development and well buffered from industrial uses. Shopping and services will be accessible to the community, as well as people traveling by on Bayshore Boulevard. Recreation areas will include trails and greenways that connect community nodes, as well as open areas and landscaping. The circulation system will advance Brisbane’s movement toward a Complete Streets network and provide amenities for pedestrians, bicyclists, motorists, and people with different abilities.

The overarching goals of the Parkside Plan are to:

1. **Preserve Brisbane’s small town feel.**
New development will be built on a community scale and focused on improving the community at large through connections, open area, and services.
2. **Promote holistic community health.**
New development will support community health by providing opportunities for active transportation and recreation, supplying housing, and encouraging economic development and stability.
3. **Build connections between destinations for all modes of travel.**
Public and private development will provide strong connections between all parts of the Plan Area—as well as local and regional destinations—using a green network and complete streets approaches.

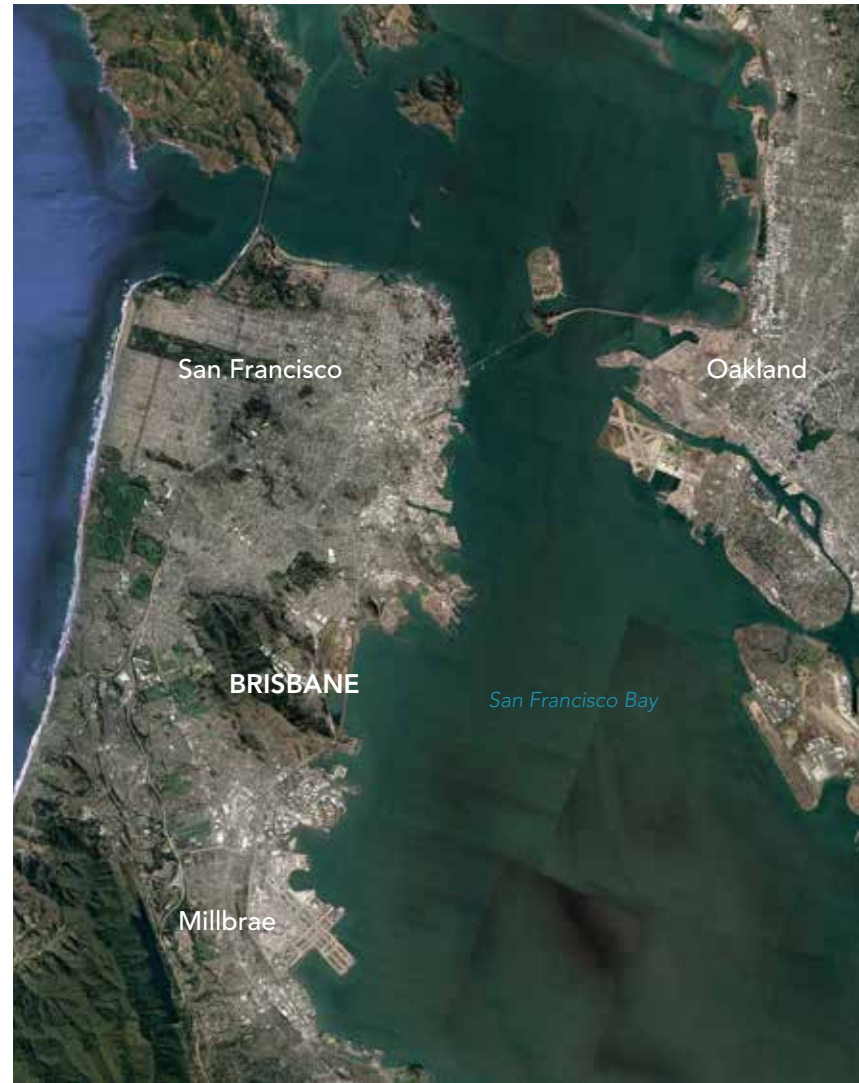






FIGURE 1. BRISBANE CONTEXT



FIGURE 2. PLAN AREA WITHIN BRISBANE

-  City Limits
-  Plan Area
-  Key Streets
-  Project Area



4. **Facilitate the development of a vibrant Parkside Area.**

The Parkside Area will see new residences, improved streetscapes and circulation, and refreshed retail businesses and services.

5. **Proactively plan for new residential development.**

This plan establishes an overlay zone, development regulations, and Design Guidelines to guide new residential development in the Plan Area.

6. **Foster a sustainable Brisbane.**

The Parkside Area will be a walkable and highly connected area of Brisbane featuring increased open area and a community garden, as well as efforts to reduce greenhouse gas emissions by supporting active transportation.

To implement the required Housing Element policies and create a holistic community vision for the entire Plan Area, the Parkside at Brisbane Village Precise Plan establishes a regulatory framework in the form of overlay zoning regulations and Design Guidelines that will guide future housing development in the Plan Area. The Plan also establishes a broad vision but does not provide zoning regulations for future redevelopment and revitalization of the Brisbane Village Shopping Center and adjacent underutilized and vacant properties. It will be up to private development interests to develop future plans to achieve the Plan’s vision for the commercial area, subject to standard City review procedures.

1.2 PLANNING CONTEXT

1.2.1 PARKSIDE PLAN AREA

The City of Brisbane is located in northern San Mateo County, between the City and County of San Francisco to the north, Daly City to the northwest, South San Francisco to the southeast, and unincorporated San Mateo County to the south and west, as seen in “Figure 2. Plan Area Within Brisbane” on page 5. As of the 2010 Census, the City had a population of 4,282 residents, making it one of the smallest cities in San Mateo County and the greater Bay Area. Brisbane’s natural setting at the foot of San Bruno Mountain, with views of San Francisco Bay, and its proximity to major Bay Area job centers make it an attractive location to live and work.

Although first subdivided in the early 1900s, the pace of development in Brisbane was slow until retail uses began to thrive along Visitacion Avenue in the 1930s, in turn spurring home construction in Central Brisbane. The City incorporated in 1961 in response to a strong desire to protect community character and maintain local control over services and land use, proposed urban renewal, and the continued existence of Brisbane in its historic form.

The Parkside Plan Area encompasses properties within Central Brisbane and the Crocker Industrial Park. Central Brisbane is the historical residential and commercial center of the City, developed in the “bowl” of San Bruno Mountain in the early 20th century. Crocker Industrial Park, located northwest of Central Brisbane, is a 355-acre garden-style business park developed in the 1960s and annexed to the City in 1983.

The 25-acre Plan Area comprises 14 properties developed with retail, public, and light industrial/warehouse uses. Vital community assets in the Plan Area include the City’s two primary entrances via Valley Drive and Old County Road, as well as the Brisbane Village Shopping Center, Community Park, Brisbane Skate Park, and public basketball courts.

1.2.2 PRECISE PLAN RELATIONSHIP TO RELATED PLANS AND REGULATIONS

This Parkside Plan is built on the foundation of many years of work by the Brisbane community and City leaders. The 1994 General Plan, the 2015-2023 Housing Element, and the Brisbane Municipal Code Zoning and Subdivision regulations each guide and regulate development in the Plan Area, as detailed in Appendix B. Related Plans and Regulations. Development of the plan vision also relied on two studies related to the Plan Area: the 2005 “Brisbane is Awesome! Defining the Core Places in Downtown Brisbane” and the 2014 Urban Land Institute Technical Advisory Panel (ULI TAP) report on the Crocker Industrial Park. Each of these plans and reports is described in this section.

1994 General Plan

State planning law requires all jurisdictions in California to adopt a General Plan. A General Plan is a long-range planning document that acts as the foundation upon which all land use decisions are made, based on expressed community values. The General Plan is made up of a collection of “elements,” or chapters, that regulate different aspects of the City’s built and natural environments. The General Plan establishes land use designations for all land in the City and

FIGURE 3. PARKSIDE PLAN AREA



- Study Area Boundary
- Passenger and Freight Rail
- Buildings
- Parcels
- Parks/Open Space
- Water
- Trail



contains general policies applicable to these designations. The General Plan also contains policies specific to development in established geographic subareas.

Lands within the Parkside Area are designated by the 1994 General Plan as TC, Trade Commercial, NCRO, Neighborhood Commercial/Retail/Office, and PFP, Public Facilities and Parks. Existing General Plan subareas applicable to the Plan Area include Crocker Park and Central Brisbane.

2015-2023 Housing Element

The Housing Element establishes policies to accommodate the City's present and projected housing needs for people at all income levels. Every eight years, regional housing need projections are developed by the State Department of Housing and Community Development (HCD) in a process called the Regional Housing Need Allocation (RHNA). Regional government agencies then distribute the regional RHNA to each of their respective member cities and counties. The City's 2015-2023 Housing Element designates housing opportunity sites throughout the City to accommodate its RHNA of 293 housing units. In addition to identifying sites that were already zoned to allow housing development, Housing Element programs direct the City to adopt new zoning regulations for five sites at the edge of Crocker Industrial Park to allow residential and mixed-use development at densities sufficient to accommodate housing affordable to lower-income households.² The Parkside Plan implements the Housing Elements programs by establishing the regulatory framework and design guidelines that will apply to future development of these properties.

Parkside at Brisbane Village Precise Plan

This Plan is a Precise Plan, which is a planning implementation tool that allows site design and land use flexibility within a designated overlay zone, and establishes development standards and Design Guidelines affecting the properties within the overlay zone (*“Figure 5. Plan Area Land Uses” on page 19*).

The Parkside Plan also contains recommendations for landscaping and design improvements, and changes in land use for some of the non-residential properties in the Plan Area (See Chapter 4, Design Guidelines). These recommendations do not constitute zoning regulations. Owners of these properties will be responsible for applying for any necessary permit applications (including discretionary permits or building permits) to implement the plan's vision for those properties.

Additional detail regarding the implementation and applicability of this Plan are set forth in Chapter 3, Development Standards and Chapter 5, Administration.

Brisbane Municipal Code

The Brisbane Municipal Code (BMC) contains the City's ordinances and regulations adopted by the City Council.

Subdivision Regulations

The City's subdivision ordinance (Title 16 of the BMC) regulates the creation, consolidation, and elimination of lots to encourage orderly development of subdivided areas. The subdivision ordinance also establishes lot improvement requirements and dedication of land or in-lieu fees for parks and other community amenities to serve new development. The subdivision ordinance does not regulate land use,

zoning, or the design of specific projects. If no land is proposed to be subdivided, the City must determine if the property in its current configuration complies with the subdivision ordinance.

Zoning Regulations

The zoning ordinance (Title 17 of the BMC) implements the General Plan's land use policies by designating locations (“zones”) for specific types of land uses and physical standards for land development. Development standards include but are not limited to building height limits, maximum footprints of structures on a lot, required building setbacks from property lines, landscaping requirements, and restrictions on building mass. Zoning regulations may also contain performance standards that pertain to the operation of land uses within the district. Requirements for on-site parking based on land use type are established in Chapter 17.34 of the zoning ordinance. Exceptions to parking requirements are available for housing dedicated to seniors, disabled persons, or low-income households, subject to eligibility criteria established in the zoning ordinance.

Other Reports

Brisbane is Awesome!

In 2005, the City hired Project for Public Spaces (PPS) to conduct a placemaking exercise that revealed community interest in how the Parkside Area could be re-envisioned and redesigned to create active, dynamic spaces. PPS compiled the results in a report, “Brisbane is Awesome! Defining the Core Places in Downtown Brisbane.” The report proposed a suite of short-term, mid-range, and long-term improvements to the City's streets, parks, and other public gathering spaces, driven by the gathered community input.

ULI TAP Report: Crocker Industrial Park

In 2014, the City partnered with the San Francisco chapter of the Urban Land Institute to evaluate land uses and design issues at Crocker Industrial Park, and to provide professional findings and recommendations for reinventing this industrial district to allow it to thrive during economic ups and downs. The Technical Assistance Panel was made up of volunteer land use professionals from multiple fields who evaluate and provide unbiased professional recommendations on complex land use issues. The report's findings addressed both land use and circulation system changes. The report's stakeholder input and findings provided valuable data for the Parkside planning process.

1.2.3 LAND USE AND COMMUNITY DESIGN

The Parkside Plan Area contains a variety of land uses, including retail, light industrial, warehouse, office, and public facilities. This plan considers how to integrate housing development into this established land use pattern and minimize conflicts between land uses. This plan also examines how to better tie the Brisbane Village Shopping Center and adjacent properties to Central Brisbane through envisioned land use changes and design enhancements.

From a community design perspective, a lack of cohesive design in the Plan Area architecture creates disparate conditions. Many structures are internally facing and do not interface with the street. Brisbane Village has potential to be repositioned to face onto and incorporate access from Bayshore Boulevard, improving aesthetics and economic viability.

The Housing Element designates five properties in the Parkside Plan Area for new housing development.



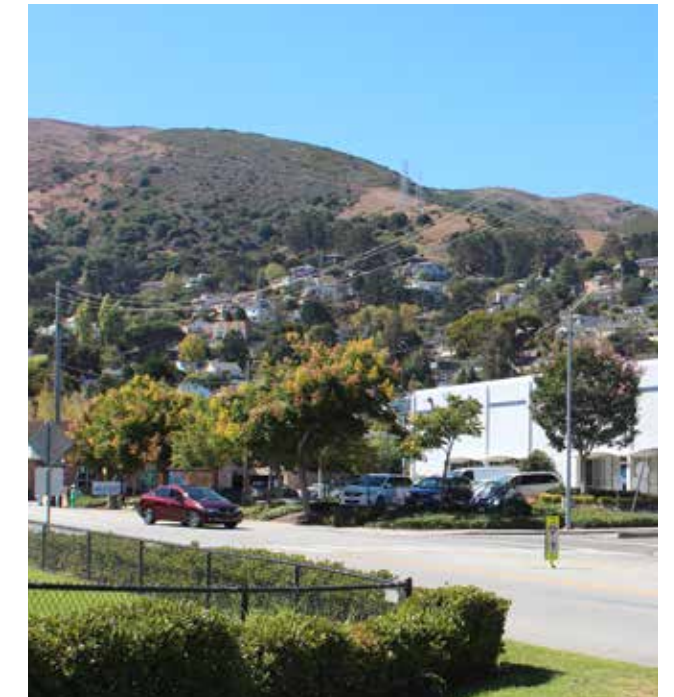
Quarry Road is an important pedestrian path on the eastern edge of the Plan Area that provides access to San Bruno Mountain.



The Brisbane Village Shopping Center is a Brisbane landmark, but it is poorly connected to nearby Bayshore Boulevard and could be reimagined as part of the implementation of this plan.



Community Park is a beloved and well-utilized asset in the Plan Area.



The Plan Area lies at the foot of San Bruno Mountain.



Community Park is a central feature of the Parkside Area.



Rebuilt in 2016, Brisbane's Skate Park is a key recreational amenity for the community.

1.2.4 PARKS AND RECREATION

The Plan Area contains a significant number of the City's parks and recreation facilities. However, a general lack of cohesion between parks and open area within the Plan Area and to the surrounding community merits attention. Wayfinding elements, pedestrian streetscape, and pathway improvements could help connect the network of open areas.

The community basketball courts on Park Lane are in good condition but could benefit from focused modifications and updates. Possible improvements range from simple landscaping and shading elements to more dramatic updates to the recreation equipment. The adjacent skate park was completely redesigned and rebuilt in 2016, and with ongoing maintenance will continue to be an attraction for skaters and riders all of ages. The Community Park and its structures are well-maintained and heavily used. There may be opportunities to incorporate additional play features that would appeal to a larger spectrum of ages and abilities, as well as bolster programming of this cherished community space.

The Plan Area also contains key connections to the Bay Trail and the Crocker Park Recreational Trail. The confluence of Old County Road and Bayshore Boulevard is a gateway for pedestrians and cyclists to connect to the Bay Trail, while the Crocker Park Recreational Trail may be accessed at two points from Park Lane. Pedestrian, bicycle, and vehicle access to these two trails is fragmented and could benefit from both connectivity and safety improvements.

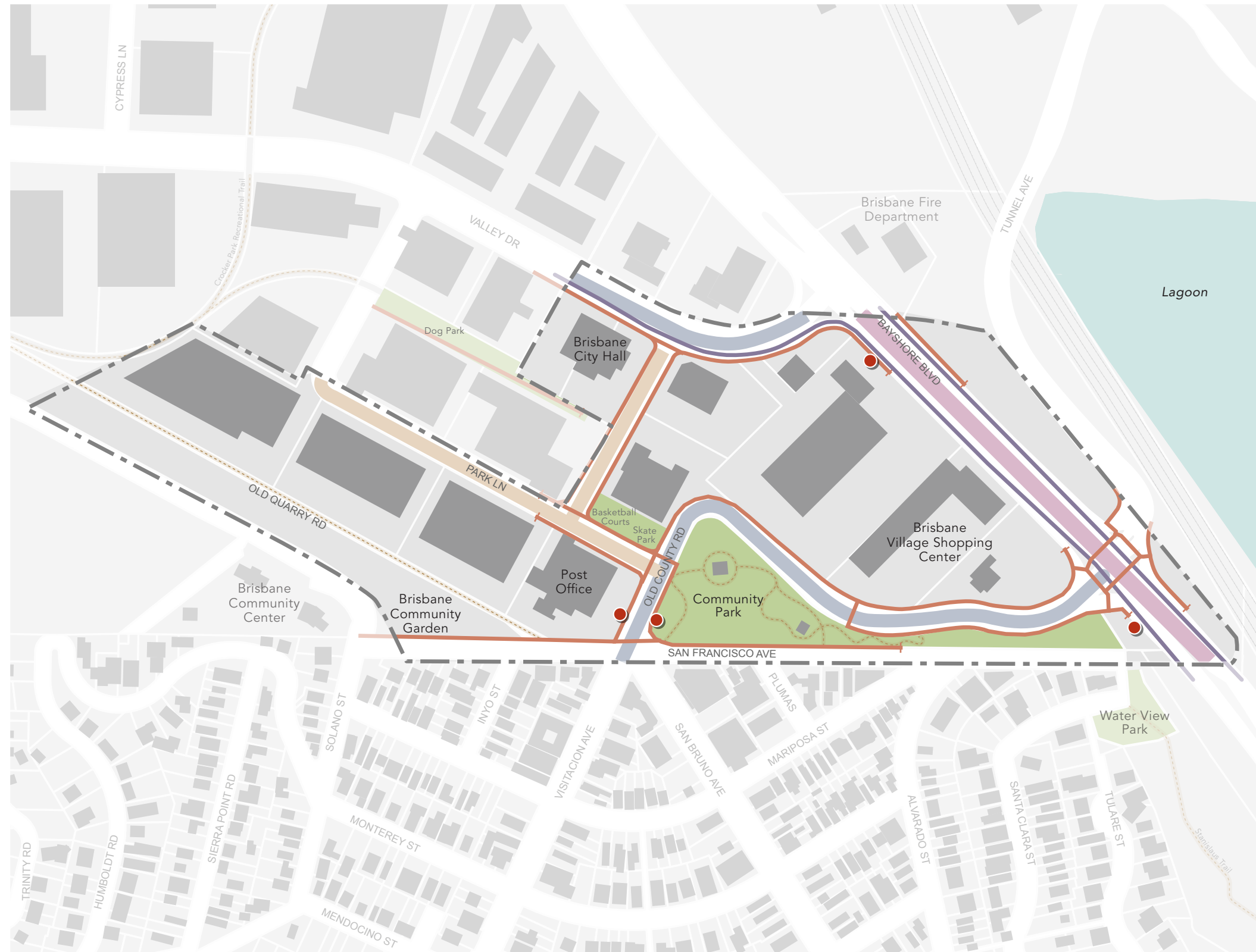
1.2.5 CIRCULATION

Providing complete pedestrian connections for proposed residential development along Park Place to the Community Park and other Central Brisbane areas is a critical component of the Parkside Plan. The Parkside Plan Area lacks many pedestrian amenities, including continuous sidewalks, street furniture, landscaping, and wayfinding elements, as shown in "Figure 4. Existing Circulation" on page 11. In some places sidewalks end abruptly, such as the sidewalk on the east side of Old County Road at Park Lane and the sidewalk on the north side of Park Lane at Park Place. Transit stops signs lack necessary information and functionality, contemporary structures, and furniture to provide comfort for riders.

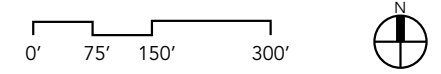
Safe and continuous pedestrian access to transit stops is also lacking. Despite some pedestrian crosswalks in key locations, many streets are primarily geared toward automobile travel, despite the pedestrian crosswalks that exist. While bicycle lanes are present in both directions along Bayshore Boulevard, sidewalks are intermittent.

The bicycle network throughout the Plan Area is fragmented. Significantly, no bicycle facilities exist along Old County Road, which is the most direct connection for bicyclists travelling between the Bayshore Boulevard and Baylands area and Central Brisbane. Old County Road has adequate right-of-way to accommodate improvements for pedestrians, bicycles, and parking. Park Place and Park Lane also lack bicycle facilities. A bicycle lane is provided on the south side of Valley Drive but not on the north side.

FIGURE 4. EXISTING CIRCULATION



- Building
- Parcel
- Parks/Open Space
- Water
- Passenger and Freight Rail
- Trail
- Study Area Boundary
- Arterial Street
- Connector Street
- Local Street
- Pedestrian Connection
- Pedestrian Path Termination
- Bike Path
- Bus Stop



1.2.6 ECONOMICS AND DEVELOPMENT

The Plan Area – particularly Brisbane Village Shopping Center – is an excellent location for capturing high volumes of passing traffic. However, it is constrained by poor access and visibility from Bayshore Boulevard. The configuration and appearance of Brisbane Village Shopping Center further inhibit the area’s ability to capture demand for retail.

The area’s one-mile trade area includes nearly 5,000 residents and 3,000 jobs, falling far short of typical retail and restaurant preferences for 12,000 to 18,000 residents in a market area. While Bayshore Boulevard provides high levels of passing traffic is it not enough to compensate for the small local population, and local residents and workers form the primary base of demand for local-serving retailers. Retail uses in the Plan Area and along the Visitacion Avenue commercial corridor serve the trade area’s limited demand. This includes a variety of independent restaurants, personal and professional services, and a small grocery and convenience store.

New housing in the Parkside Plan Area will bring new residents to the city’s core. While the increased population will likely lead to greater patronage of local-serving retail, entertainment, and dining establishments, the increase is not anticipated to be enough to attract large-scale commercial grocers and corporate retail businesses (e.g., drug stores) to Brisbane.

As of 2016, the light industrial, administrative office, and warehouse uses occupying the potential housing sites on Park Lane and Park

Place generated limited sales tax and business license fees for the City. Due to the infill location of the sites, the City would incur minimal costs related to housing development, as all utilities are currently present and the anticipated population growth would not generate demand for significant increases in police or fire services. The City could see increased revenues since residential development typically generates higher property tax revenues compared to low-intensity light industrial and commercial uses.

1.2.7 ROLE OF COMMUNITY HEALTH PLANNING

The Parkside Plan recognizes the critical link between the built environment and public health, which influences decisions regarding land use, transportation systems, economic development, and natural resources protection. The “healthy community” approach to planning and community development strives to increase people’s activity levels, offer access to healthy and fresh foods, reduce pollution, provide easily accessible health care, and reduce stress.

To incorporate healthy community planning principles into the Parkside Plan, the City of Brisbane partnered with Get Healthy San Mateo County (Get Healthy), a division of the San Mateo County Health System. Get Healthy’s team of community health planners works to promote places and policies that advance health equity. Since health begins in the community where people live, learn, work, and play, Get Healthy focuses on creating neighborhood and community conditions that are accessible, affordable, stable, diverse, safe, and equitable, and that allow all people to reach their full potential for health and well-being.

Policies and recommendations focus on the following components of a healthy community:

- **Housing:** People who live in healthy, affordable housing live longer.
- **Economy:** People with higher incomes live longer.
- **Neighborhood Structure:** Make the healthy choice the easy choice.

1.2.8 PLANNING PROCESS AND COMMUNITY ENGAGEMENT

Extensive community engagement, adopted City policies, and technical analysis of current conditions have all informed development of the Parkside Plan. Community engagement opportunities and tools used throughout the planning process included stakeholder and focus group sessions, outdoor festival and event experiences, community-wide workshops, public meetings and hearings, press releases, online surveys and forums, comment cards, email updates and check-ins with the Planning Commission and City Council. Major engagement sessions included:

Day in the Park, October 3, 2015

The City of Brisbane and the consultant team partner MIG, Inc. kicked off community engagement by hosting a booth at the Day in the Park festival. Residents who visited the booth shared what they loved most about Brisbane and their hopes for the future of the Parkside Area, and signed up for email updates.

Parkside Plan Pop-Up Workshop #1, October 24, 2015

With the help of MIG and Planning, Public Works, Fire, Police, and administrative staff, the Parkside Pop-Up workshop was a fun and exciting community get-together. Held on Old County Road between the Brisbane Village Shopping Center and Park Lane, approximately 200 community members shared their thoughts on planning issues and their priorities for community health. Residents also tested out a temporary bicycle track, enjoyed food provided by a local taqueria, and were entertained by a magician.

Stakeholder Interviews, September - November 2015

MIG conducted in-depth conversations with a range of community members, including elected and appointed officials, business owners, and residents with specialized knowledge of the community's needs and concerns. Stakeholders shared what they valued most about living in Brisbane, citing its small-town character, feeling of safety, walkability, and recreational opportunities. Although each stakeholder had his or her own ideas on how to improve various aspects of the Plan Area, the interviews confirmed the need to plan proactively to ensure that any future changes in the Plan Area align with the broader community's desires and values.

Online Forum, October - December, 2015

Following the Pop-Up Workshop, each planning exercise was translated into an online forum and survey, which allowed community members to contribute their ideas and discuss planning issues outside of set workshop timeframes. The City unveiled a new module on its website called "Brisbane Town Hall" that allowed residents to register and respond to the questions and survey.

Community Workshop #2: Plan Building Blocks, February 1, 2016

Building from the public input received from all previous community outreach efforts, and completed technical studies, this interactive workshop invited attendees to answer questions in real time about their preferences for land use and building types, design considerations, circulation preferences, recreational opportunities, and more. Using keypad polling, answers to prompts were displayed in real time during the presentation, helping to spur follow-up questions and broader discussion among attendees. Approximately 30 people attended Workshop #2.

Building Blocks Survey, February-March, 2016

A follow-up survey was distributed in the monthly Brisbane STAR (mailed to every household) and available online to get additional feedback on the instant polling results from Workshop #2. The City received 30 completed survey responses.

City Council Check-Ins, June and September, 2016

The City Council had study sessions in June and September 2016 to receive an update on the planning process, review progress towards a preferred scenario, and hear a synopsis of feedback to the Precise Plan Building Blocks Input (from Community Workshop #2 and follow-up survey). Community members attending the meetings took the opportunity to share their feedback with the City Council. The City Council provided direction for the land uses and general design standards for the preferred scenario.



Community members provided input into the plan through a range of methods.

1.3 PLAN ORGANIZATION

Chapters 1 and 2 of the Parkside Plan set the stage for the future by describing the community-informed vision and goals for the Plan Area. Chapters 3 through 6 contain the specific development standards and Design Guidelines to be used to create the transformed Parkside Area envisioned by the community.

2. Land Use and Community Design Frameworks

Chapter 2 presents the foundation for implementing the community's vision in the Parkside Area. This includes the Land Use Framework, which defines the areas of change in the Plan Area, and the Community Design Framework, which articulates key design concepts.

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14



3. Development Standards

Chapter 3 provides the specific regulatory framework for future residential development within the Parkside Plan Area, including development and design standards. This chapter defines two new housing overlay zones (PAOZ-1 and PAOZ-2) to transform the area into vibrant neighborhood with an active pedestrian environment. It also describes the type, location, and intensity of specific land uses allowed within those overlay zones, including requirements for building design, landscaping and open areas, circulation and mobility, and stormwater management. The residential development standards tailor and shape building form to add vibrancy to the entire Parkside Area. The development standards will be used when designing new development, renovations, and building additions. Development standards are applicable to residential development in the established overlay zones.

4. Design Guidelines

Chapter 4 establishes the physical guidelines for the physical form of residential and commercial development to ensure excellence in design and consistency with community objectives in both the public and private realms in the Parkside Area.

5. Administration

Chapter 5 provides an overview of how the Parkside Plan will be administered by the City of Brisbane. It addresses how the Parkside Plan's regulatory framework will be implemented, in the form of zoning text amendments, and how the Design Guidelines for housing development should be used by both applicants and the City. The chapter provides guidance for property owners on considering the recommendations for non-residential development in the Plan Area.

6. Appendices

The appendices include cited references, definitions, City policies, and supplemental reports that support the Parkside Plan's findings and recommendations.



2

land use and
design framework



CITY HALL

VALLEY DRIVE

STUDY AREA

BAYSHORE BOULEVARD

PARK TRAPE

RAIL ROAD

TUNNEL AVENUE

COMMUNITY PARK

OLD COUNTY ROAD

SAN FRANCISCO AVENUE

2 land use and design framework

THE LAND USE AND DESIGN FRAMEWORK

details how Brisbane's vision for a **vibrant, healthy and connected Parkside Area** will be realized.

2.1 LAND USE VISION

The Parkside Area includes two areas of change. The northwesterly portion of the Plan Area—along Park Place, Park Lane and northern Old County Road—will be transformed into a new residential neighborhood of low-rise multifamily buildings along Park Lane and townhomes along Park Lane and Park Place. “Figure 5. Plan Area Land Uses” on page 19 details proposed land use locations.

Parcels along Bayshore Boulevard are encouraged to be consolidated and redeveloped into an easily accessible retail and business center with community serving and destination uses such as a grocery store, boutique hotel, and brew pub space, in addition to other retail and commercial businesses.

No changes are suggested for City Hall, Community Park, and City-owned properties east of Bayshore Boulevard under this plan.

2.2 ECONOMIC DEVELOPMENT

To support the land use approach, this plan outlines the community’s vision for economic development through both residential and commercial development and redevelopment. The residential development envisioned in the western half of the Parkside Area will enhance property values and bring additional customers to existing and new businesses, thereby enhancing the City’s tax base.

Redevelopment of the commercial area in the eastern half of the Plan Area would represent a major shift and improvement to Brisbane’s commercial core. Ample space would accommodate existing businesses as well as potential anchor tenants like a grocery store, brewery, and boutique hotel. Importantly, the envisioned design of the commercial properties in the Plan Area would maintain a community-facing entrance to the development on Old County Road while opening the site up to passers-by along Bayshore Boulevard. Achieving this vision is dependent on market demand for the development outlined in this plan.

2.3 COMMUNITY DESIGN

Integrated, well-designed private and public realms are critical to helping achieve the land use and economic development vision. Exterior architectural features and building placement on a site are critical in defining the character of a place, including how the area relates to and functions within the larger Brisbane community. The character of landscape plantings, lighting, street furniture, and other streetscape components helps to shape perceptions and can serve to draw people into a place.

The following overarching objectives guide the long-term building design and architectural direction:

- Provide for an attractive and unique image for the community.
- Create a walkable, cohesive, and enduring built environment.
- Achieve high-quality design for development in the Parkside Area.
- Establish standards for site planning, building architecture, and building placement for consistent design to create a sense of place.
- Embrace green building techniques.
- Ensure that commercial architecture is welcoming and distinctive.
- Ensure project designs accommodates a variety of uses including residential, retail, hotel, and/or entertainment.

The Parkside Area will be pedestrian-scaled and richly detailed along its streets and pedestrian pathways. Streets will be calm, attractive, and accessible to pedestrians, bicyclists, and motorists.

The residential development to the west and commercial development to the east will be well-connected and easily accessible via street and path networks. Each of these community design considerations will reinforce Brisbane’s small-town feel, promote community health, and build connections among nodes of activity.

2.4 OPEN SPACE AND OPEN AREA CHARACTER

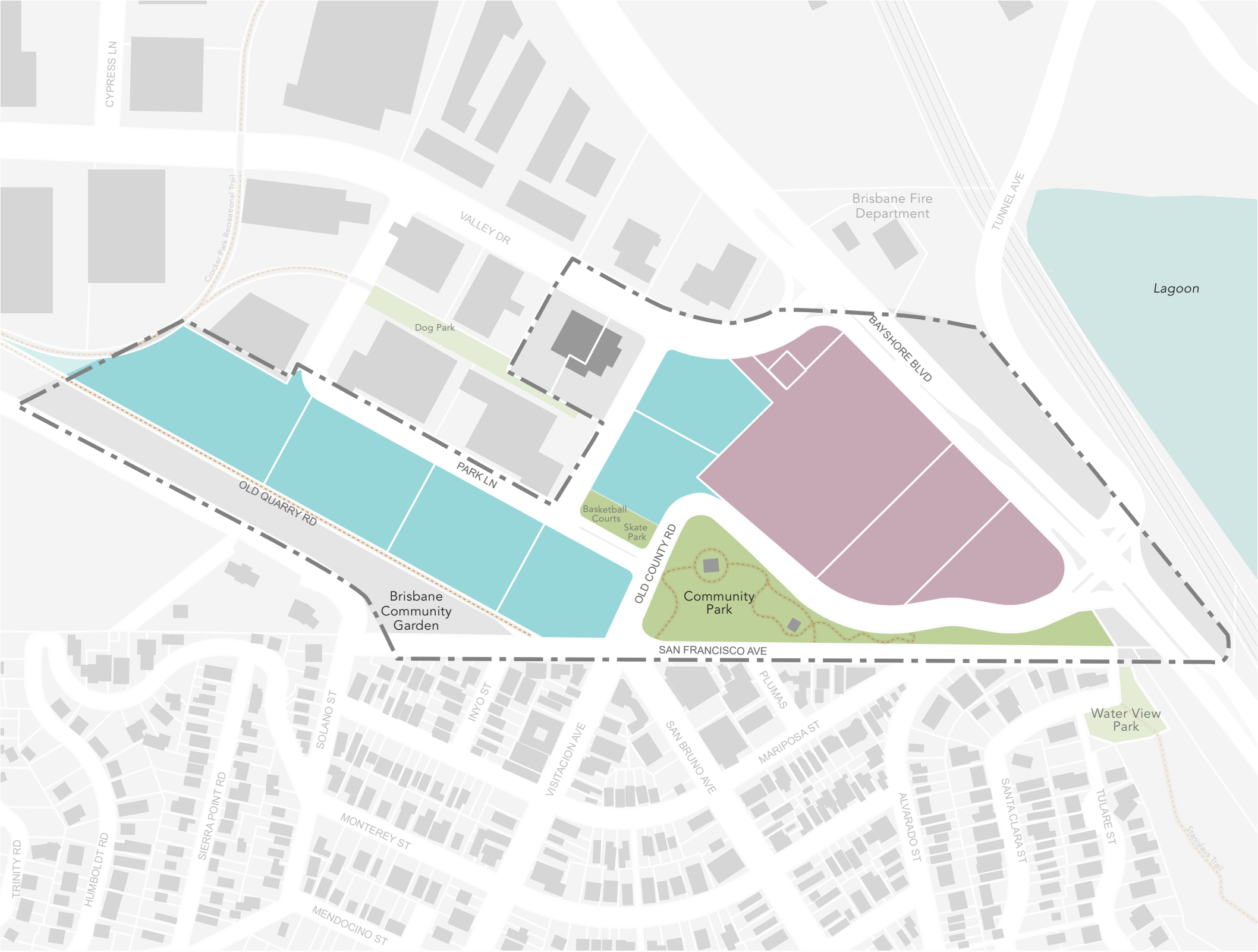
The Parkside Area will be characterized by its thoughtful integration of public open spaces and private open areas. Buildings will be buffered from the street and from one another by landscaping and recreational areas. The residential neighborhood will balance larger open areas with more intimate spaces. Townhomes are envisioned to have private yard areas for each unit, while multifamily buildings will be surrounded by attractive green buffers and feature central open areas. Most green spaces will be connected via pedestrian paths to the larger network of recreational and open space in Brisbane, including San Bruno Mountain, the Crocker Industrial Park Trail, Community Park, and the Bay Trail. A potential community garden adjacent to the multifamily development will foster interaction between residents of the new neighborhood and the greater community.

Commercial development will be attractively landscaped, provide buffers between roadways and development, and allow ample space for pedestrian circulation. Landscaping along Bayshore will be attractive while allowing for increased visibility of nearby businesses.

City-owned sites along Bayshore are important parts of the gateway into Brisbane and will be attractive and well-maintained, although they may not be actively programmed in the near term.

Landscaping in all open area areas will tie the Brisbane community to its larger natural surroundings through the use of native plants and those that benefit the local ecosystem.

FIGURE 5. PLAN AREA LAND USES





2.5 PLACEMAKING PRINCIPLES

With its prominent and strategic location, shaping the sense of place in the Parkside Area is important not only to the success of the plan but also to the community as a whole. A distinctive place is built through the design details of a particular site or location, as well as how the places are connected to one another. To foster strong placemaking and an overall sense of community pride, the Parkside Area will integrate the following components:

1. Interesting, thoughtful and detailed landscaping
2. Richly detailed buildings
3. Signage and wayfinding that direct people to their destinations
4. Creative elements that reflect the area's uniqueness
5. A strong system of circulation and mobility
6. Varied residential, commercial and recreational destinations

2.6 ACCESS AND MOBILITY

Brisbane is dedicated to encouraging community health, social connectivity, and economic development. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs, and the greater community context. Complete Streets are streets that allow “safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.”³

Complete Streets can accommodate expected traffic demand while also providing additional components to support travel by other modes. In addition, Complete Streets can contribute to the creation of vibrant public spaces by incorporating distinctive placemaking and programming elements. The principles of Complete Streets are an integral part of the Parkside Plan and work with land use policies to encourage economic development. Complete Streets and green network approaches are embedded in the Circulation Element of the General Plan.

A benefit to the Parkside Area is the fact that most major roads and paths in the city traverse the area. In addition to a Complete Streets network, the Parkside Plan envisions a network of pedestrian paths that link Park Lane and Old Quarry Road, City Hall and Community Park, and Bayshore Boulevard and Community Park.

2.7 SUSTAINABILITY AND RESOURCE EFFICIENCY

The General Plan's Community Character, Land Use, Conservation, and Open Space Elements contain policies that underscore sustainability as a core community value. Brisbane residents expect all land use and development decisions to reflect the highest possible level of environmental responsibility.

Guided by the community commitment to sustainability, the City adopted a Green Building Ordinance (BMC Chapter 15.80) that applies green building requirements to certain thresholds of new commercial or residential development. The City's 2015 Climate Action Plan (CAP) also contains policies to reduce the City's greenhouse gas (GHG)



emissions in compliance with the requirements of State Assembly Bill 32. Additionally, the Sustainability Framework for the Brisbane Baylands subarea outlines a holistic approach to development based on the One Planet Living framework.⁴

Consistent with the City’s overall sustainability goals and existing policies, the Parkside Plan promotes sustainability by providing a vision for a mix of land uses, walkable and bikeable streets and paths, and green building, infrastructure, and landscape design, as described in Chapter 3. Development Standards and Chapter 4. Design Guidelines.

Green Building

In 2017, the City adopted the 2016 California Building Code (CBC) by reference, including the State’s Green Building Code (CALGreen), with local amendments to achieve additional energy reduction. The CBC updates are intended to achieve zero net energy (ZNE) for all new residential construction by 2020 and ZNE by 2030 for new non-residential construction.

Green Infrastructure

The City of Brisbane is signatory to the San Francisco Bay Region Municipal Regional Stormwater Permit (MRP), which contains mandatory design requirements for new development and infrastructure to maximize stormwater treatment and retention. The 2016 MRP requires the City to prepare a Green Infrastructure Plan establishing low-impact development (LID) drainage design in public and private storm drain infrastructure, including streets, roads, storm drains, parking lots, structure roofs, and other storm drain infrastructure elements. Traditional (“gray”) storm drain infrastructure is a system where stormwater runoff flows directly into the storm drain and then the receiving waters. Green infrastructure is a more resilient, sustainable system that slows runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and uses bioretention and other green infrastructure practices to clean stormwater runoff.

All projects shall be required to comply with industry standard green infrastructure design, subject to determination by the City Engineer.

2.8 COMMUNITY BENEFITS

Community benefits represent a balance of community and property owner/developer needs and desires. Developers modify their projects to include benefits to the community beyond those required by the municipal code. The City then grants the developer the opportunity to design their project in a way that differs from standard requirements. Benefits to municipalities can include, but are not limited to, facilities such as: additional open space; guarantees on construction worker wages; additional affordable housing units; childcare facilities; community centers; or off-site improvements. Benefits to developers can include variations in: unit number or size; parking regulations; building height; or other design guidelines. The City of Brisbane may opt to consider community benefits subsequent to adoption of this Plan.

⁴ One Planet principles provide a holistic framework to help agencies and project teams examine sustainability challenges and develop appropriate solutions throughout project design and construction. The One Planet Living framework was developed by the Bioregional Development Group.

2.9 LAND USE AND URBAN DESIGN FRAMEWORK

The illustrative plan below outlines one potential future for the Parkside Area. Eventual development and change will be determined through both public and private investment as the plan is implemented. A residential neighborhood is envisioned along Park Lane, with a mix of two- and three-story housing. Lower-scale townhomes would be developed north of Community Park. The Brisbane Village Shopping Center could ultimately be redeveloped with a mix of community-serving retail, dining, a “brew hub”, a boutique hotel, and other uses. Attractively landscaped pathways and open spaces would connect throughout the Parkside Area and to the greater community.





3
development
standards



3 development standards

THE DEVELOPMENT STANDARDS IN THIS

chapter provide a framework for public and private improvements in the Parkside Area, from open area features and mobility elements to residential building architecture and site design. These components help leverage the Plan Area's strengths and pedestrian scale **to create a more unified and welcoming Parkside Area.**

The standards in the Parkside Plan are based on detailed baseline conditions analysis, City Council direction, and community input received during the plan preparation process. They also reflect community feedback received during various concurrent and past projects such as the Brisbane General Plan, 2015 Housing Element, and "Brisbane is Awesome!" report.

Public realm improvements, such as streetscape enhancements, will be implemented over time and may be carried out by the City of Brisbane as well as individual developers, in conjunction with private redevelopment. Private realm standards will help ensure overall design quality and character of private development to ensure that new projects complement the surrounding Brisbane environment.

What is the difference between Development Standards and Design Guidelines?

STANDARDS

Development Standards, as found in this chapter, are measurable criteria for building elements such as setbacks, step-backs, building heights, and residential density. Standards are prescriptive and quantitative and are applied to all properties consistently. Development standards are mandatory, and projects may only be approved if the proposed improvements are consistent with the development standards, unless otherwise allowed by a discretionary permit approved by the Planning Commission.

GUIDELINES

Design Guidelines (Chapter 4) are discretionary and qualitative. They serve as criteria for reviewing projects during the application and approval process. Design Guidelines address elements that cannot easily be measured or quantified, but are important aspects of the design and quality of a building or development. The design Guidelines contain recommendations on design aspects that are more open to interpretation such as texture, materials, style and overall design character. In certain circumstances, Design Guidelines are mandatory – these are indicated with clear terminology such as “shall” and “must”.

When used in conjunction, the development standards and Design Guidelines will shape future development to achieve the community’s vision of the Parkside Area.



3.1 USE OF THE PLAN

3.1.1 APPLICABILITY

The development standards in this chapter will apply to new residential development in properties within the PAOZ-1 and PAOZ-2 overlay zones, and streetscape improvements throughout the Plan Area. The overlay zones preserve the underlying TC-1 zoning of each property, enabling owners to elect whether to utilize properties in a manner consistent with the underlying zoning, or redevelop the property under the applicable overlay zone regulations.

Where a provision contained in this chapter does not discuss a specific condition or situation that arises, the provisions set forth in the BMC shall apply. In the event of a conflict between these provisions and the provisions of the BMC, the provisions set forth in the Parkside Plan shall govern.

Residential Development

The Parkside Plan establishes two Parkside Overlay Zones (PAOZ)—PAOZ-1 and PAOZ-2—covering the properties in the Plan Area designated for residential development. The density of new residential development in the Parkside Area, along with specific development standards such as setbacks and parking requirements, are regulated by the PAOZ overlay districts. These zones are diagrammed in “Figure 6. PAOZ-1 and PAOZ-2” on page 29.

Non-residential Development

The Parkside Plan does not change the land use and zoning district designations of properties in the Plan Area not identified for future housing development outside of the PAOZ-1 and PAOZ-2 overlay zones.

3.2 PURPOSE OF PARKSIDE OVERLAY ZONES

The following objectives guide all land use decisions related to future housing development within PAOZ Districts in the Plan Area.

- Acknowledge that land use within the Parkside Area itself is a primary placemaking tool and must be used to further the vision for the Parkside Plan.
- Shape the design and use of residential development by designating parcels for multifamily development and parcels for townhome development.
- Accommodate affordable housing as an integral and welcome part of the Parkside Area.
- Utilize the City’s inclusionary housing ordinance and density bonus program to provide housing units designed and dedicated for use by households with low, very-low, and extremely-low incomes and other households with special needs.
- Preserve Brisbane’s small, tight-knit community character, granularity, and pedestrian scale in new residential development in the Parkside Area.

3.2.1 PARKSIDE OVERLAY ZONES

Intent: The Parkside Overlay Zone- Clustered Housing (PAOZ-1) and Parkside Overlay Zone- Multi-Family Housing (PAOZ-2) are hereby established to regulate residential development within the Plan Area.

The parcels in each overlay zone are listed in “Table 3.2.1: Zoning Designations” on page 27.

Table 3.2.1: Zoning Designations

ZONE	PARCEL ADDRESS	PARCEL APN
PAOZ-1		
	260-280 Old County Road/ 71 Park Lane	005-202-210
	41-43 Park Place	005-202-160
	25 Park Place	005-212-100
PAOZ-2		
	145 Park Lane	005-190-100
	105-115 Park Lane	005-202-150
	91-99 Park Lane	005-202-200

3.2.2 PERMITTED USES

Intent: Establish permitted uses within the PAOZ-1 and PAOZ-2 overlay zones.

The permitted uses in each overlay zone are listed in “Table 3.2.2: Permitted Uses” on page 27.

Table 3.2.2: Permitted Uses

PAOZ-1	PAOZ-2	PERMITTED USES
X	Not permitted	Single-family dwellings
X	X	Multiple-family dwellings
X	X	Dwelling groups
X	X	Accessory structures
X	X	Home occupations, conducted in accordance with the regulations prescribed in Chapter 17.44 of the BMC
X	X	Small family day care homes

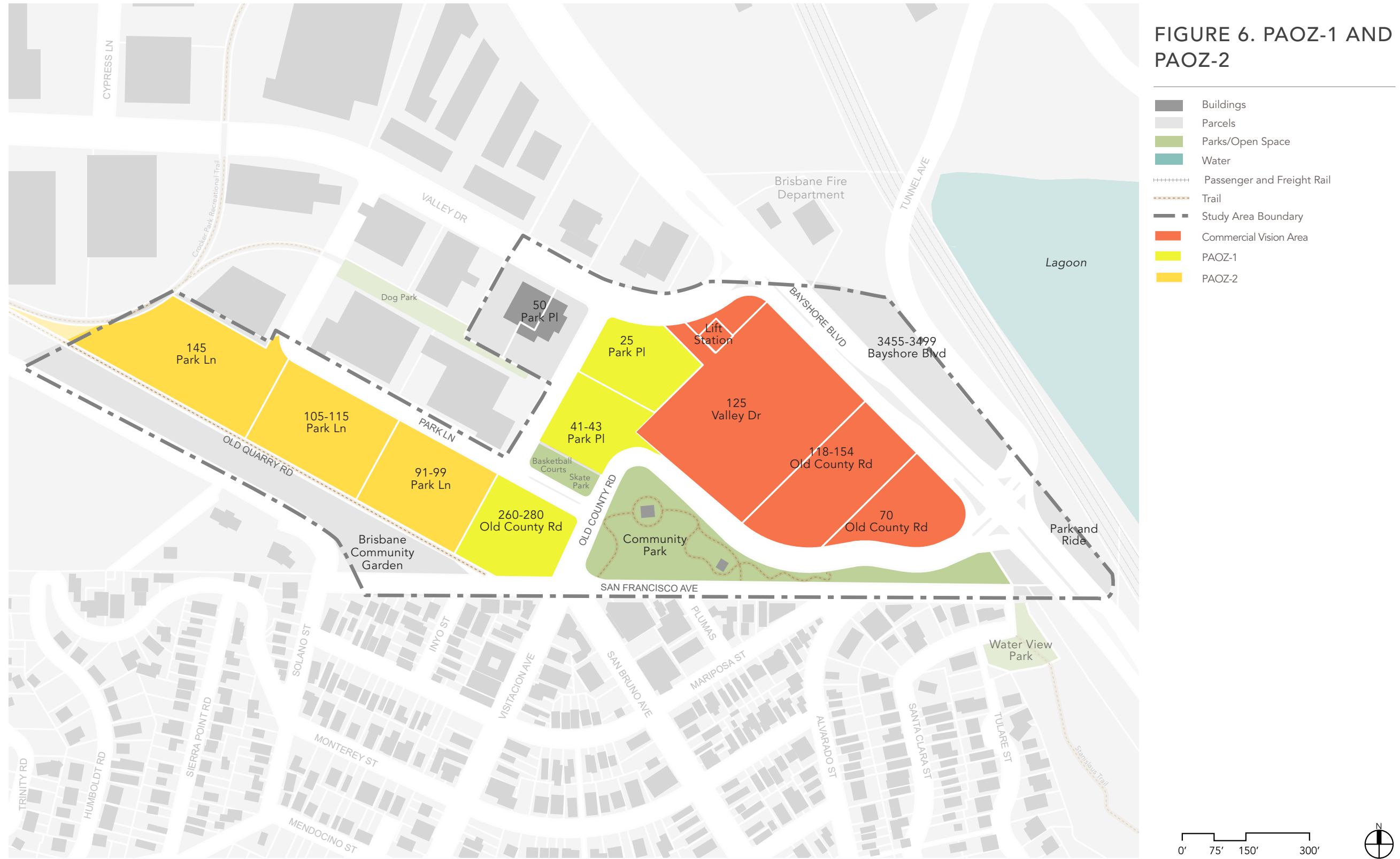
3.2.3 PARKSIDE OVERLAY ZONE DEVELOPMENT STANDARDS

Intent: This section addresses the development standards for the PAOZ-1 and PAOZ-2 overlay zones in the Parkside Area, as set forth in “Table 3.2.3 Parkside Overlay Zoning District Development Standards” on page 28. The standards for the TC-1 zones are set forth in BMC Chapter 17.19.

Table 3.2.3 Parkside Overlay Zoning District Development Standards

ZONING DISTRICT	MIN. DENSITY	MAX. DENSITY	SETBACKS	LOT COVERAGE	HEIGHT	LANDSCAPING
			BUILDING		BUILDINGS	ARCHITECTURAL PROJECTIONS
PAOZ-1	20 du/ac	n/a	Front: 5 ft. min., 15 ft. max. Side: 5 ft min., 10 ft. max Street Side: 10 ft. min. and max. Rear: 15 ft. min.	n/a	3 stories, 38 feet	Architectural features are allowed to project up to a maximum of 10 feet above the maximum allowed height, including chimneys, elevators, towers, turrets, eaves, skylights or roof windows, utilities, utility penthouses, and solar panels.
PAOZ-2	24 du/ac	28 du/ac	Front: 5 ft. min., 20 ft. max. Side: 5 ft min. side Street Side: 10 ft. min. and max. Rear: 15 ft. min. Exceptions: Refer to 3.4.1.C and 3.4.1.D	60% max.	3 stories, 40 Feet	Architectural features are allowed to project up to a maximum of 10 feet above the maximum allowed height, including chimneys, elevators, towers, turrets, eaves, skylights or roof windows, utilities, utility penthouses, and solar panels.

FIGURE 6. PAOZ-1 AND PAOZ-2





High quality design and finishes for buildings and landscapes shall be applied to benefit individual projects as well as their surroundings.



Building entrances shall be accented with architectural features and landscaping.

3.3 BUILDING DESIGN

This section articulates the requirements for residential building and site design.

3.3.1. ARCHITECTURAL CHARACTER

Intent: Ensure that buildings are engaging, well-integrated into the community, thoughtfully designed, and carefully constructed.

General Standards

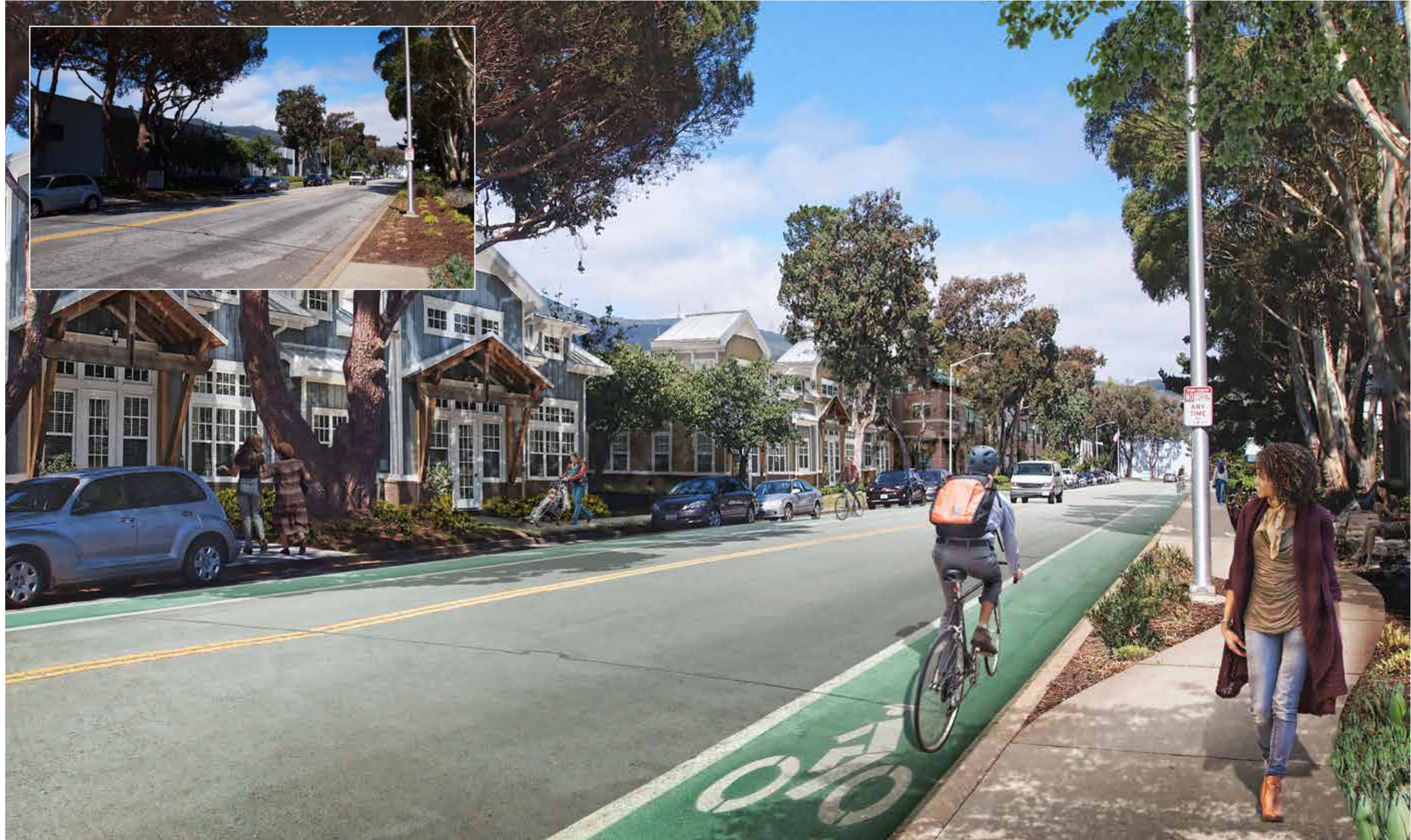
These standards shall apply to all new housing developments within the PAOZ-1 and PAOZ-2 overlay zones.

Building Design and Materials

- A. Highlight building entrances with distinctive vertical and horizontal elements, lighting, and accent materials.
- B. Develop porches at grade or with a raised foundation to transition into the building.
- C. Buildings shall be designed with high quality and consistent exterior finishes and materials.
- D. Buildings shall be designed with a cohesive and consistent architectural style.
- E. Buildings shall be designed in accordance with Building Code requirements to protect against external and internal noise.
- F. For residential projects where solid waste is collected and loaded in a location which serves five (5) or more living units, adequate, accessible and convenient areas for depositing,

collecting and loading recyclable materials in receptacles shall be provided to serve the needs of the area's living units.

- a. The area shall be located and fully enclosed so as to adequately protect neighboring uses from adverse impacts such as noise, odor, vectors, wind-blown litter or glare.
 - b. The area shall be designed to prevent storm water runoff to the area and runoff from the area, and roofs shall be designed to drain away from neighboring properties.
 - c. A sign clearly identifying all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to the area.
 - G. Utility structures, mechanical equipment, trash containers and rooftop equipment appurtenant to buildings shall be screened by either landscaping or fencing.
 - H. New buildings shall be designed to comply with the City's Green Building Code and CALGreen, including requirements for rooftop solar and "cool roof" design, as applicable.
- #### Building Articulation
- I. Front walls shall have offsets of a minimum of one (1) foot for every 25 feet of length ("Figure 7. Façade articulation diagram" on page 32).
 - J. Building facades shall incorporate details such as window trim, window recesses, cornices, changes in material, color, or other design elements in an integrated composition.



Before and after photo-simulation of potential residential development and streetscape improvements on Park Lane looking west, near the intersection with Park Place.



Figure 7. At least 40% of the planes of the exterior walls along public streets shall vary in depth and/or direction (see K at right).



Primary facades of buildings shall be oriented toward the street.

- K. At least 50% of the planes of the exterior walls along public streets shall vary in depth and/or direction through the use of cornices, recesses, bay windows, and overhangs (Figure 7 on page 32).
- L. Secondary facades must have an appropriate level of architectural refinement and detail consistent with primary facades.

Orientation

- M. Orient primary building facades and entrances toward the street (Figure 8 on page 32).
- N. Orient primary and secondary building facades and common active gathering spaces on the southeast sides of buildings to maximize natural sunlight, ventilation, and passive heating and cooling.
- O. Orient secondary facades onto shared and private open areas.
- P. Buildings shall not cast shadows greater than 14 feet deep on adjacent parcels to the east on Winter Solstice, December 21, at 1:30p.m. There is no requirement for shadows onto adjacent parcels to the west because shadows are negligible due to solar angle.

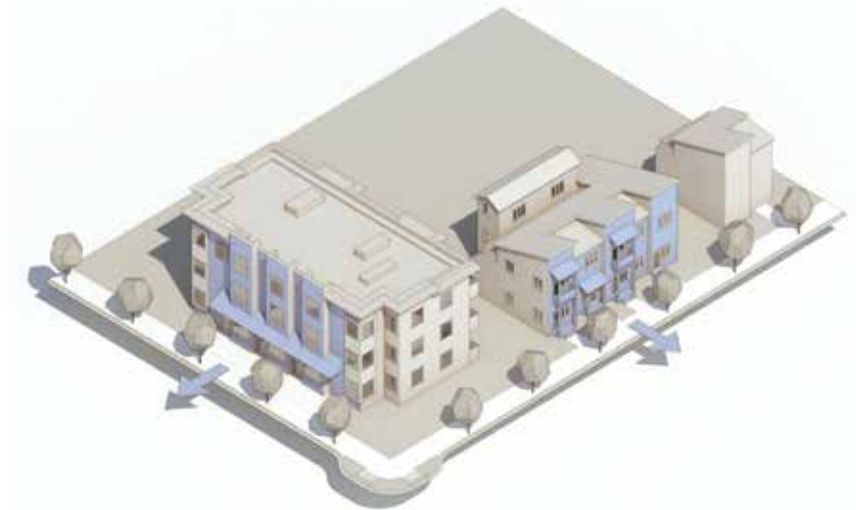


Figure 8. Orient primary building facades and entrances toward the street (see M at right).



Articulation in the wall planes of buildings will help create a sense of quality, detail and visual interest.

PAOZ-1 Standards

- A. In the PAOZ-1 District, garage doors must have an equivalent or greater setback as the predominant building wall on the relevant building side.
- B. In the PAOZ-1 District, garage entrances shall be oriented toward the interior of the site and shall not be located along Park Place or Old County Road.
- C. In the PAOZ-1 District, there shall be no more than eight (8) units per building.



Garage doors shall have an equivalent or greater setback as the predominant building wall.



Garages and parking areas shall be oriented toward the center of development sites.

PAOZ-2 Standards

- D. In the PAOZ-2 District, buildings shall break to ground level at least every 200 feet to allow view corridors through the site. Distance between buildings should be no less than 25 feet wide. These breaks can be designed as mid-block connections (Figure 9 on page 33)..

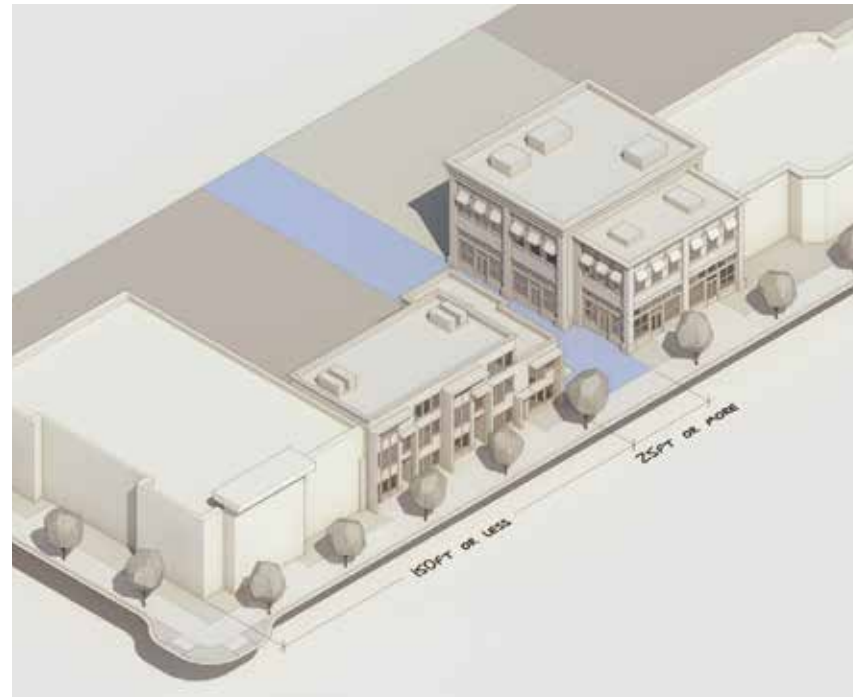


Figure 9. In the PAOZ-2 District, buildings shall break to ground level at least every 150 feet, and the distance between buildings should be no less than 25 feet wide (see D at left).



Paseos shall allow pedestrians to walk between buildings and serve as common open spaces.



Residential Development on Park Lane shall allow public access to Quarry Road.



Figure 10. Provide easy and safe multi-modal access to, from, and within new housing developments (see A, B and C at right).

3.4 SITE DESIGN AND ON-SITE PARKING

This section establishes requirements for site access from the public rights-of-way and off-street parking requirements for new residential uses. Parking requirements for uses not included within the Parkside Area Overlay Zones shall be as set forth in BMC Chapter 17.34.

3.4.1 INTERNAL AND EXTERNAL SITE ACCESS

Intent: Provide easy and safe multi-modal access to, from, and within new housing developments (Figure 10 on page 34).

General Standards

These standards shall apply to all new housing developments within the PAOZ-1 and PAOZ-2 overlay zones.

- A. Locate new curb cuts at least 20 feet from intersections or street turns of 90 degrees or more to allow for adequate queuing and visibility.
- B. Driveways shall provide a minimum five-foot-wide, level accessible path of travel across the driveway. (“Figure 10. Access Path Across Driveway” on page 34)
- C. All pedestrian footpaths within a residential project shall be at least five feet wide and clear of any obstructions.

PAOZ-1 Standards

- D. In the PAOZ-1 District, development at 43 Park Place shall include a publicly accessible bicycle and pedestrian path at least eight (8) feet wide linking Old County Road to City Hall,

subject to recordation of a non-exclusive access easement to allow public use of the path.

- E. In the PAOZ-1 District, direct vehicular access to units shall not be taken from Park Place or Old County Road.

PAOZ-2 Standards

- F. In the PAOZ-2 District, development at 260-280 Old County Road and 91-99 Park Lane must provide a publicly accessible bicycle and pedestrian path at least eight (8) feet wide between Park Lane and the terminus of Quarry Road at San Francisco Avenue, and record a non-exclusive access easement to allow public use of the path. These parcels may share the path if developed simultaneously. If the parcels are developed separately, the first parcel to be developed shall accommodate the path.
- G. In the PAOZ-2 District, vehicular access to parking areas shall be taken only from Park Lane.

3.4.2 OFF-STREET PARKING REQUIREMENTS

Intent: Establish minimum parking requirements adequate to accommodate the needs of residents within the Plan Area, but conservatively sized to encourage active transportation and reduce greenhouse gas emissions by automobile use.

3.4.2 Off-Street Parking Requirements

OVERLAY ZONE	PARKING REQUIREMENT	TANDEM?
PAOZ-1	2 spaces per unit, both of which shall be in garage* Refer to garage design requirements in BMC Chapter 17.34.	Allowed
PAOZ-2		
Studio and 1 Bedroom Units not more than 900 square feet in floor area	1 (covered or uncovered) space per unit	Not allowed
1 Bedroom Units more than 900 square feet in floor area and 2 Bedroom Units	1.5 (covered or uncovered) spaces per unit	Not allowed
3 Bedroom Units	2 (covered or uncovered) spaces per unit	Not allowed
BOTH PAOZ-1 & PAOZ-2	Additional guest parking spaces shall be provided for all residential developments of 5 or more units, at the rate of 1 parking space for every 5 units. Any accessible parking spaces required per BMC Section 17.34.040(D) shall count as guest parking spaces.	Not allowed

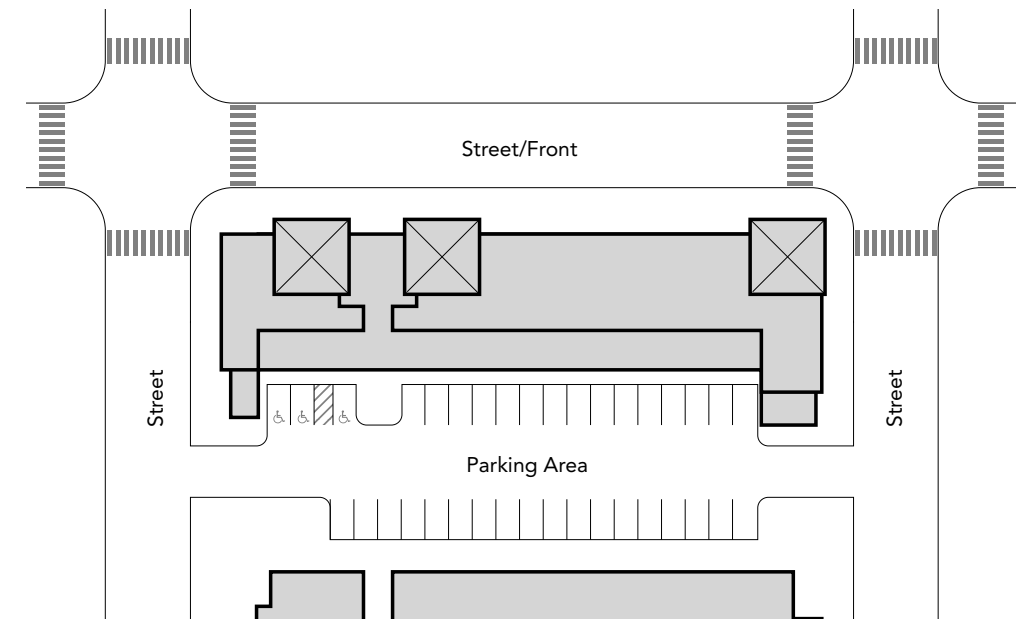


Figure 11. Parking Lot Accessibility
Parking shall be placed behind main structures and not along major street frontages.



Tandem parking (one car in front of another) is allowed in townhomes.



Parking lot dimensions and design shall comply with the design standards articulated in this chapter.

Table 3.4.3: Minimum Dimensional Requirements for Parking Spaces and Aisles

ANGLE	PARKING ROW DEPTH	DRIVE AISLE WIDTH		SPACE WIDTH	SPACE LENGTH
		ONE-WAY	TWO-WAY		
Parallel	8'	12'	20'	8'	20'
Perpendicular	18'	24'	24'	9'	18'
Tandem	36'	24'	24'	9'	36'



Alleys shall be attractively landscaped and pedestrian friendly.

3.4.3 PARKING LOT DESIGN

Intent: Create parking areas that are attractive and functional, integrated into overall site designs, and mitigate impacts on surrounding areas.

- A. Parking lots shall comply with the design standards established in Tables 2 and 3.
- B. Locate parking lots behind buildings and away from the street. (Figure 21)
- C. All off-street parking areas shall be separated at least six (6) feet from buildings to make room for sidewalks and landscaping between the building and the parking area, except at loading and unloading areas.
- D. Dead-end drive aisles must provide adequate area for cars to turn around.

3.4.4 SUSTAINABILITY AND AESTHETICS

Intent: Create attractive and low-impact paved parking areas.

- A. At least 20 percent of the parking lot area shall be planted to reduce the heat island effect. No more than 10 parking stalls in a row will be allowed without a landscaping element.
- B. Plant a minimum of one shade tree per 30 spaces in each parking lot.
- C. Screen parking lots using landscaping, fences, or architectural elements.
- D. Maximize runoff reduction from parking lots and recharge groundwater consistent with the requirements of the MRP.

3.4.5 ELECTRIC VEHICLE (EV) CHARGING

Intent: Promote and accommodate the use of electric vehicles by providing designated parking spaces and access to charging stations.

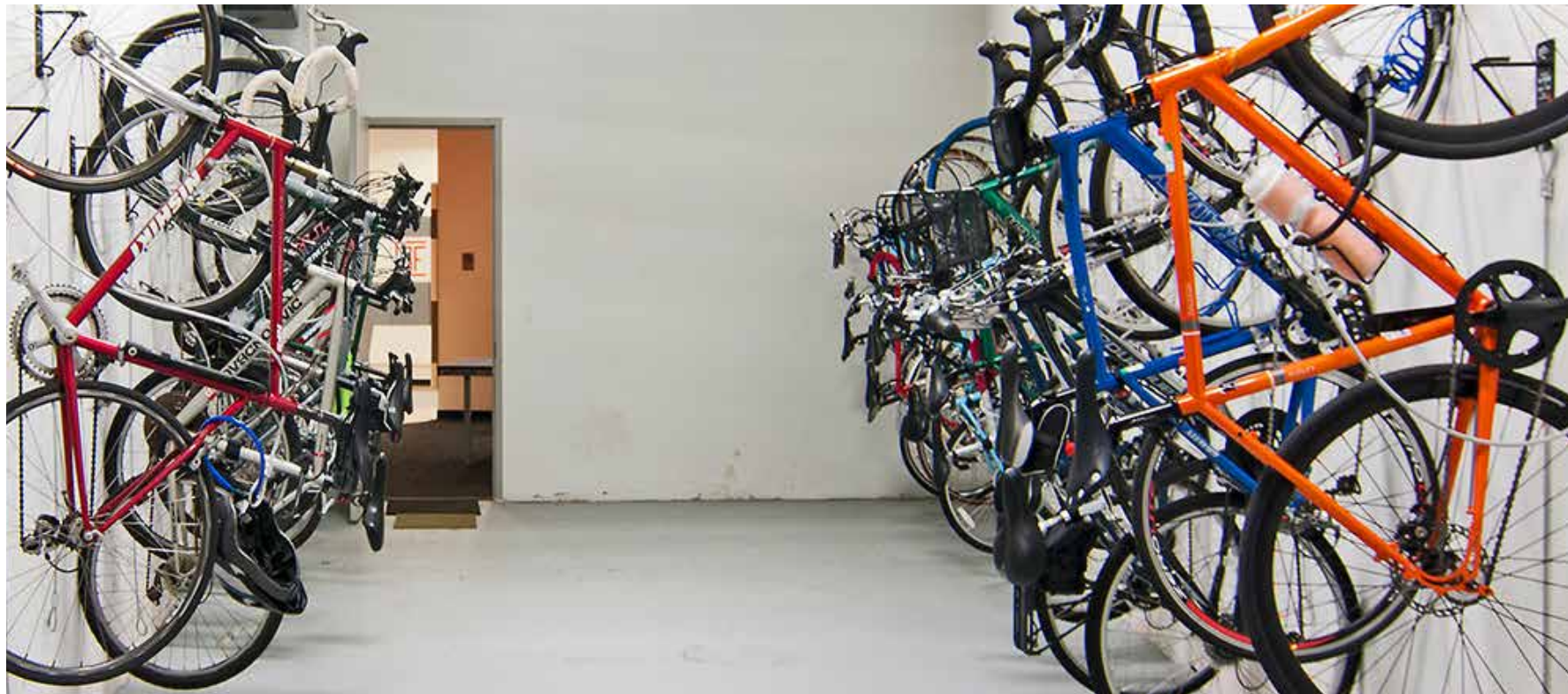
- A. EV charging stations and equipment shall be installed in all parking areas, including private garages, consistent with CALGreen requirements for new residential development, as may be amended.
- B. Place EV charging stations adjacent to building entrances.



Parking areas shall be aesthetically pleasing and well planted to naturally capture and clean stormwater runoff and reduce heat island effects.



Electric car charging stations shall be installed per CALGreen requirements.



3.4.6 BICYCLE PARKING

Intent: Encourage active transportation and community health by providing bicycle parking in each new housing development.

Table 4: Bicycle Parking Requirements

OVERLAY ZONE	BICYCLE PARKING REQUIREMENT
PAOZ-1	None
PAOZ-2	
Long-Term	1 long-term bicycle spaces/10 units
Short-Term	1 short-term bicycle space/20 units

- A. Long-term bicycle parking may be satisfied through use of bicycle lockers, bicycle rooms, or bicycle cages. Long-term bicycle parking spaces shall be a minimum of 18 inches wide.
- B. Locate bicycle racks near building entrances and at transit stops to ensure easy and convenient connections for cyclists.
- C. Utilize materials for the bicycle parking facilities that are harmonious with the contextual environment.
- D. Design bike racks to serve both aesthetic and functional purposes by seeking out sculptural or artistic bicycle racks to integrate into the bicycle network.



Short and long-term bicycle parking and storage requirements shall be satisfied through a range of methods.

3.5 LANDSCAPING AND PRIVATE OPEN AREA DESIGN

This section establishes standards for the design, construction, and maintenance of landscaping and private open areas in the Parkside Area Overlay Zones. Landscaping shall be a major component of site design to enhance the character of the Parkside Area and buffer the new residential uses from adjacent uses in the Crocker Industrial Park.

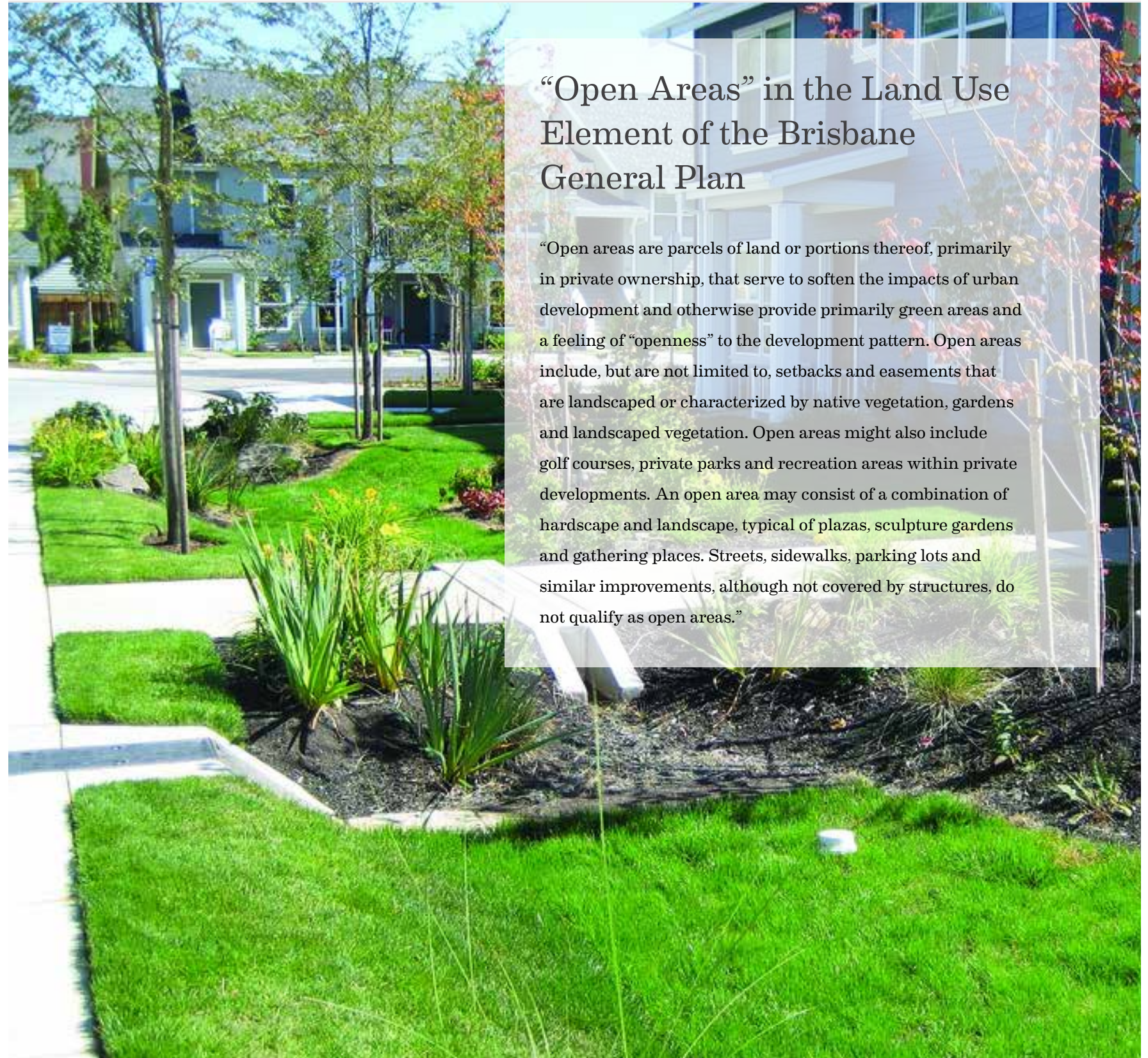
3.5.1 RESIDENTIAL OPEN AREA REQUIREMENTS

Intent: To define the requirements for private open areas and site landscaping, including areas to be landscaped and the role of landscape design and installation in the permitting process.

General Standards

These standards shall apply to all new housing developments within the PAOZ-1 and PAOZ-2 overlay zones.

- A. Minimum landscaping areas shall be provided consistent with the requirements of Table 3.2.3.
- B. Minimum open areas shall be provided consistent with Standard 3.5.1.F and 3.5.1.H.
- C. Minimum open area requirements shall not be satisfied through the utilization of parking areas, driveways, or service areas.
- D. Areas designed to accommodate stormwater retention or treatment may satisfy a portion of the requirement for open areas if additional amenities are provided near the space in a manner that provides for usability of the retention or treatment area.



“Open Areas” in the Land Use Element of the Brisbane General Plan

“Open areas are parcels of land or portions thereof, primarily in private ownership, that serve to soften the impacts of urban development and otherwise provide primarily green areas and a feeling of “openness” to the development pattern. Open areas include, but are not limited to, setbacks and easements that are landscaped or characterized by native vegetation, gardens and landscaped vegetation. Open areas might also include golf courses, private parks and recreation areas within private developments. An open area may consist of a combination of hardscape and landscape, typical of plazas, sculpture gardens and gathering places. Streets, sidewalks, parking lots and similar improvements, although not covered by structures, do not qualify as open areas.”



Development shall have shared open space areas.

- E. All shared or communal open areas shall be equipped with appropriate waste receptacles.

PAOZ-1 Standards

- F. In the PAOZ-1 District, at least 400 square feet of open area shall be provided for the dedicated use of each unit. The open area requirement may not be met by shared or communal open areas.
- G. In the PAOZ-1 District, limit fences or walls in front yards to three feet in height from the adjacent sidewalk, and fences and walls in side yards to six feet in height.

PAOZ-2 Standards

- H. In the PAOZ-2 District, at least 100 square feet of open area per residential unit shall be provided. The open area may be met through a combination of common or private open area provided on-site.
- I. In the PAOZ-2 District, required open areas shall be usable and shall support residents' passive and/or active use. The computation of open areas may include amenities and structures designed to enhance usability, such as swimming pools, fountains, planters, benches, and usable landscaping.
- J. In the PAOZ-2 District, communal rooftop gardens or decks may be used to satisfy the open area requirement.



Communal rooftop gardens or decks may be used to satisfy the open space requirement.

3.5.2 COMMUNITY SPACES

Intent: Ensure well-designed, fun, and safe community areas in the Parkside area.

- A. As part of redevelopment of 91-99 Park Lane, a minimum of 5,500 square feet of the property shall be provided in the site design for a community garden. A non-exclusive use and access easement shall be recorded to allow public use of the garden. The specific location of the community garden shall be subject to approval by the Community Development Director.
- B. Integrate internal trails and sidewalks into the existing pedestrian network in the Parkside Area.

3.5.3 ART

Intent: Promote creativity and placemaking through the design and placement of unique and functional public art.

- A. All residential projects shall be subject to compliance with the Art in Public Places Program (BMC Chapter 15.85)



Redevelopment will include additional community garden space, like this space on San Francisco Ave.



Development shall include amenities to enhance usability and livability.



All residential projects shall contribute to Brisbane's Art in Public Places Program.



Development in the Plan Area shall encourage walking and biking through design improvements and facilities.



Landscaped pathways shall encourage people to walk from one destination to another.

3.6 CIRCULATION AND MOBILITY IN THE PUBLIC REALM

Well-designed streets improve residents' quality of life by creating a circulation network that is accessible, people-oriented, multi-modal, and interconnected. Clearly marked streets with adequate space for all modes of transportation and attractive landscaping create streets where pedestrians and cyclists feel safe. This section outlines the strategy for creating an enhanced circulation network in the Parkside Area, in conjunction with redevelopment of properties within the Parkside Area, where pedestrians, bicyclists, and transit users do not have to compete with motor vehicle users.

The circulation plan set forth below is consistent with policies in the Circulation Chapter of the Brisbane General Plan (see Appendix B: Related General Plan Policies and Regulations).

3.6.1 CIRCULATION PLAN

Intent: "Figure 12. Proposed Circulation" on page 43 details the locations of proposed improvements to the street network, including bicycle and pedestrian improvements. Proposed street sections are detailed in Section 3.7.3 Streetscape Design.

- A. Street-adjacent pedestrian sidewalks and paths shall be implemented, where feasible, along the south side of Park Lane and west side Bayshore Boulevard (this may occur in conjunction with private development).

- B. Off-street pathways shall be implemented, where feasible and in conjunction with new development east of Park Place, to connect Community Park, City Hall, and new development along Bayshore Boulevard.
- C. Off-street pathways shall be implemented through private development south of Park Place to provide publicly accessible connection between Park Place and Old Quarry Road.
- D. Bicycle lanes shall be installed along Old County Road and the north side of Valley Drive.

3.7 STORMWATER MANAGEMENT

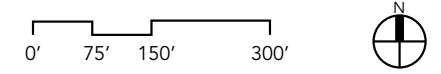
Intent: Create an integrated system of pervious and impervious systems that function together to capture, transport, filter/pre-filter, and treat on-site stormwater to reduce off-site flows, replenish groundwater, and provide water for onsite landscape irrigation.

- A. New residential development shall conform with all stormwater retention and infiltration requirements set forth in the MRP.

FIGURE 12. PROPOSED CIRCULATION



- Building
- Parcel
- Parks/Open Space
- Water
- Passenger and Freight Rail
- Trail
- Study Area Boundary
- Bayshore Boulevard (Arterial Street)
- Valley Drive (Connector Street)
- Old County Road (Connector Street)
- Park Place/Park Lane (Local Street)
- Existing Pedestrian Connection
- └─ Existing Pedestrian Path Termination
- Proposed Pedestrian Path
- Existing Bike Path
- Proposed Bike Path
- Existing Bus Stop





4
design guidelines



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4 design guidelines

THE INTENT OF THESE DESIGN GUIDELINES

is to provide **guidance for the design of new development projects and improvements and expansions to existing properties** in the Parkside Area. Design Guidelines are not intended to be rigid or inflexible. The City of Brisbane will apply these guidelines to every project in the Parkside Area. However, the City also encourages creative solutions to design challenges. There are many ways to meet a particular guideline, and exceptions may be granted, such as in the case of design approaches not anticipated at the time this Precise Plan was prepared.

Design Direction for the Brisbane Community

The Brisbane General Plan outlines community design at an overall policy level:

“The diversity of structures in Brisbane is central to the existing physical character of the City. It is a reflection of a City that developed lot by lot, of many different hands building to meet individual needs over the years. It is in the nature of cities that structures are built, changed, demolished and rebuilt as the years go by, and that demographic changes, economic factors, safety standards and personal preference affect the size, scale and appearance of development, as well as building codes and zoning standards.

The [policies in the General Plan] emphasize Brisbane’s desire to retain and continue to encourage diversity and individual expression as changes occur in the built environment, while encouraging quality construction and the upgrading and on-going maintenance of existing structures.”

The following objectives will guide development within the Parkside Area:

- Ensure that all new commercial uses in the Parkside Area—including retail, dining and office—are additive to the Brisbane community and support the needs of residents, workers, and visitors.
- Ensure that land uses adjacent to new residential development are compatible and integrated into the community fabric.
- Orient commercial uses where they will be most successful both economically and as assets for the greater community.
- Ensure that all land uses are located, sized and designed so they will be fully utilized and economically viable.



4.1 RESIDENTIAL GUIDELINES

Residential development in the Parkside Plan Area will be vibrant, modestly scaled, and well-integrated into the broader Brisbane community. These Residential Guidelines provide developers of residential properties with direction on preferred: architectural design; site design and access; building orientation; solar access; and open area design.

4.1.1 ARCHITECTURAL DESIGN

Intent: Ensure that buildings within the Parkside Area respond to and reflect the diverse residential architectural styles found in Brisbane, and that they utilize high-quality construction materials.

- A. New buildings should reflect precedent form, massing, and the established relationship between the built structure and the street and public realm.
- B. Utilize building materials and colors that harmonize with the environment into which they are inserted.
- C. Building materials should be high-quality and durable.
- D. Design buildings with the same or greater level of detail and articulation on the ground floor as on the upper floors of a building.
- E. Use appropriately sized windows that respond to solar orientation, provide “eyes” on the streets and into open areas, and provide for natural ventilation.

- F. Frontage onto streets should include a legible series of transitions from public to private space. Porches, stoops, forecourts, lobbies, awnings and stairs provide opportunities for an inviting transition as well as allow for social interactions and more “eyes on the street” to increase safety.
- G. New development should not unduly obstruct key views of San Bruno Mountain, Brisbane Lagoon, and San Francisco Bay from public right streets and sidewalks above San Francisco Avenue.



Windows shall be appropriately sized and allow solar access, ventilation, and eyes on public spaces.



Building materials and colors should harmonize with their environment.



Regardless of architectural style, residential development should be intimate and detailed.



Frontage onto streets should provide a clear series of transitions from public to private space.



Residential building design should incorporate outdoor space, entryway transitions, and architectural variation.



Subtle, well-designed screens should be used to allow daylight to enter while providing privacy to occupants.

4.1.2 SITE DESIGN AND ACCESS

Intent: Ensure that new development and redevelopment harmonize with the local community and function well for all users.

- A. Site design should incorporate variations in outdoor space and architectural impression, including both open and intimate outdoor spaces, building height variations, and façade articulation.
- B. Ensure that sites project a feeling of openness and welcome. While private spaces are allowed, ensure that sites do not appear fortified.
- C. Allow pedestrian traffic to pass through sites along green network paths.
- D. Ground floor building entrances on the interior of the site should be accessible from the public sidewalk.
- E. On-site circulation systems should minimize pedestrian and vehicle conflicts.
- F. Provide elements that allow for change in usage depending on time of day or year, such as temporary shade structures and outdoor lighting.
- G. Provide pedestrian-friendly streetscape amenities—including art, trash/recycling receptacles, and bus shelters—at key destinations on the site.
- H. Encourage art pieces on buildings as well as in open areas.

- I. In keeping with the MRP, evaluate opportunities for Low Impact Development (LID) facilities and features that not only retain and treat stormwater, but provide attractive landscape amenities on site.

4.1.3 BUILDING ORIENTATION

Intent: Orient buildings to provide maximum community cohesion, views, spaces lighted by the sun, and living comfort in the winter and summer.

- A. Orient buildings in a way that takes into consideration future phases of development on or adjacent to the building site, including shared access and potential linkages to such development (e.g. building entries) and building additions.
- B. Corner buildings should reflect their prominent location by directly addressing both streets they front. Where two streets are equally important, both streets should be considered as primary frontages unless a determination is made by the Community Development Director to choose one as the primary frontage.
- C. Orient tertiary facades, if necessary, to face service areas such as loading and unloading docks, etc. Tertiary facades should be screened from general view by landscaped elements, such as a double row of trees.
- D. Passive uses could face the north side of buildings where natural lighting and heating are not as crucial.
- E. Orient and shape buildings to reduce heating and cooling energy use and encourage daylighting.

- F. Provide exterior shading to southern glazing to minimize unwanted solar heat gains during the summer and maximize solar gains during the winter, while also allowing for windows to provide natural daylight, thus minimizing the need for artificial lighting during the day.
- G. Orient building entrances and windows onto greenspace to activate the space, provide “eyes on the path,” and encourage greenspace use.

4.1.4 SOLAR ACCESS

Intent: To ensure adequate access to sunlight on public streets and spaces and adjacent residential buildings using creative design solutions and context-sensitive setbacks.

- A. Utilize setbacks and stepbacks to reduce shadows cast from the buildings onto adjoining parks, open areas, or paths and in particular, on the north side of buildings.



Planters should serve to absorb stormwater flowing off of paving, as well as reduce water flows off the site.



Waste receptacles and service areas should be screened and located in discreet locations.



Entrances to residential units can be located around common open space.



Design of pathways and open spaces should optimize solar access.



Plaza spaces can contain a mix of hardscape (paving) and softscape (plantings), and provide spaces for community gathering.



Outdoor shared spaces could host occasional events.



Plazas should be lushly landscaped to provide a sense of intimacy.



Plaza paving can playfully integrate landscaping and permeable areas.

4.1.5 OPEN AREA DESIGN

Intent: Ensure that public and private open areas are well-designed, highly functional, and well-aligned with building designs and uses.

4.1.5.1 Plazas

Intent: Create small hardscape areas that extend from the pedestrian network, frame the entrance to buildings, and provide flexible space for outdoor interaction and programming.

- A. Design plazas to be places for community gathering and play.
- B. Include amenities in plazas such as benches, trees, landscaping, pedestrian-scaled lighting, shade structures, seating, play areas, game tables, drinking fountains/water bottle filling stations, art, and wireless internet connections.
- C. Design plazas to be highly accessible and visible so that the plazas become a central attribute to public space in Brisbane.
- D. Plazas should be connected to the pedestrian and bicycle networks to ensure connectivity for all modes of traffic.
- E. Where appropriate, construct all plazas with permeable pavers that integrate into the overall stormwater control system.
- F. Consider accommodating occasional outdoor events in larger plazas.
- G. Locate plazas to minimize shading from adjacent structures.
- H. Locate plazas so that they frame primary building entrances and provide space for social gathering throughout the site.

- I. Provide doors onto plazas and up to 10 feet upper story stepbacks to be activated with balconies and other uses to promote interaction between the private and public realms.
- J. Minimize shade from the adjoining building and ensure 50% of the plaza area is free of shadow during 2/3 of daylight hours (sunrise to sunset). Do not locate plazas on the north-facing edge of a building.

4.1.5.2 Paving

Intent: Use permeable paving materials that enhance the hardscape areas, create an aesthetic cohesion between the public and private realm, and contribute to the reduction of runoff water.

- A. Encourage the use of permeable paving materials or porous asphalt for sidewalks and parking lanes, in surface parking areas, and adjacent to tree wells to increase filtration of stormwater runoff.
- B. Where appropriate, incorporate permeable paving into the stormwater control system.
- C. Explore the use of special paving materials, colors, and/or patterns lend identity to the area while creating an attractive pedestrian environment.
- D. Employ colored and “cool” temperature paving materials with high albedo to reduce heat island effects.
- E. Special intersection paving or painting treatments may be instituted within crosswalk markings or across an entire intersection at key locations.

4.1.5.3 Seating

Intent: Ensure seating is well designed, functional, and strategically placed in open areas.

- A. Provide pedestrian-friendly streetscape amenities—including seating, art, trash/receptacles, and bus shelters.
- B. Orient pathways and outdoor seating areas towards beautiful views like larger trees, water features, the San Bruno Mountain, and unique stormwater management systems.
- C. Protect views of prominent architectural and cultural features.
- D. Ensure seating is placed in strategic locations and in sufficient quantities to meet user demands.
- E. Encourage seating to serve both an aesthetic and functional purpose.
- F. Encourage a range of seating options, including informal outdoor places to dine and other spaces for conversation and contemplation.
- G. Ensure seating design integrates well into the overall unified design in both public and private spaces.
- H. Prevent seating from intruding into pedestrian zones.
- I. Provide movable seating options.



Permeable pavers should be incorporated to create an attractive and practical way to promote stormwater infiltration.



A strong sense of place and beauty should be created through special paving materials, a range of seating options, and high quality hardscaping.



Lighting fixtures should be Dark Sky compliant, providing light on the ground while minimizing sky glow.



Shade structures and building shade elements should be interesting and aesthetically appealing.

4.1.5.4 Lighting

Intent: Ensure a well-designed, functional, and safe environment in the Parkside area through the installation and proper placement of exterior lighting.

- A. Provide both automobile-oriented and pedestrian-oriented lighting throughout the Parkside area to provide a safe and comfortable pedestrian environment.
- B. Incorporate ground-level, overhead, and building-mounted lighting throughout the area.
- C. Use Dark Sky compliant lighting, which minimizes glare while reducing light trespass and skyglow.
- D. Consider lighting fixtures as key placemaking elements.
- E. Utilize accent lighting to highlight key features in the community including entrances, wayfinding signs, and building signage.
- F. Provide attractive lighting consistent with building style, scale, materials, finishes, and colors.
- G. Consider installing lighted pavement modules to create a unique, sustainable lighting source for the multi-use pathway.
- H. Use metal-halide sources in pedestrian areas, streets, and parking areas for the visual comfort of pedestrians.
- I. Overlap light sources at about seven feet to give even coverage and visual recognition of pedestrians in areas and crosswalks where pedestrian and vehicular movements coincide.

4.1.5.5 Shade

Intent: Incorporate shade structures in public open areas to provide a space for social gathering and respite from the sun.

- A. Encourage the use of interesting and aesthetically appealing shade structures that add visual interest to open areas.
- B. Ensure there are adequate shade structures to meet the demands of users.
- C. Incorporate different types of shade into the open area including trees, gazebos, and colorful sails.

4.1.5.6 Plant Selection and Landscaping

Intent: Plant and maintain distinctive, drought-tolerant, and sustainable landscaping to reflect the community’s sustainability commitment, reduce overall water consumption, reduce energy and maintenance costs, and provide an aesthetically pleasing and enjoyable environment, while also preserving and maintaining existing trees and habitat.

- A. Use low-maintenance native and drought-tolerant plant species in landscaping to minimize water consumption and maintenance; discourage the use of landscaping that requires high water usage, except for limited active use fields.
- B. Consider selecting plants recommended by the San Bruno Mountain Watch and UC Master Gardeners of San Mateo and San Francisco.
- C. Select tree species that are well-suited for filtration of particulate matter and ultrafine particulate matter, and are climate appropriate in terms of drought and heat tolerance.
- D. Select trees from the City’s approved street tree list that minimize root problems and maintenance issues.
- E. Select plants that provide habitat to local species.



Landscaping should provide habitat to local species such as the Callippe Silverspot butterfly.



Trees that are on the City’s approved street tree list, such as this Australian Flame Tree, should be used for open area design.



Landscaping plants should be tolerant of the local climate and have low water demands.



Plants that are aesthetically pleasing and create an enjoyable environment should be incorporated.



Art can serve both aesthetic and functional purposes.



Art should reflect Brisbane's unique history, eclectic culture, and geographic setting.

4.1.5.7 Art

Intent: Promote creativity and placemaking through the design and placement of unique and functional public art.

- A. Encourage art pieces that serve both an aesthetic and functional purpose, such as sculptural bicycle racks, trash/recycling receptacles, seating, and lighting posts.
- B. Maintain and enhance existing public art in the Parkside Area, such as the playful painted fire hydrants.
- C. Display public art pieces at gateways, along wide sidewalk spaces, in open areas, and near the entrances to buildings so they are highly visible and become iconic features for the Brisbane community.
- D. Install a cohesive series of art pieces that are organized either by theme, artist, style, and/or materials.
- E. Explore opportunities for local and regional artists to design, fabricate, and install public art that reflects and promotes the characteristics of the Brisbane community.
- F. Encourage public art that reflects Brisbane's history.



Art can be placed at gateways, along sidewalks, and in shared open spaces.

4.2 COMMERCIAL GUIDELINES

This section articulates guidelines for commercial development in the Parkside Plan Area. These guidelines are intended to promote the redevelopment of commercially zoned parcels in the Parkside Area into a thriving multi-use commercial center featuring regional amenities, dining, and experiential retail establishments.

4.2.1 COMMERCIAL AREA CHARACTER AND PROGRAMMING

Intent: Develop unique, active, successful and accessible commercial areas.

- A. Encourage low-rise commercial development that is pedestrian friendly, intimate, and easily accessible from Bayshore Boulevard.
- B. Appropriately size and scale individual retail and dining uses so they can be flexibly used by different tenant types.
- C. Promote outdoor dining and the display of selected locally produced goods (i.e., fruit and vegetable stands, flowers, craft stands, etc.) on sidewalks or small plazas, where there is sufficient width, to activate the streetscape.
- D. Explore the use of micro commerce and public art on the sides of buildings facing pedestrian features to activate pedestrian spaces.

4.2.2 ARCHITECTURAL DESIGN

Intent: Ensure that buildings within the Parkside Area respond to and reflect the diverse architectural styles found in Brisbane, and that they utilize high-quality construction materials.

- A. New buildings should reflect precedent form, massing, and the established relationship between the built structure and the street and public realm.
- B. Utilize building materials and colors that harmonize with the environment into which they are inserted.
- C. Vary building architecture to convey a sense of organic and harmonious development.
- D. Building materials should be high-quality and durable.
- E. Design buildings with the same or greater level of detail and articulation on the ground floor as on the upper floors of a building.
- F. Use appropriately sized windows that respond to solar orientation, provide “eyes” on the streets and into open areas, and provide for natural ventilation.
- G. Frontage onto streets should include a legible series of transitions from public to private commercial space. Patios, lobbies, awnings, walkways and stairs provide opportunities for an inviting transition.
- H. New development should not obstruct key views of San Bruno Mountain, Brisbane Lagoon, and San Francisco Bay significantly more than current development does.



Buildings should be thoughtfully designed and constructed of high-quality materials.



Commercial development should be pedestrian friendly, inviting and intimate.



The glazing along primary shop fronts should occupy at least 75% of the first floor wall area, and should provide clear views of merchandise



Building frontages should consider elements that may change with the time of year, such as signage, shade and outdoor seating.

- I. First floors should be a minimum of 12 feet clear to a maximum of 18 feet tall, as measured from the adjacent sidewalk.
- J. Shop fronts can be recessed from the frontage line by up to 10 feet from the right-of-way to accommodate outdoor retail and amenities
- K. The shop front glazing along the primary frontage should comprise at least 75% of the first-floor wall area facing the street and shall not have opaque or reflective glazing.
- L. Awnings, signs and overhangs should allow at least eight feet clear above the adjacent sidewalk or grade.
- M. All shop fronts should provide clear views of merchandise displays within the shop space and/or maintained and lighted merchandise displays within a display zone with a minimum depth of three feet from the glass.

4.2.3 SITE DESIGN AND ACCESS

Intent: Ensure that new development and redevelopment harmonize with the local community and function well for all users.

- A. In considering proposals for direct ingress to the Brisbane Village Shopping Center from Bayshore Boulevard, consider a suite of traffic calming measures along Bayshore Boulevard between Valley Drive and Old County Road to ensure the safety of all street users. These measures could include reducing maximum allowable traffic speeds, installing speed tables, and narrowing traffic lanes subject to approval by the City Engineer.

- B. Site design should incorporate variations in outdoor space and architectural impression, including more intimate outdoor spaces, building height variations, and façade articulation.
- C. Ensure that sites project a feeling of openness and welcome.
- D. On-site circulation systems should minimize pedestrian and vehicle conflicts.
- E. Provide elements that allow for change in usage depending on time of day or year, such as temporary shade structures and outdoor lighting.
- F. Provide pedestrian-friendly streetscape amenities—including art, trash/recycling receptacles, and bus shelters—at key retail, employment, and transit destinations on the site.
- G. Encourage art pieces on buildings as well as in open areas.
- H. In keeping with the MRP, evaluate opportunities for Low Impact Development (LID) facilities and features that not only retain and treat stormwater, but provide attractive landscape amenities on site.

4.2.4 BUILDING ORIENTATION

Intent: Orient buildings to provide community cohesion, views and living comfort throughout the year.

- A. Orient buildings in a way that takes into consideration future phases of development on or adjacent to the building site, including shared access and potential linkages to such development (e.g. building entries) and building additions.



Before and after photo-simulation of potential commercial development and streetscape improvements on Old County Road (looking west, near the intersection with Bayshore Boulevard).



Shade devices should be integral to building form and character.



Primary facades should be oriented toward primary street frontages.

- B. Corner buildings should reflect their prominent location by directly addressing both streets they front. Where two streets are equally important, both streets should be considered as primary frontages unless a determination is made by the Community Development Director to choose one as the primary frontage.
- C. Orient tertiary facades, if necessary, to face service areas such as loading and unloading docks, etc. Tertiary facades should be screened from general view by landscaped elements, such as a double row of trees. Passive uses could face the north side of buildings where natural lighting and heating are not as crucial.
- D. Orient and shape buildings to reduce heating and cooling energy use and encourage daylighting.
- E. Provide exterior shading to southern glazing to minimize unwanted solar heat gains during the summer and maximize solar gains during the winter, while also allowing for windows to provide natural daylight, thus minimizing the need for artificial lighting during the day.
- F. Orient building entrances and windows onto greenspace to activate the space, provide “eyes on the path,” and encourage greenspace use.

4.2.5 SOLAR ACCESS AND SHADE STRUCTURES

Intent: To ensure adequate access to sunlight on public streets and spaces and adjacent residential buildings using creative design solutions and context-sensitive setbacks.

- A. Utilize setbacks and stepbacks to reduce shadows cast from the buildings onto adjoining parks, open areas, or paths and in particular, on the north side of buildings.
- B. Shade providing awnings and overhangs should be integral to building form and character.
- C. Operable and open-ended awnings are encouraged.

4.2.6 OPEN AREA DESIGN

Intent: Ensure that public and private open areas are well-designed, highly functional, and well-aligned with building designs and uses.

4.2.6.1 Plazas

Intent: Create small hardscape areas that extend from the pedestrian network, frame the entrance to buildings, and provide flexible space for outdoor interaction and programming.

- A. Design plazas to be places for community gathering, play, and commerce.
- B. Include amenities in plazas such as benches, trees, landscaping, pedestrian-scaled lighting, shade structures, seating, play areas, game tables, drinking fountains/water bottle filling stations, art, and wireless internet connections.
- C. Design plazas to be highly accessible and visible so that the plazas become a central attribute to public space in Brisbane.
- D. Plazas should be connected to the pedestrian and bicycle networks to ensure connectivity for all modes of traffic.

- E. Locate plazas at key locations to frame entrances of buildings, retail stores, and restaurants, and to provide space for social gathering.
- F. Where appropriate, construct all plazas with permeable pavers that integrate into the overall stormwater control system.
- G. Consider accommodating food truck events, farmers’ markets, or similar outdoor events in larger plazas.
- H. Locate plazas to minimize shading from adjacent structures.

4.2.6.2 Paving

Intent: Use permeable paving materials that enhance the hardscape areas, create an aesthetic cohesion between the public and private realm, and contribute to the reduction of runoff water.

- A. Encourage the use of permeable paving materials or porous asphalt for sidewalks and parking lanes, in surface parking areas, and adjacent to tree wells to increase filtration of stormwater runoff.
- B. Where appropriate, incorporate permeable paving into the stormwater control system.
- C. Explore the use of special paving materials, colors, and/or patterns for crosswalks to heighten visibility and lend identity to the area while creating an attractive pedestrian environment.
- D. Employ colored and “cool” temperature paving materials with high albedo to reduce heat island effects.
- E. Special intersection paving or painting treatments may be

instituted within crosswalk markings or across an entire intersection at key locations.

4.2.6.3 Seating

Intent: Ensure seating is well designed, functional, and strategically placed in open areas.

- A. Provide pedestrian-friendly streetscape amenities—including seating, art, trash/receptacles, and bus shelters—at key retail, employment, and transit locations in the Parkside Area.
- B. Orient pathways and outdoor seating areas in public spaces beautiful views like larger trees, water features, the San Bruno Mountain, and unique stormwater management systems. This should also include protecting views towards prominent architectural and cultural features.
- C. Ensure seating is placed in strategic locations and in sufficient quantities to meet user demands.
- D. Encourage seating to serve both an aesthetic and functional purpose.
- E. Encourage a range of seating options, including informal outdoor places to dine and other spaces for conversation and contemplation.
- F. Ensure seating design integrates well into the overall unified design in both public and private spaces.
- G. Prevent seating from intruding into pedestrian zones.
- H. Provide movable seating options.



Transit stops can include seating that serves both aesthetic and functional purposes.



Seating should provide opportunities for social interaction and quiet relaxation.



Shade structures should be interesting and aesthetically appealing.



Commercial lighting should be Dark Sky compliant.

4.2.6.4 Lighting

Intent: Ensure a well-designed, functional, and safe environment in the Parkside area through the installation and proper placement of exterior lighting.

- A. Provide both automobile-oriented and pedestrian-oriented street lighting throughout the Parkside area to provide a safe and comfortable pedestrian environment.
- B. Use dark sky compliant lighting, which minimizes glare while reducing light trespass and skyglow.
- C. Consider lighting fixtures as key placemaking elements.
- D. Incorporate ground-level, overhead, and building-mounted lighting throughout the area.
- E. Utilize accent lighting to highlight key features in the community including entrances, wayfinding signs, and building signage.
- F. Provide attractive lighting consistent with building style, scale, materials, finishes, and colors.
- G. Consider installing lighted pavement modules to create a unique, sustainable lighting source for the multi-use pathway.
- H. Use metal-halide sources in pedestrian areas, streets, and parking areas for the visual comfort of pedestrians.
- I. Overlap light sources at about seven feet to give even coverage and visual recognition of pedestrians in areas and crosswalks where pedestrian and vehicular movements coincide.

- J. Incorporate ground-level, overhead, and building-mounted lighting, utilizing the design guidelines established in Chapter 4.
- K. Construct all pedestrian areas and trails with high- and low-level lighting to ensure ease of use and safety during night-time hours.

4.2.6.6 Shade

Intent: Incorporate shade structures in public open areas to provide a space for social gathering and respite from the sun.

- A. Encourage the use of interesting and aesthetically appealing shade structures that add visual interest to open areas.
- B. Ensure there are adequate shade structures to meet the demands of users.
- C. Incorporate different types of shade into the open area including trees, gazebos, and colorful sails.

4.2.6.5 Plant Selection and Landscaping

Intent: Plant and maintain distinctive, drought-tolerant, and sustainable landscaping to reflect the community's sustainability commitment, reduce overall water consumption, reduce energy and maintenance costs, and provide an aesthetically pleasing and enjoyable environment, while also preserving and maintaining existing trees and habitat.

- A. Use low-maintenance native and drought-tolerant plant species in landscaping to minimize water consumption and

maintenance; discourage the use of landscaping that requires high water usage, except for limited active use fields.

- B. Consider selecting plants recommended by the San Bruno Mountain Watch and UC Master Gardeners of San Mateo and San Francisco.
- C. Select tree species that are well-suited for filtration of particulate matter and ultrafine particulate matter, and are climate appropriate in terms of drought and heat tolerance.
- D. Select trees from the City’s approved street tree list that minimize root problems and maintenance issues.

4.2.6.8 Art

Intent: Promote creativity and placemaking through the design and placement of unique and functional public art.

- A. Encourage art pieces that serve both an aesthetic and functional purpose, such as sculptural bicycle racks, trash/recycling receptacles, seating, and lighting posts.
- B. Maintain and enhance existing public art in the Parkside Area, such as the playful painted fire hydrants.
- C. Display public art pieces at gateways, along wide sidewalk spaces, in open areas, and near the entrances to buildings so they are highly visible and become iconic features for the Brisbane community.
- D. Install a cohesive series of art pieces that are organized either by theme, artist, style, and/or materials.

- E. Explore opportunities for local and regional artists to design, fabricate, and install public art that reflects and promotes the characteristics of the Brisbane community.
- F. Encourage public art that reflects Brisbane’s history.

4.2.7 BAYSHORE BOULEVARD FRONTAGE

Intent: Ensure the frontages of private and public properties adjacent to Bayfront Boulevard are well-maintained and present an attractive and welcoming gateway to Brisbane.

- A. Properties fronting Bayshore Boulevard should be landscaped with native, drought-tolerant plants that are consistent with the plant selection outlined in this Chapter.
- B. Consider installing gateway elements within the Bayshore Boulevard right-of-way, such as identifying signage, public art, landscaping, or others.



Creative, landmark gateway elements along Bayshore Boulevard could build a sense of place and attract customers to local shops and restaurants .



Introduce art throughout development areas.

FIGURE 13. PROPOSED OLD COUNTY ROAD STREET SECTION

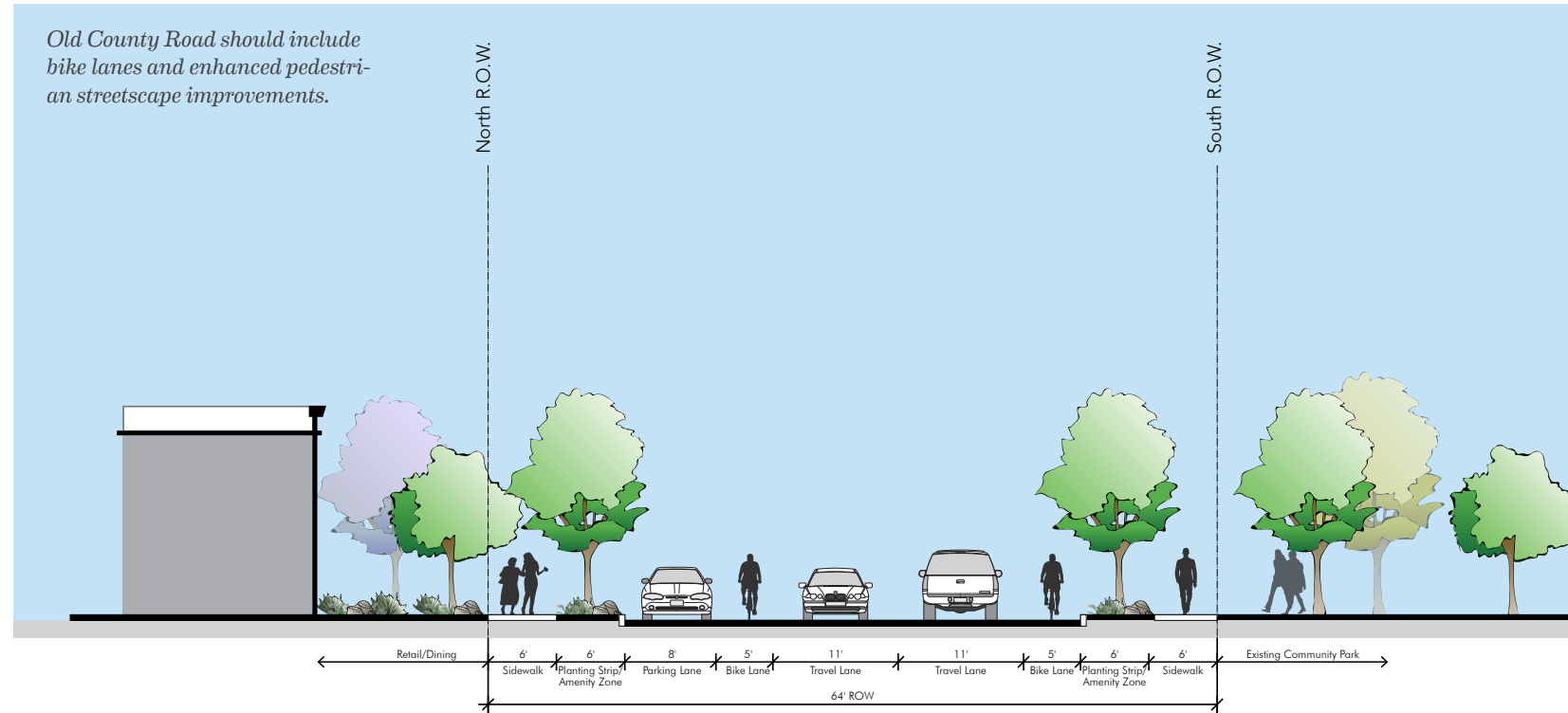
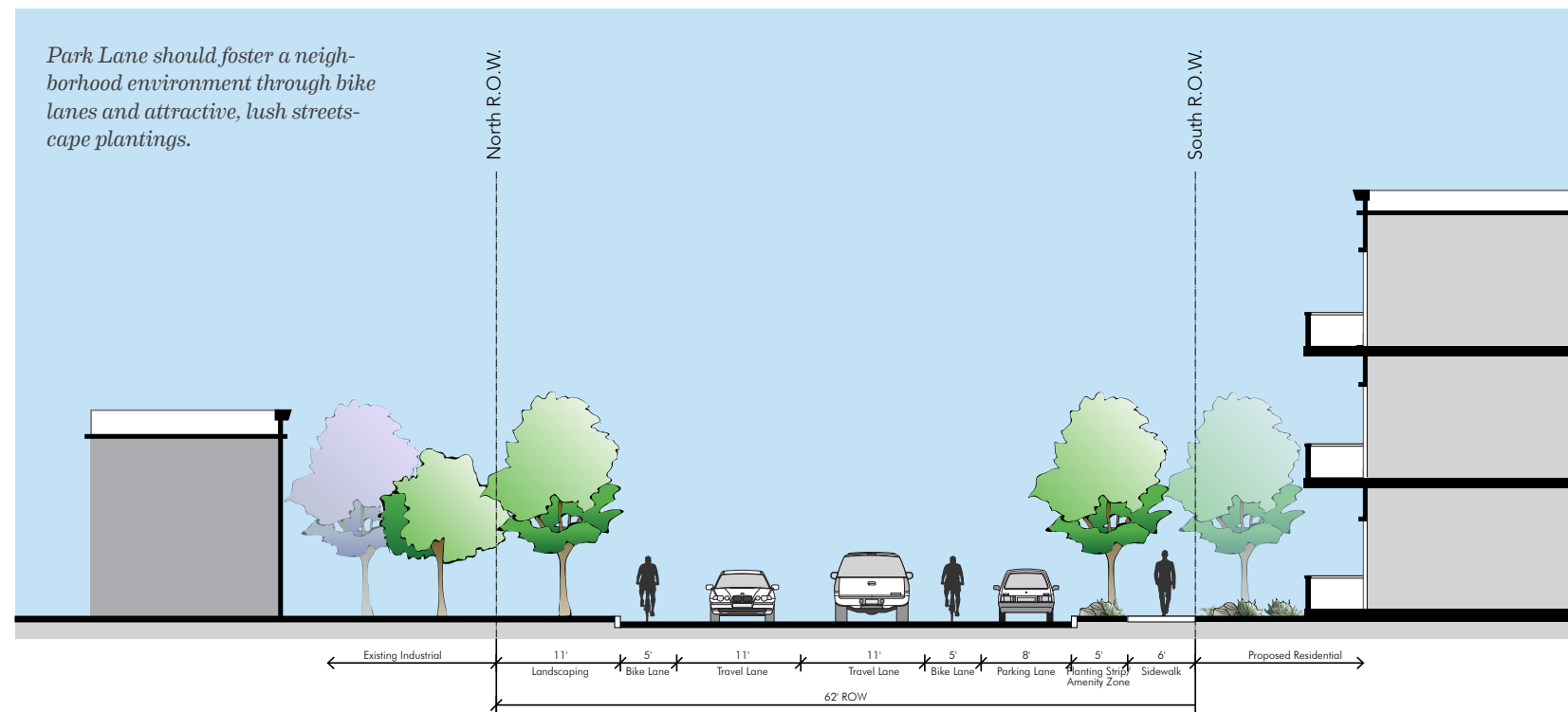


FIGURE 14. PROPOSED PARK LANE STREET SECTION



4.3 PUBLIC REALM GUIDELINES

Intent: Ensure that public owned open areas are well-designed, highly functional, and well-aligned with building designs and uses.

4.3.1 STREETScape DESIGN

Intent: Targeted streetscape design improvements coupled with redevelopment of properties in the Parkside Area will ensure new development in the Parkside Area blends into adjacent neighborhoods. Streetscapes in the Parkside Area will balance the needs of all users, encourage mode shifts, and enhance walkability and economic activity.

- A. Maintain established street alignments.
- B. Within existing public rights-of-way, narrow the travel lanes and medians to allow excess width to be converted into bike lanes and/or sidewalks according to Figure 23, Proposed Circulation Plan.
- C. Maintain existing curb edges and stormwater flowlines unless otherwise authorized by the City Engineer.
- D. Add bulb-outs along parking lanes. Landscaping bulbs in the parking lane may be considered at key locations if the adjacent parkway does not provide sufficient width for appropriate landscaping.
- E. Plant trees in the Brisbane Approved Street Tree List along all roadways to help articulate the street edge and open areas, provide pedestrians with a buffer from motorized traffic, and offer shade and wind protection along sidewalks and pathways.

- F. Require a clear, unobstructed, contiguous, minimum eight-foot-wide ADA accessible boarding and unboarding area at all transit shelters.

4.3.2 INTERSECTION DESIGN

Intent: To increase the safety and functionality of intersections in the Parkside Area.

The shape of a corner curb radius (the radius defined by two sidewalks on perpendicular streets that come together at a corner) has a significant effect on the overall operation and safety of an intersection. Compact intersections and smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

- A. Provide pedestrian refuges if the crossing distance exceeds 40 feet.
- B. Consider removing “Pork Chop” turning islands at the intersection of Old County Road and Bayshore Boulevard.

4.3.3 PLAZAS

Intent: Create small hardscape areas that extend from the pedestrian network and provide flexible space for outdoor interaction and programming.

- A. Design plazas to be places for community gathering, play, and commerce.
- B. Include amenities in plazas such as benches, trees, landscaping, pedestrian-scaled lighting, shade structures, seating, play areas,

game tables, drinking fountains/water bottle filling stations, art, and wireless internet connection.

- C. Design plazas to be highly accessible and visible so that the plazas become central attributes of public space in Brisbane.
- D. Plazas should be connected to the pedestrian and bicycle networks to ensure connectivity for all modes of traffic.
- E. Locate plazas at key locations to provide space for social gathering.
- F. Where appropriate, construct all plazas with permeable pavers that integrate into the overall stormwater control system.
- G. Consider accommodating food truck events, farmers’ markets, or similar outdoor events in larger plazas.
- H. Locate plazas to minimize shading from adjacent structures.

4.3.4 PAVING

Intent: Use permeable paving materials that enhance the hardscape areas, create an aesthetic cohesion between the public and private realm, and contribute to the reduction of runoff water.

- A. Encourage the use of permeable paving materials or porous asphalt for sidewalks and parking lanes, in surface parking areas, and adjacent to tree wells to increase filtration of stormwater runoff.
- B. Where appropriate, incorporate permeable paving into the stormwater control system.



Special paving patterns at pedestrian crossings can increase safety and aesthetic quality.



Small and large plazas can be highly-valued and unique public spaces in Brisbane.



Seating can provide opportunities for a range of activities, including play and conversation.



Lighting should be Dark Sky compliant and designed to accommodate both vehicles and pedestrians.

- C. Explore the use of special paving materials, colors, and/or patterns for crosswalks to heighten visibility and lend identity to the area while creating an attractive pedestrian environment.
- D. Employ colored and “cool” temperature paving materials with high albedo to reduce heat island effects.
- E. Special intersection paving or painting treatments may be instituted within crosswalk markings or across an entire intersection at key locations.

4.3.5 SEATING

Intent: Ensure seating is well designed, functional, and strategically placed in open areas.

- A. Provide pedestrian-friendly streetscape amenities—including seating, art, trash/receptacles, and bus shelters—at public nodes, including Community Park.
- B. Orient pathways and outdoor seating areas in public parks towards beautiful views like larger trees, water features, the San Bruno Mountain, and unique stormwater management systems.
- C. Ensure seating is placed in strategic locations and in sufficient quantities to meet user demands.
- D. Encourage seating to serve both aesthetic and functional purposes.
- E. Encourage a range of seating options, including informal outdoor places to dine and other spaces for conversation and contemplation.
- F. Ensure seating design integrates well into the overall unified design in both public and private spaces.

- G. Prevent seating from intruding into pedestrian zones.
- H. Provide movable seating options.

4.3.6 LIGHTING

Intent: Ensure a well-designed, functional, and safe environment in the Parkside area through the installation and proper placement of exterior lighting.

- A. Provide both automobile-oriented and pedestrian-oriented street lighting throughout the Parkside area to provide a safe and comfortable pedestrian environment.
- B. Use dark sky compliant lighting, which minimizes glare while reducing light trespass and skyglow.
- C. Consider lighting fixtures as key placemaking elements.
- D. Incorporate ground-level, overhead, and building-mounted lighting throughout the area.
- E. Utilize accent lighting to highlight key features in the community including entrances, wayfinding signs, and building signage.
- F. Provide appropriate high- and low-level lighting along all pedestrian areas and trails.
- G. Consider installing lighted pavement modules to create a unique, sustainable lighting source for the multi-use pathway.
- H. Use metal-halide sources in pedestrian areas, streets, and parking areas for the visual comfort of pedestrians.

- I. Overlap light sources at about seven feet to give even coverage and visual recognition of pedestrians in areas and crosswalks where pedestrian and vehicular movements coincide.
- J. Incorporate ground-level, overhead, and building-mounted lighting, utilizing the design guidelines established in Chapter 4.
- K. Construct all pedestrian areas and trails with high- and low-level lighting to ensure ease of use and safety during night-time hours.

4.3.7 PLANT SELECTION AND LANDSCAPING

Intent: Plant and maintain distinctive, drought-tolerant, and sustainable landscaping to reflect the community’s sustainability commitment, reduce overall water consumption, reduce energy and maintenance costs, and provide an aesthetically pleasing and enjoyable environment, while also preserving and maintaining existing trees and habitat.

- A. Use low-maintenance native and drought-tolerant plant species in streetscape landscaping to minimize water consumption and maintenance; discourage the use of landscaping that requires high water usage, except for limited active use fields.
- B. Consider selecting plants recommended by the San Bruno Mountain Watch and UC Master Gardeners of San Mateo and San Francisco.
- C. Select tree species that are well-suited for filtration of particulate matter and ultrafine particulate matter, and are climate appropriate in terms of drought and heat tolerance.

- D. Select trees from the City’s approved street tree list that minimize root problems and maintenance issues.

4.3.8 SHADE

Intent: Incorporate shade structures in public open areas to provide a space for social gathering and respite from the sun.

- A. Encourage the use of interesting and aesthetically appealing shade structures that add visual interest to open areas.
- B. Ensure there are adequate shade structures to meet the demands of users.
- C. Incorporate different types of shade into the open area including trees, gazebos, and colorful sails.

4.3.9 UNDEVELOPED PROPERTIES

Intent: Maintain and enhance undeveloped publicly owned properties so that their aesthetic appeal and development potential are preserved.

- A. The undeveloped public parcels on the eastern earn side of Bayshore have immense potential to be developed with gateway features that welcome people to the Brisbane community. Create well-defined gateways into Brisbane through the use of distinctive signage, plant selection and placement, and public art.
- B. Install and maintain attractive planting and temporary art or other improvements on undeveloped land until such time the properties are used for a defined purpose.



Native and drought-tolerant species should be incorporated into landscaping.



A range of shading should be incorporated into open areas, including trees, trellises and gazebos.



Promote creativity and placemaking through public art.



Bus stops should be functional, playful and visually iconic.

4.3.10 ART

Intent: Promote creativity and placemaking through the design and placement of unique and functional public art.

- A. Maintain and enhance existing public art in the Parkside Area, such as the playful, painted fire hydrants.
- B. Display public art pieces at gateways, along wide sidewalk spaces, in open areas, and near the entrances to buildings so they are highly visible and become iconic features for the Brisbane community.
- C. Install a cohesive series of art pieces that are organized either by theme, artist, style, and/or materials.
- D. Encourage art pieces that serve both an aesthetic and functional purpose, such as sculptural bicycle racks, trash/recycling receptacles, seating, and light posts.
- E. Explore opportunities for local and regional artists to design, fabricate, and install public art that reflects and promotes the characteristics of the Brisbane community.
- F. Encourage public art that reflects Brisbane’s history.

4.3.11 BAYSHORE BOULEVARD FRONTAGE

Intent: Ensure the frontages of private and public properties adjacent to Bayfront Boulevard are well-maintained and present an attractive and welcoming gateway to Brisbane.

- A. Properties fronting Bayshore Boulevard should be landscaped with native, drought-tolerant plants that are consistent with the plant selection outlined in this Chapter.

- B. Consider installing gateway elements within the Bayshore Boulevard right-of-way, such as identifying signage, public art, landscaping, or others.

4.3.12 TRANSIT

Intent: To encourage transit ridership in Brisbane through attractive, well-functioning, and easily accessible transit facilities in the Parkside Area.

- A. Provide attractive, modern transit shelters that are secure and that protect users from the elements, as well as information cases with detailed schedule information, system maps, and real-time next bus travel information.
- B. Design safe, functional, visually iconic, energy-efficient and user-friendly bus shelters. Consider the use of solar panels to power lighting and monitors, and ensure maximum transparency to enhance safety.
- C. There should be a minimum of six-foot sidewalk clearance for pedestrian passage to ensure that shelters do not obstruct pedestrian circulation.
- D. Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities, as well as companion seating that enables wheelchair users to sit next to friends or family members.
- E. Work with SamTrans and C/CAG to provide transit stops adjacent to commercial areas to encourage patronage of local businesses.

4.3.13 CIRCULATION AND MOBILITY

Intent: Facilitate circulation for all transportation modes within and through the Parkside area, with an emphasis on supporting pedestrians and bicyclists.

- A. Providing pleasant streetscape connections between Crocker Industrial Park businesses and Brisbane’s commercial areas to encourage employee patronage of local businesses.
- B. Consider inter-block pedestrian circulation paths that make long blocks more navigable and ease access to open areas.
- C. Minimize new curb cuts to reduce the impact on pedestrian safety and overall quality of pedestrian environment.
- D. Where possible, add bulb-outs at key intersections to reduce crosswalk distances to 40 feet. Bulb-outs should function as pocket plazas with pedestrian amenities such as landscaping and trash/recycling receptacles.
- E. Explore the use of protected intersections for bicyclists. Enhance existing connections to the Bay Trail, particularly by easing bike travel across the intersection at Old County Road and Bayshore Boulevard.
- F. Consider permeable paving in parking areas, such as pervious concrete or pavers, for stormwater management and traffic-calming purposes.
- G. Explore striping bike lanes and through travel lanes with dashes in long, undefined intersections.
- H. Where appropriate, provide on-street parking to slow traffic and provide a buffer for pedestrians.

Sidewalks

- I. All sidewalks should provide a minimum six-foot-wide unobstructed pedestrian way.
- J. All pedestrian facilities shall provide access and usability to people of all abilities as required by the ADA.
- K. Integrate crosswalks and drop-off areas along pedestrian circulation routes to create an active and well-connected pedestrian circulation network.
- L. Use protected intersections for pedestrians at each intersection.
- M. Subject to approval by the City Engineer, consider buffering pedestrians from vehicle traffic on the street by installing planter strips between the sidewalk and roadway.
- N. Ensure at least a 12-foot vertical clearance above the finished sidewalk elevation to provide clear emergency and service access, avoid blocking light from pedestrian-scale street lights, and allow for a visual connection along sidewalks and medians. Awnings or other projections may not extend over the street.

Crosswalks, Pedestrian Refuges, and Bulbouts:

- O. Crosswalks should incorporate pedestrian refuges, where possible, in compliance with the City’s standard engineering practices.
- P. Utilize special paving, materials, colors, and signage at all crosswalks to heighten the visibility of pedestrians and provide visual delight.



Special paving should be incorporated at crosswalks where possible.



Bulbouts at key intersections should be built where feasible to reduce pedestrian crossing distances.



Curb ramps should be parallel to the direct path of travel across the intersection.

- Q. Provide accessibility by installing ADA compliant curb ramps, removing obstacles from the path of travel and ensuring Universal Design.
- R. For roads with more than one travel lane in one direction, stripe the stop line at least five feet from the crosswalk.
- R. Curb ramps should be installed parallel to the direct path of travel across an intersection. At four-way intersections, two curb ramps should be installed at each corner, except in the case of raised crosswalks at sidewalk grade.
- S. Add bulb-outs at intersections and at mid-block pedestrian crossings where they will improve safety and reduce roadway crossing distances per Figure 23, Circulation Plan.
- S. Ensure that bulb-outs do not block sightlines along vehicular routes.

- X. Delineate bike lanes with two stripes, one on each side of the lane when next to parking.
- Y. On shared roadways without Class I or Class II bicycle facilities, consider lane markings to indicate the required three (3) foot passing radius for bicyclists.
- Z. Ensure that all major streets, including Old County Road, Valley Drive and Bayshore Boulevard, have continuous, separated bike facilities (Class II or Class I) on both sides of the road.



Bicycle facilities should comply with the 2017 Brisbane Bicycle and Pedestrian Master Plan.

Bicycle Facilities

- T. New and improved bicycle facilities in the public right-of-way shall conform to the design standards established by the 2017 Bicycle and Pedestrian Master Plan upon adoption.
- U. Connect new bicycle facilities to existing facilities to create a cohesive network.
- V. Incorporate repair stations next to major bicycle parking facilities in highly visible locations.
- W. Bike lanes shall comply with standard City engineering practices.



5
administration



SPEED
LIMIT
30

City of
BRISBANE
Administrative Services • Police Department

5 administration

5.1 GENERAL PLAN CONSISTENCY AND OVERLAY ZONE ADOPTION

Residential Developments

In order to develop housing on Park Lane, Park Place, and Old County Road housing opportunity sites, the City Council must amend the General Plan Land Use Chapter by adopting a new land use designation (PA, Parkside Area). The PA land use designation will allow for residential development in addition to commercial uses permitted in the existing TC, Trade Commercial land use designation. Residential development in the PA land use designation will be allowed at a density range of 20-28 dwelling units per acre. In addition to amending the Land Use Chapter text to describe the new PA land use designation, the General Plan Land Use Map will be amended to reflect the geographic boundaries of the PA designation. The City Council will adopt these General Plan Amendments by resolution in conjunction with its approval of the Parkside Plan during a public hearing.

Chapters 3 and 4 of the Parkside Plan establish overlay zoning regulations and Design Guidelines for future housing development in the Plan Area. In conjunction with its approval of the Parkside Plan during a public hearing, the City Council will adopt zoning text amendments to establish the new zoning overlay districts PAOZ-1 and PAOZ-2 in Title 17 of the BMC, consistent with the requirements of BMC Chapter 17.50, Amendments. The Design Guidelines will be adopted by resolution.

Non-Residential Development

The Parkside Plan does not change the land use or zoning designations of the properties within the Parkside Area not identified for future housing development. The retail uses envisioned for the non-residential component of the Plan Area will be allowed under either the TC or NCRO land use designations, subject to compliance with current zoning ordinance regulations. The zoning designations of these properties will remain either TC-1, Crocker Park Trade Commercial, or NCRO-1, Neighborhood Commercial. Development of a hotel on a property zoned TC-1, consistent with the vision established in the Parkside Plan, would require a zoning text amendment. Development of a light-industrial use in the NCRO-1 district would also require a zoning text amendment. These zoning text amendments would need to be initiated by the property owners or their designated representatives and would be subject to the discretionary review process prescribed in BMC Chapter 17.50.

Consistent with the TC-1 and NCRO-1 zone regulations, a Design Permit would also be required for any new structure.

5.2 DEVELOPMENT APPLICATION PROCESSING

This section sets forth the processes used for the application, review, and decision-making for land development and use requests within the Parkside Area.

Any developer, builder, property owner, or other authorized agent seeking to establish a use and/or develop within the established PAOZ-1 and PAOZ-2 overlay zones will have an application processed in an expeditious manner with administrative approvals where allowed by these Administrative Procedures. Applications that deviate from the standard provisions, where allowed by the Plan, will require discretionary review and action.

Review Authority

The Parkside Plan shall be administered by the City Council (Council), the Planning Commission (Commission), the Zoning Administrator, the Community Development Director (Director) or his/her designee, and the City Engineer. The rules for each procedure are provided below.

Pre-Application Review (Optional)

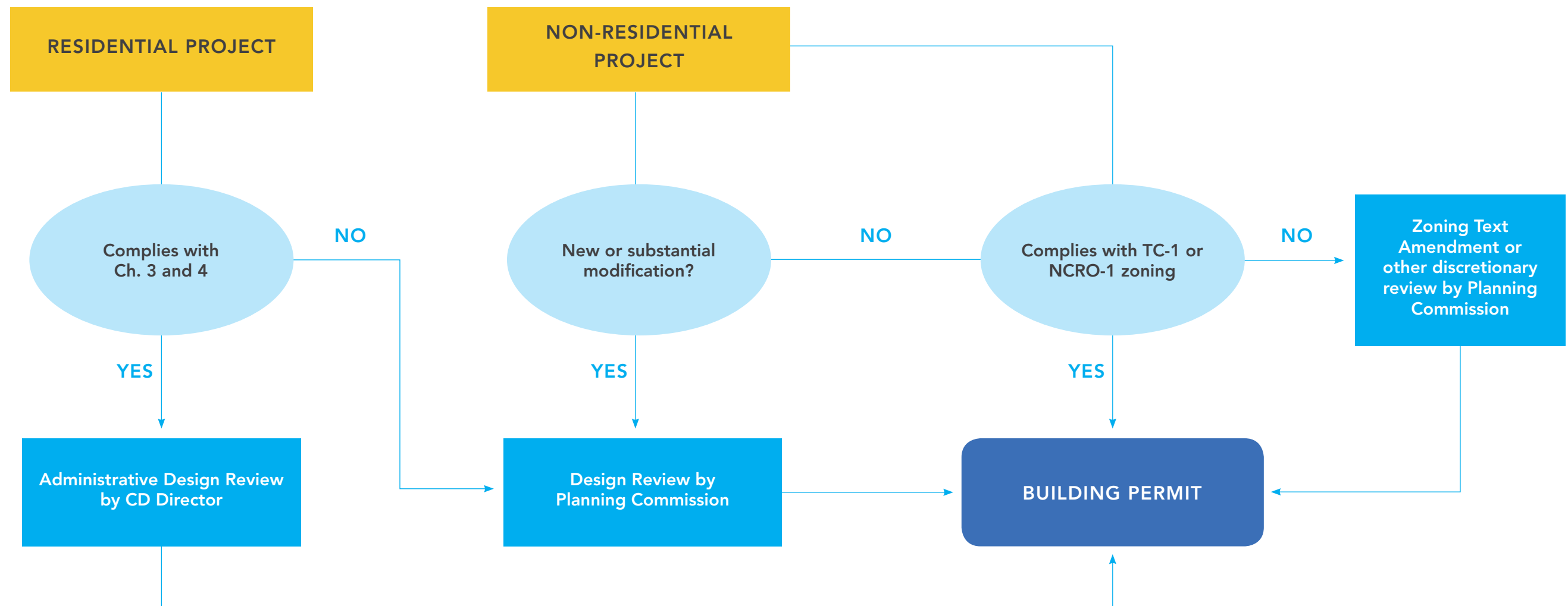
Prior to extensive project design and a formal submittal of required application(s), an applicant is encouraged to schedule a pre-application review with the Director to discuss applicable procedures, standards, and regulations. This review may include preliminary feedback from other City of Brisbane departments, as needed.

Pre-Application review is an optional review process intended to provide information and feedback to applicants on relevant policies, regulations, guidelines, and procedures related to projects subject to discretionary approvals pursuant to this Precise Plan. This review is intended for large, complex, and/or projects of potential community-wide interest.

No submittal will be accepted for pre-application review without payment of a fee established by resolution of the City Council and submission of materials that the Director has determined necessary to conduct such review.

The Director shall inform the applicant of requirements as they apply to the proposed project, provide a preliminary list of issues that will likely be of concern during formal application review suggest possible modifications to the project, convey community priorities, assess opportunities to provide additional community benefits in keeping with the goals of the plan, and identify any technical studies that may be necessary for the review process when a formal application is submitted. Any work product produced as part of the Pre-Application is not binding for either the applicant or the City.

FIGURE 15. PROJECT REVIEW PROCESS



5.3 APPLICATIONS REQUIRING COMMUNITY DEVELOPMENT DIRECTOR DESIGN REVIEW APPROVAL

An application for residential development that conforms to the density and physical development standards established in Chapter 3: Development Regulations, and with the Design Guidelines established in Chapter 4: Design Guidelines, requires administrative approval by the Director of Community Development before Building Permit application. The Director's review of the application will not be considered discretionary, consistent with the requirements of California Government Code Section 65583.2. Application materials for administrative review of new residential development shall include all materials listed in Appendix A.

Fees for administrative review shall be established by the City Council (see Section 5.6 below).

5.4 APPLICATIONS REQUIRING PLANNING COMMISSION DESIGN REVIEW APPROVAL

Residential Development

An application for residential development that does not conform to the density and physical development standards established in Chapter 3: Development Regulations requires Design Review approval by the Planning Commission. This includes applications for density bonuses pursuant to BMC Chapter 17.31, Inclusionary Housing and Density Bonuses, to allow additional housing units beyond the

maximum allowable density established in Chapter 3: Development Regulations. The scope of the Planning Commission's review will include compliance with the Design Guidelines established by Chapter 4, in addition to the standard findings of approval contained in BMC Chapter 17.42, Design Review, as applicable. The Planning Commission may not require the project to provide fewer residential units than the minimum density allowed by the General Plan, consistent with California Government Code Section 65583.2.

Non-Residential Development

Development applications for properties not designated for residential development in the Parkside Plan shall be subject to review procedures prescribed in the BMC for the TC-1, Crocker Park Trade Commercial and NCRO-1, Neighborhood Commercial zones. Both zones require Design Review for new structures or substantial modification of existing structures. Other discretionary permits may be required should the application not conform with the development standards of the TC-1 or NCRO-1 zones.

5.5 APPEALS

Appeal of decisions made by the Director or Planning Commission shall be as described in BMC Chapter 17.52, Appeals. When acting on an appeal, the Planning Commission or City Council may not require the project to provide fewer residential units than the minimum density allowed by the General Plan, consistent with California Government Code Section 65583.2.

5.6 FEES

All application review fees and Building Permit fees shall be as established annually by resolution of the City Council.

5.7 ENVIRONMENTAL REVIEW

Residential Projects Subject to Administrative Design Review

The City Council adopted a Negative Declaration for the 2015-2023 Housing Element via Resolution 2015-38. Residential development projects that conform to the density and physical development standards established in Chapter 3: Development Regulations, and with the Design Guidelines established in Chapter 4: Design Guidelines, are exempt from further review under CEQA.

Residential Projects Subject to Planning Commission Design Review

Residential projects that are subject to Planning Commission review per section 5.5 of this chapter will be subject to review under CEQA.



A
appendices

appendix a: application materials for administrative review of eligible residential developments

- Standard planning application form, available at City Hall or on the City’s website: www.brisbaneca.org
- Administrative Review fee, as adopted by the City Council.
- Complete site and architectural plans, including:
 - » An accurate site plan based on a boundary survey, showing existing conditions on the site(s), including lot area calculations, property lines, structure setbacks, structures on adjacent properties (and their uses), streets, easements, utilities, and building coverage
 - » An accurate site plan based on a boundary survey, showing proposed conditions on the site(s), including lot area calculations, property lines, structure setbacks, structures on adjacent properties (and their uses), streets, easements, utilities, and building coverage
 - » Floor plans of existing and proposed structures, accurately dimensioned from the interior face of exterior walls, consistent with the definition of “Floor Area” provided in BMC 17.02.315
 - » Roof plans of existing and proposed structures showing all roof-mounted equipment or features
 - » Elevations of all sides of the existing and proposed structures, identifying colors and materials as appropriate, indicating the height from natural grade on each elevation of the tallest points of the structure
 - » Cross-sections of proposed structures
- For covered Green Building projects, as defined by BMC Section 15.80.030, green building documentation per BMC Section 15.80.060(A) sufficient to be approved per BMC Section 15.80.060(C).
- Material and color samples and colored renderings of the project.
- Conceptual landscaping plans showing species, common name, size and number of plantings, with description of proposed plantings (height at maturity, time to maturity, color, drought/wind/salt tolerance, and deciduousness), calculation of the total square footage of proposed irrigated landscaped area and explanation of proposed method of irrigation. Existing trees proposed for removal must be shown, including species and trunk circumference two feet above grade, and labeled as such.
- Parking plan showing proposed parking facilities, including the dimensions of parking spaces, number and location of spaces designated as compact or handicapped spaces, and a calculation of the number of parking spaces required by BMC Chapter 17.34.
- Street improvement plan showing proposed paving details, improved street width (curb-to-curb), sidewalks, and driveway cuts.
- Drainage plan demonstrating compliance with Section C.3 of the Municipal Regional Stormwater Permit for stormwater treatment and retention.
- Details on proposed exterior lighting, trash enclosures, signs, fences and method of screening exterior mechanical equipment (including rooftop air-conditioning units, transformers and public utilities).
- Site photographs and photo-simulations or renderings of the proposal.

appendix b: related general plan policies and regulations

The 1994 General Plan is a long-range planning document that acts as the foundation upon which all land use decisions are made, based on expressed community values. The General Plan is made up of a collection of “elements,” or chapters, that regulate different aspects of Brisbane’s built and natural environments. The 1994 General Plan establishes land use designations for all land in the City and contains general policies applicable to these designations. The General Plan also contains policies specific to development in established geographic subareas.

The geographic subareas within the Parkside Plan Area include Central Brisbane and Crocker Park. Applicable General Plan policies for these subareas are excerpted below. For complete General Plan Elements and the policies they contain, refer to the 1994 General Plan, available online at www.brisbaneca.org, or at the Community Development Department at City Hall, 50 Park Place, Brisbane.

GENERAL PLAN CHAPTER 5, LAND USE

SUBAREA	LAND USE DESIGNATION	POPULATION DENSITY	NUMBER OF UNITS/ MAXIMUM FLOOR AREA RATIO	MINIMUM OPEN AREA/ OPEN AREA
5. CENTRAL BRISBANE	Residential	5.6 - 31.36 ppa	2 1/2 - 14 units/acre	Per Zoning Requirements
		33.6 - 67.2 ppa	15 - 30 units/acre	Per Zoning Requirements
	Neighborhood Commercial/ Retail/Office	1.66 - 3.22 E/1,000	2.4 FAR	Per Zoning Requirements
	Open area	0	0	100%
8. CROCKER PARK	Trade Commercial	1.23 - 3.22 E/1,000	2.0 FAR	Per Zoning Requirements

ppa = persons per gross acre
E/1,000 = employees per 1,000 s.f.

Appendix B Table 1 - Land Use Designations and Density/Intensity By Subarea

General Principles

Policy 12: Establish a mix of land uses that best serves the needs of the community.

Policy 13: Integrate physical, social, environmental and financial elements of the community for the benefit of current and future residents.

Policy 14: Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City’s ability to provide services.

Policy 15: Adopt development standards which protect and enhance the quality of life in Brisbane.

Program 15a: When drafting development standards, consider preserving a sense of openness in the design of structures and sites and the access to sky and sunlight for both new construction and renovation projects.

Bay and Mountain Setting

Policy 16: Acknowledge the mountain setting and the proximity to the Bay as central factors in forming the physical character of the City.

Program 16a: In making land use decisions, consider the proximity of open area on San Bruno Mountain and public views of and access to the Bay as issues to be addressed.

Policy 19: In the context of respecting private property rights, make every effort to preserve and enhance public views of the Mountain and the Bay.

Policy 20: Retain diversity of development and individual expression in residential and commercial development, especially in Central Brisbane.

Policy 21: Respect Brisbane’s vernacular architectural heritage.

Policy 25: Encourage interaction and involvement among neighbors on a day-to-day basis and foster a sense of security in the community through the design and location of private development and public improvements.

Program 25a: Establish the Central Brisbane subarea as the “town center” and the hub of civic activities.

Policy 26: Locate and design commercial recreational facilities and services so as to encourage use by a broad spectrum of Brisbane residents and businesses.

Policy 28: The establishment of open areas within private developments shall be utilized as a means of preserving unique environmental features on the site or avoiding the appearance of excessive bulk or concentration of structures.

Policy 29: Retain sufficient open areas between structures to meet safety requirements, protect privacy and provide opportunities for landscaping.

Policy 34: In conjunction with safety improvements to existing streets, retain the historic character of the City to the greatest extent feasible.

Policy 35: Design new streets to be attractive and comfortable for pedestrians and bicyclists, and to safely accommodate vehicular traffic. Street configuration, landscape and signage should all be considered as they contribute to community character.

General Plan Chapter 6, Circulation

Policy C.21: Integrate Complete Streets infrastructure and design features, such as sidewalks, bicycleways and transit stops, into street design and construction to create safe and inviting environments for people to walk, bicycle and use public transportation.

Policy C.22: Seek to retrofit existing roadways to create Complete Streets.

Policy C.29: Require new development and redevelopment to plan for and construct bicycleways and/or bicycle parking facilities, as determined reasonable and practicable by the City.

Policy C.33: Maximize safe pedestrian facilities and access to all areas of the City, as reasonable and feasible.

Policy C.34: Require pedestrian amenities with new development and expansion of existing uses, as appropriate.

Policy C.39: Improve public parking opportunities in the Central Brisbane business district and other commercial areas, as appropriate.

Policy C.40: Maintain an appropriate amount of off-street parking in commercial areas.

Policy C.41: Consider opportunities to add public parking to underserved areas and to provide parking/staging areas at public trailheads.

Policy C.42: Consider updates to the Brisbane Municipal Code to require parking lot solar canopies for energy generation and/or parking lot shade trees to reduce heat island effects on commercial development projects.

Policy C.50: Incorporate Green Streets best practices, as appropriate to the context, for new streets and street retrofits, to enhance the pedestrian and bicyclist experience, to promote low impact development (LID) consistent with State water board initiatives to reduce the impacts of development on stormwater resources and to enhance the natural environment.

Policy C.53: Maintain existing and incorporate new alternative transportation modes and infrastructure into the circulation network as reasonable and practicable.

General Plan Chapter 7, Open Area

Policy 87: Maintain parks and open area to serve the community equivalent to or greater than the acreage/population standards set by the National Recreation and Parks Association.

Policy 88: Develop parks to maximize passive recreational opportunities.

Policy 89: Work with local employers to preserve open area and to develop outdoor open areas that would benefit employees as well as residents during and after the work day.

General Plan Chapter 8, Recreation and Community Services

Policy 95: Provide recreational facilities that accommodate community activities, meet national standards, are accessible in accordance with State and National standards, and contain the necessary components for multiple uses and community enjoyment.

General Plan Chapter 10, Community Health and Safety

Policy 176: Minimize the intrusion of unwarranted and intrusive noise on community life.

Policy 194: Attempt to minimize dependence on automobile travel by encouraging transit, bicycle and pedestrian alternatives and incorporating alternatives to the automobile in land use planning and project design.

General Plan Chapter 12, Policies and Programs by Subarea

XII.5 CENTRAL BRISBANE

Local Economic Development

Policy 248: Encourage the establishment of small stores and shops that would diversify the City's revenue base and provide services to residents.

Policy 249: Support economic opportunities for artists, craftsmen and small entrepreneurs by providing for live-work spaces and home occupations.

Policy 250: Consider ways to enhance the commercial area to promote successful small businesses, which will provide a social and service center for residents.

Policy 251: Work with the Chamber of Commerce to encourage local residents to patronize local businesses and to promote Central Brisbane as a good place to establish new businesses.

Land Use

Policy 252: Keep the existing scale, character and intensity of use of Residential/Commercial Districts.

Program 252a: Encourage a modest scale and density character to residential development through standards established in the Zoning Ordinance.

Program 252b: Look always to encourage innovative uses and structures to provide for greater economic return and community benefit.

Policy 253: Encourage diversity and individual expression in residential and commercial construction.

Policy 254: Strongly encourage property owners and businesses to upgrade, rehabilitate and improve the appearance, usability and safety of existing structures. (See Policy 24.)

Policy 255: Retain the intimate small-town character of Central Brisbane.

Program 255a: Consider revisions to the Zoning regulations to discourage overbuilding of residential parcels.

Program 255b: Study regulatory approaches to view and solar protection while protecting foliage and tree cover. (See Program 19c.)

Transportation and Circulation

Policy 256: Develop and improve pedestrian paths and walkways to connect Central Brisbane to all areas of the City and with the San Bruno Mountain State and County Park.

Policy 257: In conjunction with subdivision and other development applications, require private roadways to be upgraded and maintained to City standards and offered for dedication to the City.

Program 257c: Develop a direct street connection between Central Brisbane and Crocker Park.

Policy 258: Retain open areas in residential zones through setback, lot coverage and landscape requirements in the Zoning Ordinance.

Open Space/Recreation and Community Services

Policy 259: Seek input from residents and business people on how public/community facilities in this subarea can be more effectively utilized.

Program 259a: Identify, through signage, parks and recreation facilities and the hours they are open to the public.

Policy 261: Encourage private investment in landscape improvement and maintenance consistent with the City's Street Tree Program.

Conservation

Policy 263: Require water and energy conserving features in new construction and renovation, as appropriate.

Policy 264: Demonstrate water and energy conservation materials and techniques by utilizing them, with appropriate descriptive signage, in and around public facilities.

Policy 265: Encourage recycling through public and private programs.

Policy 266: Facilitate carpooling and the use of public transit.

Policy 267: Encourage the use of bicycles and walking for transportation and recreation.

Program 267a: Provide bicycle racks at public meeting facilities and public offices.

Program 267b: Develop and implement a plan for providing benches at key locations for pedestrian rest stops.

Policy 267.1: Encourage the conservation of the historic character of buildings and places in Central Brisbane.

Community Health and Safety

Policy 269: Keep truck routes out of Central Brisbane.

XII.8 CROCKER PARK

Local Economic Development

Policy 281: Develop ties with the residential community through such activities as:

- Developing directories and a map of businesses in cooperation with the Chamber of Commerce;
- Patronizing local businesses;
- Developing cooperative efforts on safety programs and emergency preparedness; and
- Encouraging business involvement in youth and educational programs.

Land Use

Policy 282: Encourage uses that benefit the community, providing jobs, revenues and services.

Policy 283: Encourage attractive new construction and the remodel of existing buildings to respect the architectural character of the Park through the development of design guidelines.

Program 283a: In developing design guidelines, study options for the use of color and materials, the screening of mechanical equipment, and the use of landscape to make rooftops more attractive when seen from above.

Program 283b: In developing design guidelines, study the impacts of the relationship of structure parking to building design, land coverage and floor area ratio.

Policy 283.1: Encourage employers to provide outdoor spaces for employees.

Policy 284: Retain heavy landscape screening along Bayshore Boulevard to provide noise attenuation and to screen structures.

Transportation and Circulation

Policy 287: Add bike paths to the circulation system.

Policy 288: Connect Crocker Park to the rest of the City and the San Bruno Mountain State and County Park through pedestrian and vehicular circulation improvements.

Policy 289: Review development plans to assure adequate parking/loading on site.

Policy 290: Retain adequate street width for movement of large vehicles.

Conservation

Policy 292: Retain the garden-industrial park landscape concept and upgrade plant materials as landscape materials age.

Policy 294: Provide appropriate non-invasive landscape planting at interfaces with habitat lands.

Policy 295: In any upgrade of the landscape and entrance signage, reflect the historic architectural character of the Park, the first garden-style industrial park designed by Lawrence Halprin.

Policy 296: Review landscape plans and irrigation programs to encourage efficient use of water.

Policy 298: Require plans for new construction to incorporate energy and water conserving features and maximize solar access.

Community Health and Safety

Policy 300: Retain emergency access to Central Brisbane.

Policy 302: Monitor truck activity and maintain routes that minimize noise impacts.

Policy 303: Contain major business activities inside buildings.

Policy 304: Upgrade and maintain existing infrastructure, including water, sewer and storm drains.

appendix c: definitions

The following definitions apply to terms used in this Precise Plan. For terms not defined here, the terms in BMC Chapter 17.02, Definitions, shall apply.

Build it Green. Build it Green is a green building certification program that promotes sustainable building strategies and practices.

City Council. The City Council is the legislative body of the City that adopts all ordinances and General Plan policies. The City Council consist of five residents elected by the residents of Brisbane.

Cool Roof. A cool roof is designed with roofing material that reflect solar light and thermal energy (heat) back into the atmosphere.

Dark Sky Lighting. Lighting fixtures that minimize glare while reducing light trespass and skyglow. Dark Sky lighting should: Only be on when needed; nly light the area that needs it; be no brighter than necessary; minimize blue light emissions; and be fully shielded (pointing downward).

General Plan. The General Plan of the City of Brisbane. The General Plan is a long-range planning document that acts as the foundation upon which all land use decisions are made, based on expressed community values.

Green Infrastructure. Green infrastructure describes drainage and water treatment systems that are designed to slow stormwater runoff by dispersing it to vegetated areas, harvest and use stormwater runoff, and promote infiltration and evapotranspiration of stormwater runoff.

Housing Element. The Housing Element of the Brisbane General Plan, which establishes the City’s adopted housing policies.

Infill Development. Infill development is the process of developing vacant or underutilized properties within existing developed urban areas.

Land Use. Land use designations regulate how land is used in defined geographic areas within the City’s jurisdictional boundaries. Land use designations are established in the Land Use Element of the General Plan.

Land Use Element. The Land Use Element of the Brisbane General Plan, which establishes the City’s adopted land use policies.

LEED. LEED, or Leadership in Energy & Environmental Design, is a green building certification program that promotes sustainable building strategies and practices.

Low Impact Development. Low impact development (LID) is a stormwater management technique that uses or mimics natural processes on a developed property to prevent run-off through infiltration, evapotranspiration and/or use of stormwater.

MRP. See “San Francisco Bay Region Municipal Regional Stormwater Permit.”

Municipal Code. The Municipal Code of the City of Brisbane, which contains laws and regulations pertaining to all development and business activities within the City. The Municipal Code is comprised of individual ordinances adopted by the City Council.

Overlay Zone. An overlay zone is applied over an existing zone without eliminating it. Property owners within an overlay zone may elect to develop their properties under the underlying zone or overlay zone. Development that is consistent with an overlay zone is not considered nonconforming in regards to the underlying zone, and vice versa.

Parkside at Brisbane Village Precise Plan. The Parkside at Brisbane Village Precise Plan is a policy document that establish overlay zoning for new residential development in the Parkside Plan Area, and sets forth a vision for future redevelopment of the Brisbane Village Shopping Center and adjacent properties.

Planning Commission. The Planning Commission of the City of Brisbane, as established by BMC Chapter 2.24, Planning Commission.

Precise Plan. A Precise Plan is a zoning implementation tool that establishes development standards and Design Guidelines affecting properties within an overlay zone.

San Francisco Bay Region Municipal Regional Stormwater Permit (MRP). The San Francisco Bay Regional Municipal Regional Stormwater Permit (MRP) contains mandatory design requirements for new development and infrastructure to maximize stormwater treatment and retention.

Subdivision. Subdivision of land is the process by which lots are created, consolidated, and eliminated, subject to regulation by the State Subdivision Map Act and City of Brisbane Subdivision Ordinance (BMC Title 16).

Trade Area. In the context of economic analysis, a trade area is the area from which a retailer draws its customers.

Universal Design. Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

Zero Net Energy. Zero Net Energy (ZNE) describes a construction method by which a building's total energy consumption is roughly equal to the amount of renewable energy created on the property.

