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April 27, 2023

TO: Design Review Board Members

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SUBJECT: **BioMed Island Parkway Life Sciences Development Project, City of Belmont, San Mateo County; First Pre-Application Review**
(For Design Review Board consideration on May 8, 2023)

Project Summary

Project Proponents
B9 Island Parkway Development LLC and B9 Island Parkway LLC (owners), subsidiaries of BioMed Realty (BMR).

Project Representatives
Ethan Warsh, BioMed Realty (Director of Development); Ashley Heermann, BioMed Realty (Project Manager); Ellie Knecht, WRA (Project Manager); Geoff Smick, WRA (Principal); Karthik Kumar, Bionic (Landscape Architect); Sarah Moos Thompson, Bionic (Associate Principal); Marcel Wilson, Bionic (Design Director); Cecily T. Barclay, Perkins Coie (Land Use Attorney).

Project Location (Exhibits 1-10)
The proposed Biomed Realty Island Parkway Life Sciences Campus Project would be developed on a 12.67-acre site at 300, 400, and 301 Island Parkway and 800 Clipper Drive in the City of Belmont, San Mateo County, just outside of the Redwood Shores waterfront community. The project site is bounded by a mid-rise office campus, low-rise hotel campus with private artificial lagoon, and residential community to the north, and by another mid-rise office campus at 401/501 owned by BMR (but not part of this project) to the east. To the south, the site is bounded by a section of Bay Trail that runs along O'Neill Slough, a winding tidal slough swathed in marshland. To the southwest, the site is bounded by open sports fields of the Belmont Sports Complex and Conference Center (owned by the City of Belmont). To the northwest, the 800 Clipper Drive parcel is bounded by a large, triangular pocket of marshland associated with O'Neill Slough.

The confluence of the O'Neill and Belmont Sloughs is located at the southern tip of BMR's 401-501 campus. The two sloughs wrap around the properties surrounding the project site such that they create a moat-like enclosure of the area within, called "Island Park" by the project that developed the area in the mid-1980s.

Figure 1. Project location

Project Overview (1, 7)

The project proposes to develop a new life sciences campus at a mostly vacant 12.67-acre site at 300, 400, and 301 Island Parkway and 800 Clipper Drive by demolishing an existing, currently unoccupied 53,000-square-foot office building on the site and constructing three new multi-level office buildings and a new 12-story parking garage. The project also proposes to improve public access at the project site by replacing an unimproved path on the site known as the O'Neill Slough Trail with a 12-foot ADA-compliant concrete trail with 3-foot paved shoulders. Public amenities along the trail would include bicycle racks, bike repair stations, water filling stations, benches, lighting, marsh overlooks, and interpretive signage. Elsewhere on the site, the public access improvements would include a publicly accessible plaza, public art installations, seating areas with various types of seating, public shore parking spaces, and native gardens.

Project Site

Site History

The O'Neill Slough is named for Owen O'Neill, a merchant ship captain who founded a boat rental company in the mid-19th century that developed the Island Parkway area into a popular recreational fairground. At the time of O'Neill's acquisition, the area was mostly slough; since then, it has been mostly filled. Crowdsourced histories of the project site provided on the City of Belmont's official website suggest that the Island Parkway community was a popular fishing, swimming, and duck-hunting attraction through much of the late 19th and early 20th centuries,

and that small pile-supported structures initially built as “dressing houses” for swimmers eventually became low-income housing that led the area to become known locally as a “shantytown.” In 1953, the City of Belmont, which had long considered the area blighted, directed the Belmont Fire District to raze all structures on the Island Parkway site.

In 1983, the Kumam Corporation, which owned approximately 44.6 acres of Island Park, and the City, which owned approximately 22.9 acres, entered an agreement to develop most of the 67.5-acre “island” for private commercial uses and public access; that project was authorized by the Commission in BCDC Permit No. 1985.006.00. The property at 301 Island Parkway was developed with a 53,620-square-foot office building and associated surface parking in 1990. That building is currently unoccupied and proposed to be demolished and replaced with a new life sciences office building. In 1999, BCDC issued an amendment to Permit No. 1985.006 for Oracle Corporation to develop part of its Technology Campus. The Oracle Project received approvals for a Conceptual Development Plan in 1998 and a Detailed Development Plan in 1999, including the development of 235,000 square feet of office space with structured and surface parking, but remained undeveloped.

Permit History

BCDC has issued several permits in the vicinity for public access, utilities, and shoreline protection. The permit most closely associated with the development of the project site is BCDC Permit No. 1985.006, which authorized much of the existing development and public access on Island Park. The permit has been amended a number of times, including to authorize the Oracle Corporation to develop part of its Technology Campus on Island Park, which also added a number of public access conditions beyond those required with the original project. The following is a brief summary of the public access required by Amendment No. Eight of the permit (1985.006.08).

1. **Pedestrian Circulation**
    a. A network of 5- to 10-foot-wide multi-use pathways and sidewalks throughout the Island Park development including a 3,480-foot-long perimeter path around all of Island Park; all-weather pathway/boardwalk under the south approach to the vehicular bridge; an 8-foot-wide shoreline path around Island Park; and pedestrian bridges across both Belmont and O’Neill Sloughs.
    b. Signed and striped bike lanes and sidewalks along both sides of Island Parkway north of the vehicular bridge and on both sides of Concourse Drive, or maintain the existing 25-foot-wide public access easement running along the north side of the office campus at 401/501 Island Parkway.
2. **Landscaping.** Landscaping over the entire shoreline public access area shown on the exhibit; low ground cover in two corridors between buildings; raised turn areas with clear views to the sloughs at the cul-de-sacs on Concourse Place; transitional plantings along the slough shoreline; and approximately 103,000 square feet of landscaping, of which approximately 56,000 square feet was associated with Oracle’s partially developed Technology Campus.

3. **Amenities.** Seating including 24 benches, 15 trash containers, a decomposed granite picnic area along the pathway adjacent to O'Neill Slough; two public restrooms; lighting in the public access areas; a public plaza at the Oracle bridge landing, and a small observation area at the intersection of Belmont and O'Neill Sloughs.

4. **Signage.** Public access signs at the vehicular entrance to Island Park, at the two cul-de-sacs on Concourse Place, and at the connections to the Foster City levee path.

5. **Parking.** A total of 14 public shore parking spaces located along Concourse Drive, with 5 spaces at the west cul-de-sac, 5 spaces at the east cul-de-sac, and three spaces along the east length. The area north of the City parking lot shall be made available for up to 80 vehicles associated with the sports complex after 5:00 pm on weekdays and all day on weekends and holidays.

Although the Oracle Corporation built out the buildings that exist today at 301, 401, and 501 Island Parkway, it did not construct the buildings authorized for 300 and 400 Island Parkway. Likewise, the public access conditions required by the permit seem to have been only partially fulfilled. Based on recent satellite imagery, it appears that some of the above-mentioned public access requirements were implemented and exist today, some were implemented and later abandoned, and others were never implemented.

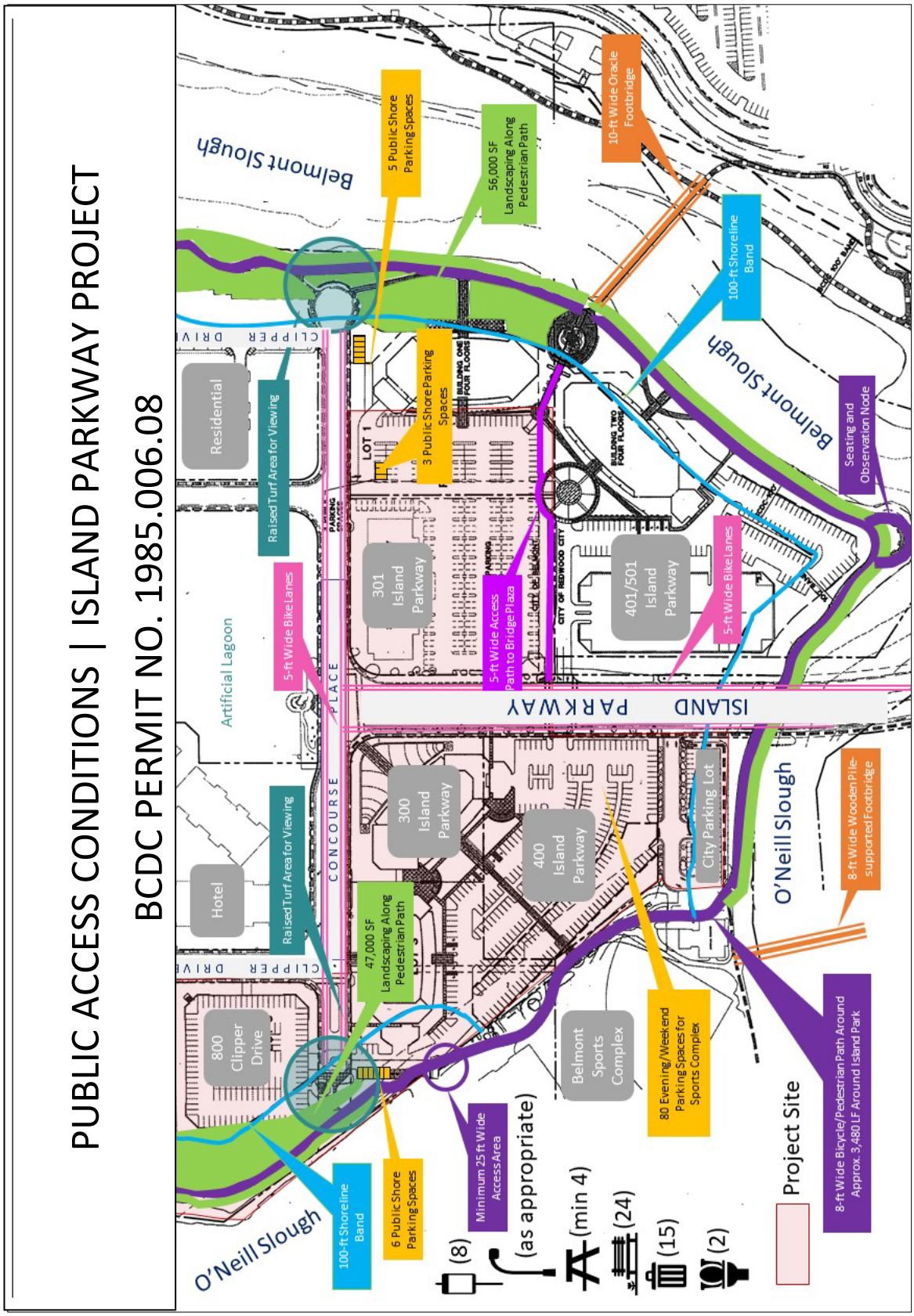

Figure 2. Public access requirements in BCDC Permit No. 1985.006.08

Existing Conditions (Exhibits 3-5)

The 12.67-acre project site is generally flat with compact gravel areas interspersed with ruderal areas and a small seasonal wetland. Most of the project site is previously disturbed, undeveloped land; the developed areas of the site include the unoccupied 4-story, 53,320-square-foot office building, a surface parking lot, and associated landscaping at 301 Island Parkway; and public roads, including Island Parkway, Concourse Place, and Clipper Drive. Island Parkway and Concourse Place are equipped with Class II bike lanes.

The only shoreline pedestrian path within the project limits is an approximately 500-linear-foot unimproved segment of the O'Neill Slough Trail along the 800 Clipper Drive parcel in the northwest corner of the project site. As the trail continues south beyond the project site, it forks around the perimeter of the sports complex, and continues east to connect with the local trail to the south of the project site. No portion of the Bay Trail lies within the project site.

Island Park is surrounded by the O'Neill and Belmont Sloughs. Pedestrian and bicycle access to the "island" is provided via three pile-supported footbridges across O'Neill and Belmont Sloughs, and an unpaved land bridge across O'Neill Slough Channel to the north. The only vehicular access to Island Park is provided via Island Parkway, a pile-supported 5-lane bridge which crosses over O'Neill Slough from the south and terminates at the project site.

Except for the public streets and a parking lot owned by the City of Belmont at the south end of the project site, the project site is unimproved for public use. Existing use of the site includes pedestrian traffic along the project's northwestern shoreline via the O'Neill Slough Trail and parking on the 400 Island Parkway parcel associated with events at the sports complex (primarily in the evening and on weekends).

Views of O'Neill Slough and its marsh areas are available from the northwestern corner of the project site and from portions of Clipper Drive and Concourse Place close to the slough. The closest public transit access points to the project site are bus stops at Ralston Ave & Hwy 101 Overpass (0.3 miles to the south) and Marine Pkwy & Twin Dolphin (0.6 miles southeast).

Social and Environmental Context

The Commission has developed a Community Vulnerability Mapping Tool to help inform its analysis of how socioeconomic indicators and contamination burdens contribute to a community's vulnerability to climate change. The mapping tool collects information at the level of Census blocks using 2020 data and at the level of the Census tract using CalEnviroScreen 3.0. Commission staff use the tool to help identify certain Equity Priority Communities. These communities include those disproportionally affected by environmental pollution and hazards that can lead to negative public health effects, exposure, or environmental degradation, and those with higher concentrations of people with socioeconomic characteristics indicative of a higher degree of social vulnerability.

The project spans across multiple parcels, most of which are located within a census block having moderate social vulnerability and lower contamination vulnerability. The social vulnerability indicators in the 70th percentile for this block include rates of children under five years of age, single parent households, people who are not U.S. citizens, and people who are severely housing cost burdened. The mapping tool shows the 301 Island Parkway parcel appears in a different census block – one with low social vulnerability and lower contamination vulnerability. The social vulnerability indicator in the 70th percentile for this census block is for single parents. Other census blocks near the project site vary from low to high social vulnerability.

Proposed Project

Infill Development (Exhibits 9-11, 15, 19-22)

The Island Parkway Life Sciences Campus Project proposes to develop the site into a life sciences campus with new office and R&D buildings and a multi-level parking garage. The project also proposes to improve the existing O'Neill Slough Trail and landscape along the O'Neill Slough.

1. **New Structures.** The project proposes three new multi-level life sciences buildings and one new parking garage. Building 1 would be an 11-story, 380,450-square-foot building on the 300 Island Parkway parcel. Building 2 would be a 9-story, 262,020-square-foot building on the 800 Clipper Drive parcel. Building 3 would be a 13-story, 203,820-square-foot building replacing the existing 3-story 53,320-square-foot office building at 301 Island Parkway parcel. The parking garage would be a 12-level, 654,170-square-foot structure on the 400 Island Parkway parcel.

   The project site is currently designated for "Regional Office" in the Belmont General Plan, which allows a maximum floor area ratio (FAR) of 1.5. The project is currently seeking a General Plan amendment from the City of Belmont that would change its land use designation to "Office Commercial" and increase the maximum allowed FAR from 1.8 to 2.2. At build-out, the project is anticipated to support approximately 2,595 employees at full occupancy, all of which will be considered new users due to the vacant status of the building at 301 Island Parkway.

2. **Bay Trail and Associated Amenities.** While no portion of the Bay Trail is on the project site, the project team proposes to apply BCDC's Bay Trail guidelines and standards to the O'Neill Slough Trail, a local trail that passes through the site along the shoreline of the 800 Clipper Drive parcel. The proposed trail would be 12-feet wide, with 3-foot paved shoulders on both sides for a total width of 18 feet. The project proposes to use cast-in-place concrete paving with accessible slopes. Trail amenities proposed for the project include bicycle racks, bicycle repair stations, water filling stations, permanent seating areas shaded by trees, lighting, and marsh overlook areas directly adjacent to the trail. The overlooks would include signage interpreting the O'Neill Slough habitat, and signage for wayfinding would be provided to and along the trail per Bay Trail standards.

The project proposes additional publicly usable amenities, such as cafes and dining with outdoor seating areas, that are intended to primarily serve building occupants, nearby residents, and sports complex visitors.

3. **Parking.** The project proposes to locate structured parking at the podium level of Building 3 and in the main garage immediately adjacent to the Belmont Sports Complex for a total of 2,240 spaces, with 86 spaces designated for public use. The main parking garage would include 6 ground-level spaces dedicated for shoreline visitors that would be available for public use at all times, 24 hours every day. Pursuant to existing agreements with the City of Belmont, the applicant proposes to allot 80 spaces in the garage to the public on evenings and weekends. The project further proposes improvements to parking associated with the sports complex, including an additional 26 parking spaces in the City-owned lot.

4. **Circulation.** Island Parkway is the only vehicular access route in and out of Island Park. For vehicular access to Building 1 (north, at 300 Island Parkway), the main garage, and the sports complex, visitors would exit to the west side of Island Parkway. Bike/pedestrian access would be available from Concourse Place or the O'Neill Slough Trail. For vehicular access to Building 2 (northwest, at 800 Clipper Drive) visitors would use the drop-off roundabout proposed for the intersection of Concourse Place and Clipper Drive. Bike/ pedestrian access would be available from Concourse Place or the Bay Trail. For vehicular access to Building 3 (east, at 301 Island Parkway) visitors would exit to the east of Island Parkway. Bike/pedestrian access would also be available from the shoreline trail.

5. **Landscape and Open Space.** The project proposes a publicly accessible plaza, multi-use trail, a range of seating areas, outdoor sculpture, overlooks, viewing areas, interpretive elements, and native gardens. The pavement areas would be surfaced with unit pavers at the plaza, cast-in-place concrete at the trail, and boardwalks at overlooks and seating areas adjacent to the trail. A variety of bench types and loungers are proposed for seating. Walkways and plazas would be interspersed with planted 'isles' that host a native and adaptive plant palette, with flowering and shade trees suited to the Bay microclimate. Planted areas adjacent to O'Neill Slough will be a native garden. Planted areas will be meadow-like, low-lying grasses, wildflowers, and shrubs that include marsh-adjacent conducive species. Interpretive elements and signage will provide educational opportunities related to the native plant palette and marsh landscape.

6. **Views.** The O'Neill Slough and its marsh areas are currently visible from undeveloped areas throughout the northwestern corner of the project site and from portions of Clipper Drive and Concourse Place close to the slough. The proposed development will reduce views to O'Neill Slough to vantages along the O'Neill Slough Trail and the proposed drop-off roundabout for 800 Clipper Drive.

Sea Level Rise (Exhibit 17)

The project proposes to raise site elevations to avoid impacts from flooding and sea level rise up through 2080, which corresponds to the minimum anticipated lifespan of the project, and has provided a conceptual approach to adaptation to end of century in the form of seat walls along the O'Neill Slough shoreline.

Current site elevations range from approximately 8 to 20 feet NAVD88. The office campus to the north of the project site is situated at approximately 11 feet. Elevations along Clipper Drive and Concourse Place are approximately 8 to 10 feet. The sports complex to the southwest of the project site is higher, at approximately 20 feet.

The current Mean High Water elevation for Belmont Slough is approximately 6.34 feet NAVD88 and the 100-year extreme tidal elevation is 10.46 feet (measured at Point ID 415 in AECOM 2016). Sea level rise studies for the area predict 1.9 feet of sea level rise by 2050, 4.5 feet by 2080, and 6.9 feet by 2100 based on the high emissions and medium-high risk aversion scenario (Ocean Protection Council, 2018). Due to the distance between the project site and the open waters of the San Francisco Bay (approximately three linear miles along O'Neill and Belmont Sloughs), wind-driven wave runup is not a significant factor at this location. The total water level (100-year flood elevation plus sea level rise) considered is 12.36 feet for 2050, 14.96 feet for 2080, and 17.36 feet for 2100. The 2100 sea level rise plus King Tide event (1-year tide level) is 15.15 feet.

The project proposes to raise shoreline trail elevations to approximately 15.2 feet, which would be above the total water level projected for 2080 (and above the 2100 sea level rise plus King Tide event). Portions of the project site to the north and east will need to be lower than 15 feet to meet existing grades on adjacent properties.

In addition, the project team proposes various options for adapting the public shoreline space through the end of the century (100-year event in 2100). One such option is to raise a seawall or berm on the west side of the project site to protect against flooding from O'Neill Slough to the west. It is anticipated that potential flooding from other offsite properties (i.e., via the property to the north or via adjacent public streets) will be prevented by eventual development of those areas, City infrastructure improvements, and/or a more regional approach to climate change.

Shoreline Protection (Exhibits 15-16)

The project proposes a living shoreline approach using nature-based shoreline protection in the form of a planted bank at a 2:1 slope, as well as an 18-inch-high seat wall at the top of slope. All slope modifications proposed would be outside of the Commission's Bay jurisdiction. The planted slope will be planted with native high-marsh species and be designed to adapt as water levels rise, allowing habitat to migrate upslope. The multi-use trail is proposed at elevation 15.2 feet, which is above the 100-year flood elevation in 2080 of 14.96 feet as well as the 2100 King Tide elevation of 15.15 feet. The top of the planted slope is proposed at elevation 16.5 feet and the top of the seat wall is proposed at elevation 16.7 feet, both of which are above the 2080 100-year flood elevation of 14.96 feet as well as the 2100 10-year flood elevation of 16.12 feet. Space at the top of slope has been reserved for future shoreline protection measures to be added to meet the 2100 100-year flood elevation of 17.36 feet.

Community Engagement

The project team began its community outreach efforts before approaching BCDC. Thus far, this outreach has been able to engage the Belmont Sports Complex user groups, elected officials, and business organizations (e.g., Chamber of San Mateo County, San Mateo County Economic Development Association). The project team reports that feedback received from these groups has primarily focused on the potential loss of parking access by users of the Belmont Sports Complex. This concern is being addressed through the development of an interim parking plan, assurance of adequate parking during construction either at the 401/501 Island Parkway parking garage, or temporary surface parking at 800 Clipper Road. Post-construction, 80 spaces in the project's main garage will be available for public use after 5:00 pm on weekdays and all day on weekends and holidays.

The project team is actively working on future engagement with adjacent property owners/operators (e.g., Island Parkway Business Owners Association, Farallon Homeowners Association, Hyatt House, Volkswagen) and other local neighborhood associations (e.g., Sterling Downs and Homeview). In preparation for their DRB review, BCDC staff advised the project proponents to engage with underserved communities in the area.

Approval & Construction Timeline

The applicant submitted its development application to the City of Belmont in October 2022. The City is in the process of retaining an environmental consultant this spring. The applicant anticipates City project approvals (a General Plan Amendment, New Conceptual Development Plan and a Development Agreement) in late spring/early summer of 2024. The applicant intends to submit its formal application to BCDC in 2024 and anticipates construction beginning in 2025.

Commission Plans , Policies, and Guidelines

San Francisco Bay Plan Policies

The *San Francisco Bay Plan* (Bay Plan) contains a number of policy sections relevant to the design of the public access areas for this project, including the sections on Priority Use Areas; Public Access; Recreation; Appearance, Design and Scenic Views; Shoreline Protection; Environmental Justice and Social Equity; Climate Change; and Public Trust.

As shown on **Bay Plan Map No. 6**, the site does not carry a Priority Use designation but it is adjacent to a Wildlife Priority Use Area. The Bay Plan Map includes the following two policies related to the Priority Use Area.

1. Bay Plan Map No. 6 Policy 11: **Bair Island Ecological Reserve.** Restore and enhance habitat for the benefit of wildlife and aquatic life. Provide wildlife compatible recreation opportunities. The project team has not yet provided information on wildlife and aquatic life at or near the project site, nor yet completed its environmental impact studies (the City began its search for an environmental consultant this spring).

2. Bay Plan Map No. 6 Policy 12: **Redwood Shores.** Provide continuous public access to the Bay and to Belmont, Steinberger, Smith, and Corkscrew Sloughs if in a manner protective of sensitive wildlife; where appropriate include paths, beaches, small parks, and wildlife observation areas.

The Bay Plan's **Environmental Justice and Social Equity** Policy 3 states that "equitable, culturally-relevant community outreach and engagement should be conducted by local governments and project applicants to meaningfully involve potentially impacted communities for major projects and appropriate minor projects in underrepresented and/or identified vulnerable and/or disadvantaged communities," and "evidence of how community concerns were addressed should be provided." The project site is not within an area identified by BCDC's Community Vulnerability Mapping Tool as having high social vulnerability; nevertheless, BCDC staff have advised the project team to outreach to, and engage with, local community-based organizations and advocates of underserved communities.

Pursuant to the Bay Plan's **Climate Change** policies, projects "should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century" (Policy 3), and that "wherever feasible and appropriate, effective, innovative sea level rise adaptation approaches should be encouraged" (Policy 5). The project is located in an area anticipated to be impacted by rising sea levels in the future. It proposes finished elevations of +15.2 feet NAVD88, a "living shoreline," and a seat wall to achieve flood resiliency.

The Bay Plan's **Shoreline Protection** Policy 1 states that "new shoreline protection projects… should be authorized if: (a) the project is necessary to provide flood or erosion protection for… proposed development, use or infrastructure that is consistent with other Bay Plan policies; (b) the type of protective structure is appropriate for the project site, the uses to be protected, and the causes and conditions of erosion and flooding at the site; (c) the project is properly engineered to provide erosion control and flood protection for the expected life of the project based on a 100-year flood event that takes future sea level rise into account; (d) the project is properly designed and constructed to prevent significant impediments to physical and visual public access; (e) the protection is integrated with current or planned adjacent shoreline protection measures; and (f) adverse impacts to adjacent or nearby areas, such as increased flooding or accelerated erosion, are avoided or minimized." Additionally, Policy 5 states that "all shoreline protection projects should evaluate the use of natural and nature-based features."

This project includes nature-based shoreline protection in the form of a planted bank at a 2:1 slope, as well as an 18-inch-high seat wall at the top of slope. The project team has not reported any investigation or data regarding the combined flood impacts from both fluvial and tidal events along the O'Neill Slough.

The Bay Plan's **Public Access** policies state that "maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline" (Policy 2); that "public access improvements provided as a condition of any approval should be consistent with the project, the culture(s) of the local community, and the physical environment, including protection of Bay natural resources" (Policy 8); and that "access to and along the waterfront should be provided by walkways, trails, or other appropriate means" (Policy 10). The project would provide public access along the shoreline, including seating and overlooks, as well as reconstruction of a segment of the O'Neill Slough Trail.

Public Access Policy 5 states that "public access that substantially changes the use or character of the site should be sited, designed, and managed based on meaningful community involvement to create public access that is inclusive and welcoming to all." The project team has reached out to neighboring property owners, public officials, and local business associations and has incorporated feedback or provided assurances in response to concerns.

Public Access Policy 6 states that "public access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding." The project includes adaptive features such as a living shoreline, raised elevations, and a seat wall to address future sea level rise.

The Bay Plan's **Appearance, Design and Scenic Views** policies state that "all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay" (Policy 2), and that "views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water" (Policy 14). The project team has made efforts to improve the public's experience at the shoreline; however, the development of multiple high-rise buildings proposed throughout the project site would not preserve or enhance views of the O'Neill Slough from most upland locations.

Public Access Design Guidelines

The *Public Access Design Guidelines* state that public access should feel public, be designed so that the user is not intimidated nor is the user's appreciation diminished by structures or incompatible uses, and that there should be visual cues that public access is available for the public's use by using site furnishings, such as benches, trash containers, lighting, and signage. The *Public Access Design Guidelines* further state that public access areas should be designed for a wide range of users, should maximize user comfort by designing for weather and day and night use, and that each site's historical, cultural, and natural attributes provide opportunities for creating projects with a "sense of place" and a unique identity. The Bay Plan Public Access policies on these Design Guidelines state "The Design Review Board should encourage diverse public access to meet the needs of a growing and diversifying population. Public access should be well distributed around the Bay and designed or improved to accommodate a broad range of activities for people of all races, cultures, ages, income levels, and abilities."

Board Questions

Staff recommends the Board frame its remarks of the proposed park considering the public access objectives found in the Commission's Public Access Design Guidelines. Additionally, please provide feedback on the proposed public access park project with respect to the Commission's policies on sea level rise, and environmental justice and social equity.

The seven objectives for public access are:

1. Make public access PUBLIC.
2. Make public access USABLE.
3. Provide, maintain, and enhance VISUAL ACCESS to the Bay and shoreline.
4. Maintain and enhance the VISUAL QUALITY of the Bay, shoreline, and adjacent developments.
5. Provide CONNECTIONS to and CONTINUITY along the shoreline.
6. Take advantage of the BAY SETTING.
7. Ensure that public access is COMPATIBLE WITH WILDLIFE through siting, design, and management strategies.

In addition, staff would like the Board's advice on the following issues:

1. How does the project proposal result in public spaces that "feel public," and does the project proposal allow for the shoreline to be enjoyed by the greatest number of people?
2. What additional improvements would improve the public access experience to and along the shoreline?
3. Are the public access areas appropriately designed to be resilient and adaptive to sea level rise in balance with ensuring high-quality public access opportunities?
4. Does the design provide legible connections from the adjacent roadways and bike/pedestrian networks to draw users into and through the site to the O'Neill Slough Trail and shoreline?