



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
2150 Webster Street, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2022

July 11, 2022

Rebecca Saltzman  
PRESIDENT

Janice Li  
VICE PRESIDENT

Robert Powers  
GENERAL MANAGER

City of Brentwood City Council  
150 City Park Way  
Brentwood, CA 95413  
[citycouncil@brentwoodca.gov](mailto:citycouncil@brentwoodca.gov)

RE: Priority Area 1 Specific Plan and EIR Amendments

DIRECTORS

Debra Allen  
1ST DISTRICT

Mark Foley  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Elizabeth Ames  
6TH DISTRICT

Lateefah Simon  
7TH DISTRICT

Janice Li  
8TH DISTRICT

Bevan Duffy  
9TH DISTRICT

Dear Councilmembers:

In November 2018, the City Council approved the Priority Area 1 (PA-1) Specific Plan and certified the Environmental Impact Report (EIR), setting a foundation for future development to support an employment center that would create new economic development opportunities and future jobs growth within Brentwood. Since then, the Council has adopted the Innovation Center Master Plan (ICMP) and approved the Concept design; and at the upcoming July 12th meeting is considering:

- (1) adopting an Addendum to the Environmental Impact Report (EIR) prepared for the Priority Area 1 (PA-1) Specific Plan project (State Clearinghouse No. 2018042064);
- (2) approve a resolution amending the PA-1 Specific Plan (SPA 22-001); and (3) adopt an ordinance to amend Brentwood Municipal Code Chapter 17.295 (PA-1 [Priority Area One] zone) and the zoning map of the City of Brentwood accordingly (RZ 22-001).

Priority Area 1 is a Priority Development Area per MTC's Plan Bay Area 2050 (adopted in 2021).

In 2016, the San Francisco Bay Area Rapid Transit District (BART) adopted its Transit-Oriented Development Policy and Performance Targets in support of well designed, mixed-use, high-density development adjacent to frequent transit. BART followed the Board's directives by publishing its [Transit-Oriented Development Guidelines](#) (TOD Guidelines) in 2017. The TOD Guidelines offer guidance to cities and counties in creating transit-supportive station area plans, which are typically defined as a half-mile radius for the areas surrounding BART stations.

The TOD Guidelines set targets for residential densities, building heights, and parking based on a station's TOD Place Type. For example, expectations for the Antioch station area, which is the closest station to Brentwood, are as follows:

- Minimums of 75 dwelling units per acre with 1 secure bike parking space for each unit and building heights of 5 stories
- No vehicle parking minimums for any use, no prohibitions on shared or unbundled parking, residential maximums of 1 space per unit, and office maximums of 2.5 spaces per 1,000 square feet

July 11, 2022

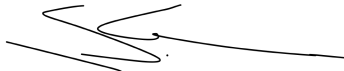
Page 2

BART's System Expansion Policy was adopted in 1999 (currently under revision); it outlines the goals and strategies for consideration when expanding the BART system. The Policy calls out transit supportive land use and access as important to "ensure cost-effective transportation investment decision, [that] Protect the taxpayer's investment in the District's physical infrastructure." The Revised System Expansion Policy will assess any future BART system improvements or expansions based upon the alignment with transit-oriented development goals and policies set by BART's TOD guidelines and local, state, federal, and regional funding agencies guidance, such as MTC's Transit-Oriented Communities Strategy (underway) which will apply to PA-1 as a Priority Development Area.

The reduction of the Transit Station (TS) Overlay from 20.0 acres to 6.6 acres in the amendment limits the land allocated to future Transit Station uses and reverts them to Employment Center/Light Industrial (ECLI), which does not allow any residential uses and limits the allowable commercial uses. This amendment limits the revised Specific Plan from achieving the transit supportive goals, and the Innovation Center Master Plan's stated goal LU-2 to "Provide for a Comprehensive mix of transit supportive land use."

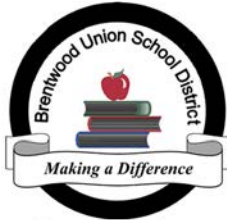
BART encourages the City of Brentwood to consider employing transit-supportive land use strategies within the Innovation Center Master Plan. Thank you for considering these comments.

Sincerely,



Sadie Graham  
Office of Planning and Development

cc: Val Menotti, BART Chief Planning and Development Officer



*Superintendent  
Dana Eaton, Ed.D.*

## *Brentwood Union School District*

255 Guthrie Lane, Brentwood, CA 94513 (925)513-6300 FAX (925)634-8583

Tuesday, June 12, 2022

Mayor and City Council, Thank you for the opportunity to speak this evening during this public hearing regarding the proposed PA-1 project.

My name is Robin Schmitt, the Chief Business Official for the Brentwood Union School District.

The District has been engaged in communication with City staff from the beginning of this proposed project and have provided consistent input to staff during the process.

1. The PA-1 project proposes up to 2,031 residential units and 3,518,232 sq ft of non-residential space.
  - a. The District has maintained that this will generate about 700 students.
    - i. 460 TK-5
    - ii. 240 6-8
2. The PA-1 project will generate students without needed school capacity in the area.
3. Current projections and school site plans do not include these students as plans have not been approved. With the denial of the Bridlegate project, the District has no current options for a school site in the area.
4. The cost of land and a school in the area is estimated to cost the District \$65,000,000.
5. Measure B funds are obligated to current projects and a school site on Lone Tree Way.
6. The construction in PA-1 area will generate an estimated \$18 million in developer fees due to residential and non-residential construction.
7. The District will be obligated to go to the Brentwood voters with a Bond to authorize additional property taxes to cover the estimated \$47,000,000 in additional funds the District will require to build the additional school.
8. There may be state school bond funds available, but those funds can only be requested after construction is complete, and only if funds are available. Currently the list of projects in application to the State exceeds the current funding available. And the State will only match up to 50% of costs if funds are available.
9. The District has met with and communicated with City staff to consider options to address the need for land and options to address the costs. At this time there are no real viable options, as the land in the area is privately owned and, per city staff, current zoning rules allow little flexibility to support the District.
10. The District will continue to consider options and communicate with the city regarding options.

Robin Schmitt  
Chief Business Official  
Brentwood Union School District

**From:** [Jim Telfer](#)  
**To:** [webCityClerk](#); [Rodriquez, Johnny](#); [Mendoza, Jovita](#); [Meyer, Susannah](#); [=yCouncil Members](#)  
**Subject:** E.2 Campaign Contributions  
**Date:** Monday, July 11, 2022 7:55:01 AM

---

CAUTION – EXTERNAL SENDER

To ensure that Campaign Contributions do not buy votes of candidates for council. You must limit them to \$5,000.00

Per individual, company and Family. To have a council that truly represents all the city citizens. Not the developer's or wealthy families. You must have limits on Campaign contributions..

JimTelfer





**From:** [Morris, Alexis](#)  
**To:** [=yCouncil Members](#)  
**Cc:** [=yDepartment Directors](#); [Wisinski, Katherine](#)  
**Subject:** Agenda Item D.1  
**Date:** Tuesday, July 12, 2022 9:51:47 AM

---

Dear Honorable Mayor and City Council,  
Good morning. Council Member Meyer asked staff for some background information related to the City's Affordable Housing Program. That information is provided below for your reference.

Thank you.

**What is the balance of the Affordable Housing In-Lieu Fee fund?**

As of June 30, 2022, approximately \$4.6M (balance) is in the in-lieu fee fund.

**How much is spent on the affordable housing programs (annually)?**

Approximately \$1.2M is spent annually for the affordable housing programs.

**How many units are in the affordable housing program?**

75 owner occupied units, 22 rental units (occupancy at 100% for rental program, wait list in effect with property manager)

**How many applicants accepted on the wait list(s)?**

Out of the over 300 applications received on 9/30/21 (wait lists opened on 9/1/21 and closed on 9/30/21), 167 applications were accepted to the wait lists. The income categories for those on the wait list are: 58 Very Low / 91 Low / 18 moderate



**Alexis Morris, Director of Community Development**  
Community Development  
150 City Park Way  
Brentwood, CA 94513-1164  
Phone: 925.516.5195  
Fax: 925.516.5407  
[amorris@brentwoodca.gov](mailto:amorris@brentwoodca.gov)



**From:** [Morris, Alexis](#)  
**To:** [=yCouncil Members](#)  
**Cc:** [=yDepartment Directors](#); [Wisinski, Katherine](#); [Elias, Sylvia](#)  
**Subject:** Agenda Item D.1  
**Date:** Tuesday, July 12, 2022 3:22:29 PM

---

Honorable Mayor and City Council,

Good afternoon. Council Member Rarey asked staff several questions related to Agenda Item D.1. The questions and our responses are provided below for your reference.

Thank you.

**On Page 66, it says, "An application for a density bonus must be received concurrently with an application for residential growth management program allotments."**

*Q: Didn't we eliminate the residential growth management program?*

A: On May 10, 2011, the City Council directed staff to temporarily suspend the Residential Growth Management program and for the program to be revised as part of a longer-term effort to comprehensively update the City's General Plan. The program was not eliminated. Therefore, the program is still referenced in the AH ordinance but it is not being implemented due to the program being suspended.

**On Page 67, Section D. Flexible Design Standards, sub-section 4. Construction of duets, duplexes, triplexes or fourplexes on corner lots within single-family areas**

*Q: Wasn't there discussion the last time this came to the Council to eliminate duets, duplexes, triplexes and fourplexes as an option for building affordable homes?*

*Q: And wasn't there also discussion that if duets/duplexes were to be allowed on corners that the driveways were not to be on the same street?*

A: At the May 26th City Council meeting (continued from 5/24 due to the power outage), a discussion was held regarding the construction of duets, duplexes, triplexes, and fourplexes for the City's affordable housing program. After the discussion, the City Council directed staff to include the option to build these types of units in the draft ordinance amendment.

The City Council also directed staff to bring back the following topics for discussion at a future meeting separate from the changes being considered by the City Council tonight. (This discussion is tentatively scheduled for the 8/23 City Council meeting)

- Determine legal feasibility to remove by-right development of duets
- Determine legal feasibility of adding requirement for duets to be on corner lots
- Determine legal feasibility to add strong design requirements to ensure affordable homes blend in with neighborhood

*Q: When it comes to developers building additional affordable housing units to qualify for a density bonus can we stipulate that those units need to be the same type of SF units in the development, not duplexes/duets, triplexes or fourplexes?*

A: If the City adopted such a provision, a developer eligible for a density bonus could simply request a waiver of the requirement, which the City would need to grant unless there were grounds to deny it.

To give the most extreme example, the Density Bonus Law allows for a 100% density bonus when 100% of the total units (other than manager's units) are restricted to very low, lower and moderate income. That's a doubling of the allowed density.

In addition, developers of density bonus projects must also be granted one or more concessions or incentives, as well as unlimited waivers or reductions from development standards that would have the effect of physically precluding the construction of a development at the density, or with the requested incentives, permitted by the Density Bonus Law. As an appellate court recently noted:

A concession or incentive may be refused if the city can establish it would not result in identifiable and actual cost reductions to provide for affordable housing costs. ([§ 65915, subd. \(d\)\(1\)\(A\).](#)) The only other exceptions to the requirement to grant incentives and concessions or waivers and reductions of standards require the city to find, based on substantial evidence, that doing so (1) would have "a specific, adverse impact ... upon public health and safety," (2) would have an adverse impact on any historic resource, or (3) would be contrary to state or federal law.

(*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 770-771.) The City bears the burden of proving these grounds for denial, if they are asserted.

Collectively, this bundle of rights afforded developers of density bonus projects means that cities are not in a position to hold those developers to a particular product type – here, a single family home – unless one of the grounds for denial above can be proven. In an instance where a given site's density is 10 units per acre (which would accommodate single family homes), a 100% density bonus would allow 20 units per acre, which cannot be realized through single family development. To quote *Bankers Hill* again, "unless one of the statutory exceptions applies, so long as a proposed housing development project meets the criteria of the Density Bonus Law by including the necessary affordable units, a city may not apply any development standard that would physically preclude construction of that project as designed..."

---

**From:** Rarey, Karen <[krarey@brentwoodca.gov](mailto:krarey@brentwoodca.gov)>

**Sent:** Tuesday, July 12, 2022 11:19 AM

**To:** Morris, Alexis <[amorris@brentwoodca.gov](mailto:amorris@brentwoodca.gov)>

**Cc:** Ogden, Tim <[togden@brentwoodca.gov](mailto:togden@brentwoodca.gov)>

**Subject:** Agenda Item D.1

Alexis,

I have a few questions/comments regarding Agenda Item D.1:

On Page 66, it says, "An application for a density bonus must be received concurrently with an application for *residential growth management program* allotments.

Q: Didn't we eliminate the residential growth management program?

On Page 67, Section D. Flexible Design Standards, sub-section 4. Construction of duets, duplexes, triplexes or fourplexes on corner lots within single-family areas

Q: Wasn't there discussion the last time this came to the Council to eliminate duets, duplexes, triplexes and fourplexes as an option for building affordable homes?

Q: And wasn't there also discussion that if duets/duplexes were to be allowed on corners that the driveways were not to be on the same street?

Q: When it comes to developers building additional affordable housing units to qualify for a density bonus can we stipulate that those units need to be the same type of SF units in the development, not duplexes/duets, triplexes or fourplexes?

Thanks,  
Karen

**Karen Rarey | Council Member**

Brentwood City Council

150 City Park Way

Brentwood, CA 94513-1164

Bus: 925-516-5440 / Fax: 925-516-5441

[krarey@brentwoodca.gov](mailto:krarey@brentwoodca.gov) / [www.brentwoodca.gov](http://www.brentwoodca.gov)



**Alexis Morris, Director of Community Development**

Community Development

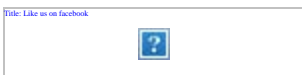
150 City Park Way

Brentwood, CA 94513-1164

Phone: 925.516.5195

Fax: 925.516.5407

[amorris@brentwoodca.gov](mailto:amorris@brentwoodca.gov)



**From:** [Gale, Darin](#)  
**To:** [=yCouncil Members](#)  
**Cc:** [=yDepartment Directors](#); [Ewen, Joshua](#)  
**Subject:** Agenda Item D.2  
**Date:** Tuesday, July 12, 2022 3:27:39 PM  
**Attachments:** [PA 1 Ownership over Aerial 2020.pdf](#)  
[PA-1 Ownership over ICMP.pdf](#)

---

Good Afternoon Mayor and City Council --

Council Member Rarey asked....."Can you provide me with a map of PA-1, which shows who owns each parcel?"

- Attached are two maps with ownership information for PA-1. If you have any additional questions, please let me know.

Darin



**Darin Gale, Assistant City Manager**  
City Manager's Office  
150 City Park Way  
Brentwood, CA 94513-1164  
Phone: 925.516.5181 Cell 925.390.9648  
Fax: 925.516.5441  
[dgale@brentwoodca.gov](mailto:dgale@brentwoodca.gov)







Lone Tree Way

Low Lane

Shady Way

Heidorn Ranch Road

HIGHWAY 4

Sand Creek Road

Future Sand Creek Road Extension





Lone Tree Way

Lone Tree Plaza

Developed

Golden Hills Community Church

Church of Latter Day Saints

Beard

Lone Tree Shops

Brentwood Baptist

Kikkert

Center Pointe Associates

Marcotte

O'Neil

Dominguez

Nunn

Amber Lane Apartments

Nunn

Khan

Heidorn Ranch Road

Nunn

Nunn

HIGHWAY 4

Low Lane

Shady Way

Stonebarger

Houser

Houser

P. Maggiora

D. Maggiora

Meritage Homes

Discovery

Sand Creek Road

Future Sand Creek Road Extension

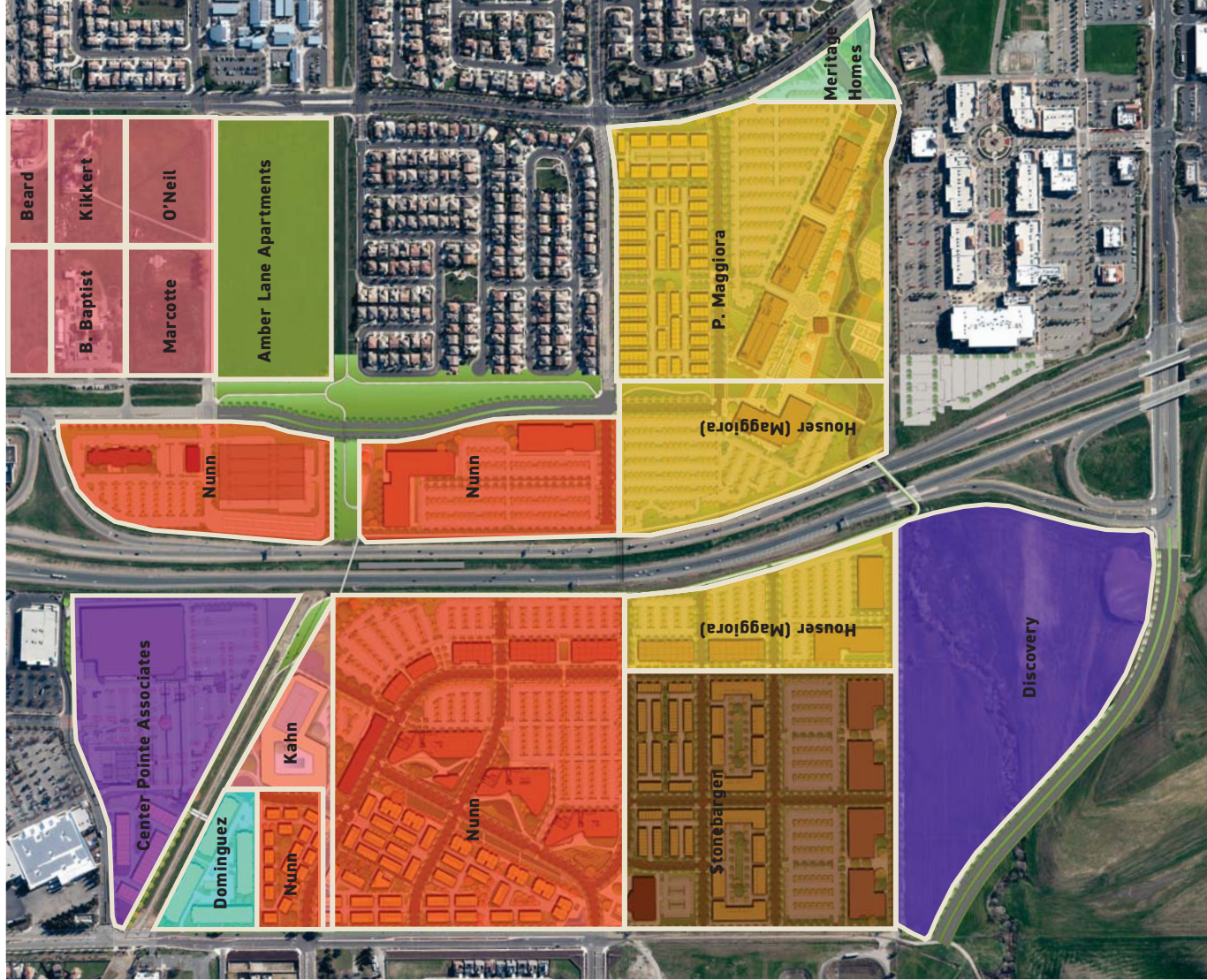


# Parcel Ownership



## Simplify

The master plan has worked to align proposed streets with existing parcel lines to simplify development and minimize potential for remnant parcels.





**From:** [Ewen, Joshua](#)  
**To:** [=yCouncil Members](#)  
**Subject:** Council Item D. 2 - Staff Presentation on PA-1 Specific Plan  
**Date:** Tuesday, July 12, 2022 5:28:09 PM  
**Attachments:** [PA1 ICMP 2022 0712 draft Presentation reduce email.pdf](#)

---

Good Evening Honorable Mayor and Councilmembers,

The presentation for Item D.2, PA-1 Specific Plan, is included with this email.

Best Regards,

**Joshua R. Ewen, Senior Analyst**

City Manager's Office - Economic Development Division  
150 City Park Way  
Brentwood, CA 94513-1164  
Cell Phone: 925.418.2418  
Fax: 925.516.5441  
[jewen@brentwoodca.gov](mailto:jewen@brentwoodca.gov)



**Joshua Ewen, Senior Analyst**  
City Manager's Office - Economic Development Division  
150 City Park Way  
Brentwood, CA 94513-1164  
Phone: 925.418.2418  
Fax: 925.516.5441  
[jewen@brentwoodca.gov](mailto:jewen@brentwoodca.gov)





# Innovation Center @ Brentwood Specific Plan Update

07.12.2022



# Priority Area 1 (PA-1)

- ❖ 20 year City Vision for a Planned Employment Center (PEC)
- ❖ City General Plan for future jobs center (2012 Update and 2014 General Plan)
- ❖ On **October 16, 2018**, the Planning Commission, held a Public Hearing in regards to the PA-1 Specific Plan including recommending the City Council approve certification of an Environmental Impact Report (EIR); adoption of the Priority Area 1 Specific Plan and related actions.
- ❖ **November 13, 2018**, the City Council adopted Resolution No. 2018-159, approving the Priority Area 1 (PA-1) Specific Plan.



# Priority Area 1 (PA-1)

- ❖ On **October 22, 2019**, the City Council and Planning Commission held a joint special meeting on the Urban Land Institute (ULI) Technical Assistance Panel's (TAP) Findings and Recommendations related to PA-1.
- ❖ On **March 24, 2020**, the City Council received and filed the Urban Land Institute Priority Area 1 TAP Report and approved the PA-1 Action Plan.
- ❖ On **January 13, 2021**, at a Special Joint Meeting Workshop received a report and provided feedback related to master planning for The Innovation Center.

# Innovation Center Master Plan

## Community Outreach:

- ❖ Project website: [www.innovatebrentwood.site](http://www.innovatebrentwood.site) – 400 public comments
- ❖ Virtual Town Halls (x 3): September 16, 2020, November 18, 2020, April 14, 2021
- ❖ Web survey
- ❖ Meetings with PA-1 Property Owners and Master Plan Consultant/City Staff
- ❖ Regional agency coordination: BART, CCTA, Tri-Delta Transit, Brentwood Unified School District, Fire District

# Priority Area 1 (PA-1)

## ❖ Innovation Center Master Plan:

A roadmap to a next generation business park and mixed use campus with transit and community connectivity; also a marketing tool for economic development investment and jobs attraction.





# Priority Area 1 (PA-1)



# Priority Area 1 (PA-1)

- ❖ On **May 11, 2021**, the City Council approved concept design for The Innovation Center Master Plan and directed staff to proceed to the next phases of the Project;
- ✓ Updating the Priority Area 1 Specific Plan to reflect the Innovation Center Master Plan (Tonight)
- ✓ Finalize a marketing plan (Active – Underway)



# Priority Area 1 (PA-1)

- ❖ Agenda item includes text amendments, exhibits and policy recommendations to be included in the PA-1 Specific Plan; and related CEQA actions.
- ❖ Reliance on the 2018 Environmental Impact Report (EIR).
- ❖ Not intended to be an exhaustive update to the PA-1 Specific Plan document.

## Overview:

The 2018 Priority Area 1 Specific Plan has been amended to support the vision that was generated for the Innovation Center @ Brentwood Master Plan. Tonight's presentation will provide a high level overview highlighting the modifications made to the specific plan.

# 1

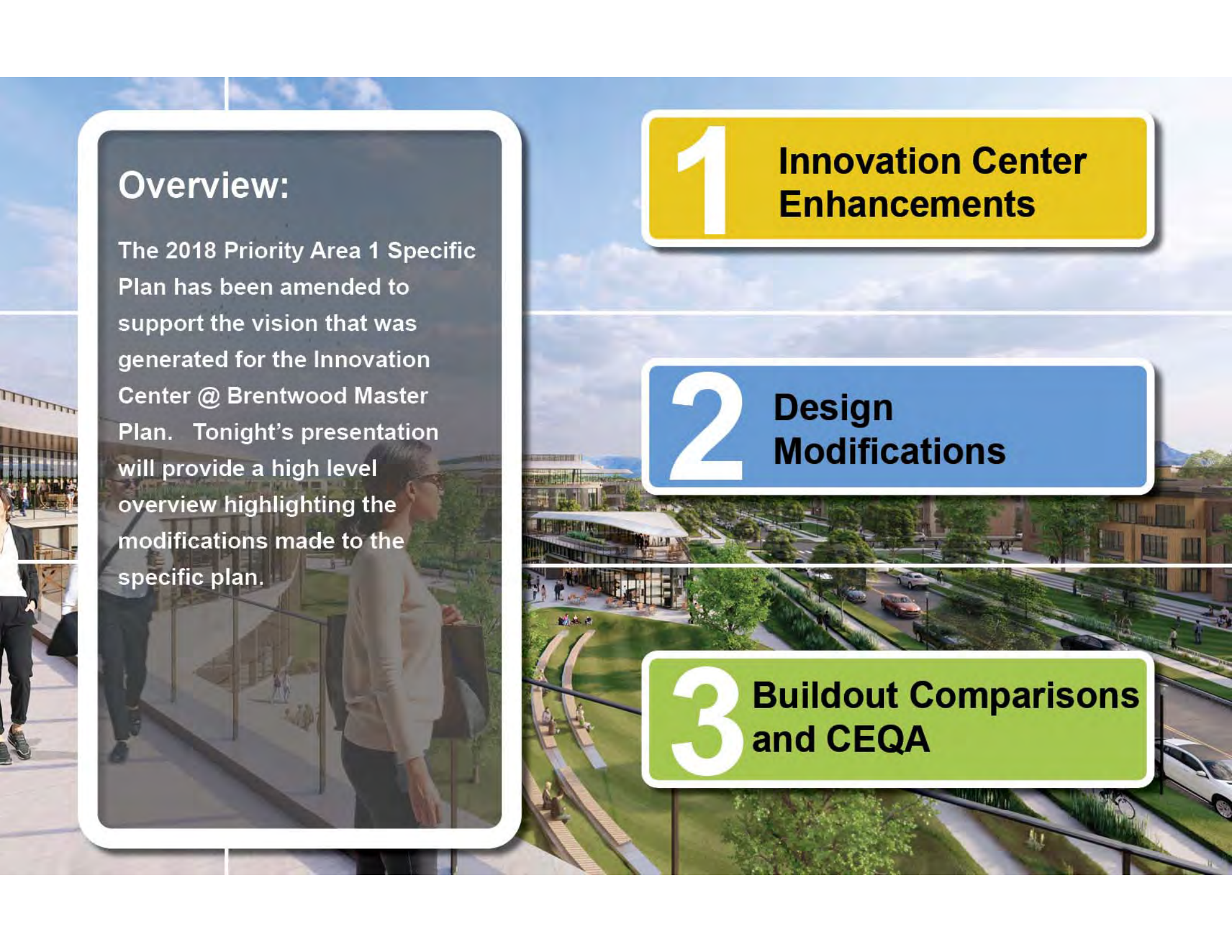
## Innovation Center Enhancements

# 2

## Design Modifications

# 3

## Buildout Comparisons and CEQA





# 1

## Innovation Center Enhancements to the 2018 PA1 Specific Plan

### Purpose: Attract living-wage jobs to Brentwood

- Brentwood as a first choice for employers to relocate their business.

### Master Plan Vision: Elevate Development Potential

- Strategic Land Use, Infrastructure, Connectivity and Amenity access

### Leverage Strengths: A Dream within reach

- Available housing, educated labor pool, recreation, organic produce

### Design for Health: Build to suit

- Embrace wellness, public transit access, bike and pedestrian facilities



# 2

## Key Modifications

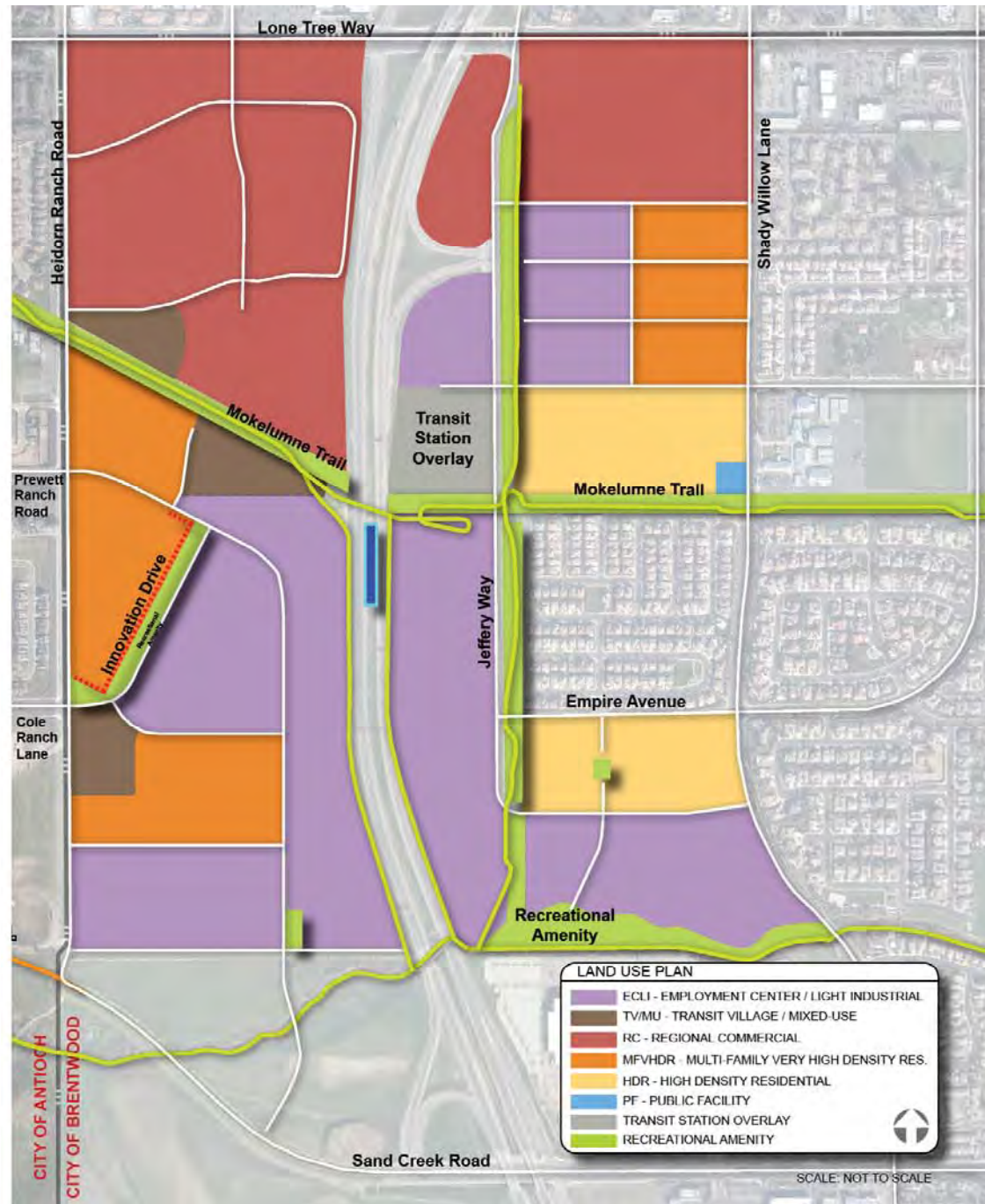
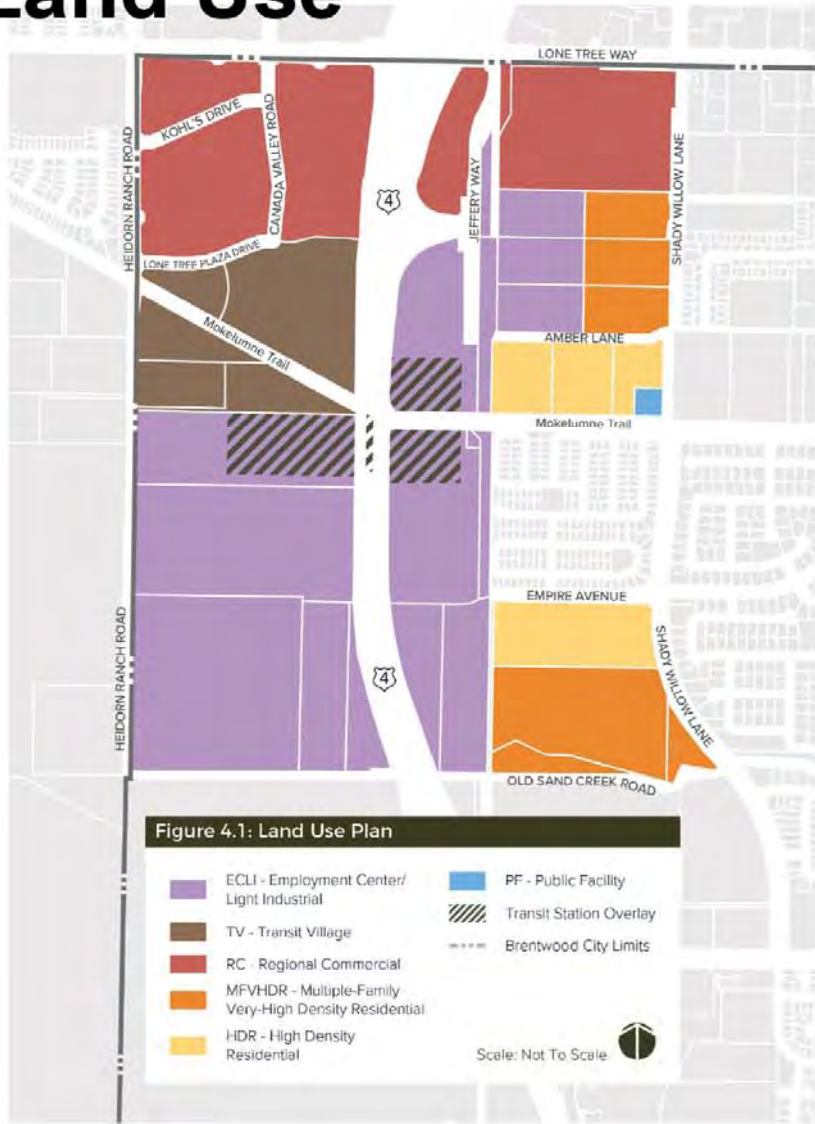
- **Location:** Strategically site Commercial land uses for best flexibility, amenity access and visibility
- **Connectivity and Wellness:** Finer grain street grid, generous sidewalks, protected bike lanes and regional trail access makes the healthy commute a practical and enjoyable choice
- **Land Use:** Utilize Horizontal Mixed-Use strategy to leverage residential development to build infrastructure for commercial projects

© 2014 MAVA Technologies





# Land Use



# 2018: PA 1



| LAND USE PLAN |  |
|---------------|--|
|               | ECLI - EMPLOYMENT CENTER / LIGHT INDUSTRIAL  |
|               | TV/MU - TRANSIT VILLAGE / MIXED-USE          |
|               | RC - REGIONAL COMMERCIAL                     |
|               | MFVHDR - MULTI-FAMILY VERY HIGH DENSITY RES. |
|               | HDR - HIGH DENSITY RESIDENTIAL               |
|               | PF - PUBLIC FACILITY                         |
|               | TRANSIT STATION OVERLAY                      |
|               | RECREATIONAL AMENITY                         |

# 2021: ICMP

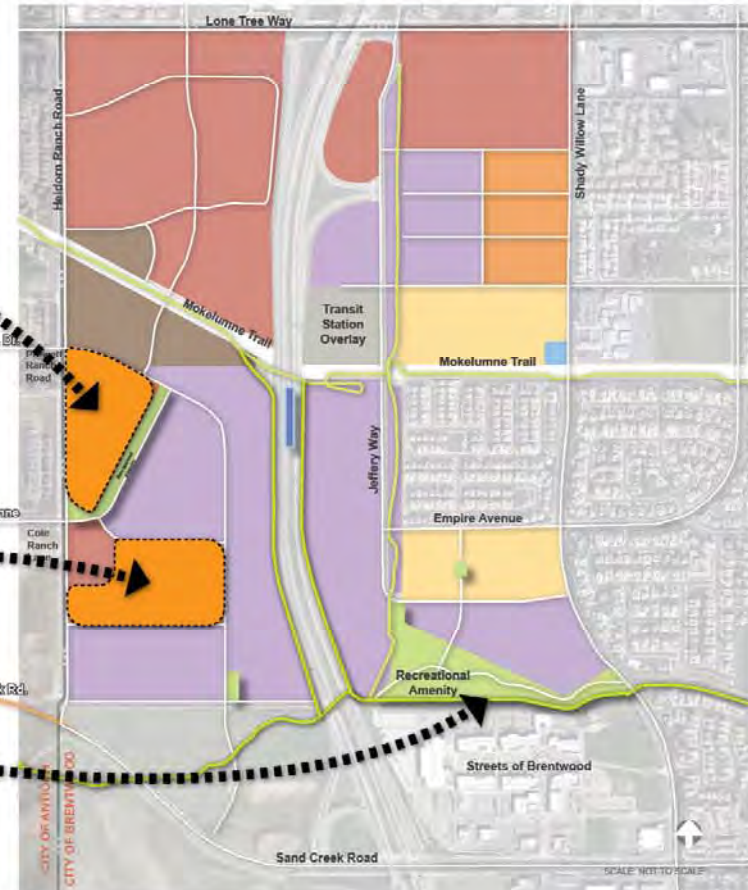










1. Streets of Brentwood a key amenity for ECLI
2. Place-Making Enhancements
3. Empower commuting by bike or foot
4. Enhance connectivity
5. Consolidate transit parking in ONE location
6. Capture significant anchor opportunity
7. Relocate housing in key locations to leverage benefits for City



# 2018: PA 1

# 2021: ICMP



| LAND USE PLAN  |   |
|--|---|
|  | ECLI - EMPLOYMENT CENTER / LIGHT INDUSTRIAL                     |
|  | TV/MU - TRANSIT VILLAGE / MIXED-USE 25-40 UNITS / ACRE          |
|  | RC - REGIONAL COMMERCIAL  |
|  | MFVHDR - MULTI-FAMILY VERY HIGH DENSITY RES. 15-35 UNITS / ACRE |
|  | HDR - HIGH DENSITY RESIDENTIAL 10-20 UNITS / ACRE               |
|  | PF - PUBLIC FACILITY  |
|  | TRANSIT STATION OVERLAY   |
|  | RECREATIONAL AMENITY  |

- Unchanged number of housing units
- Horizontal mixed-use strategy
- Walk to work + Urban = Increase Appeal to younger workers

# 2021: ICMP



| LAND USE PLAN |  |
|---------------|--|
|               | ECLI - EMPLOYMENT CENTER / LIGHT INDUSTRIAL  |
|               | TV/MU - TRANSIT VILLAGE / MIXED-USE          |
|               | RC - REGIONAL COMMERCIAL                     |
|               | MFVHDR - MULTI-FAMILY VERY HIGH DENSITY RES. |
|               | HDR - HIGH DENSITY RESIDENTIAL               |
|               | PF - PUBLIC FACILITY                         |
|               | TRANSIT STATION OVERLAY                      |
|               | RECREATIONAL AMENITY                         |

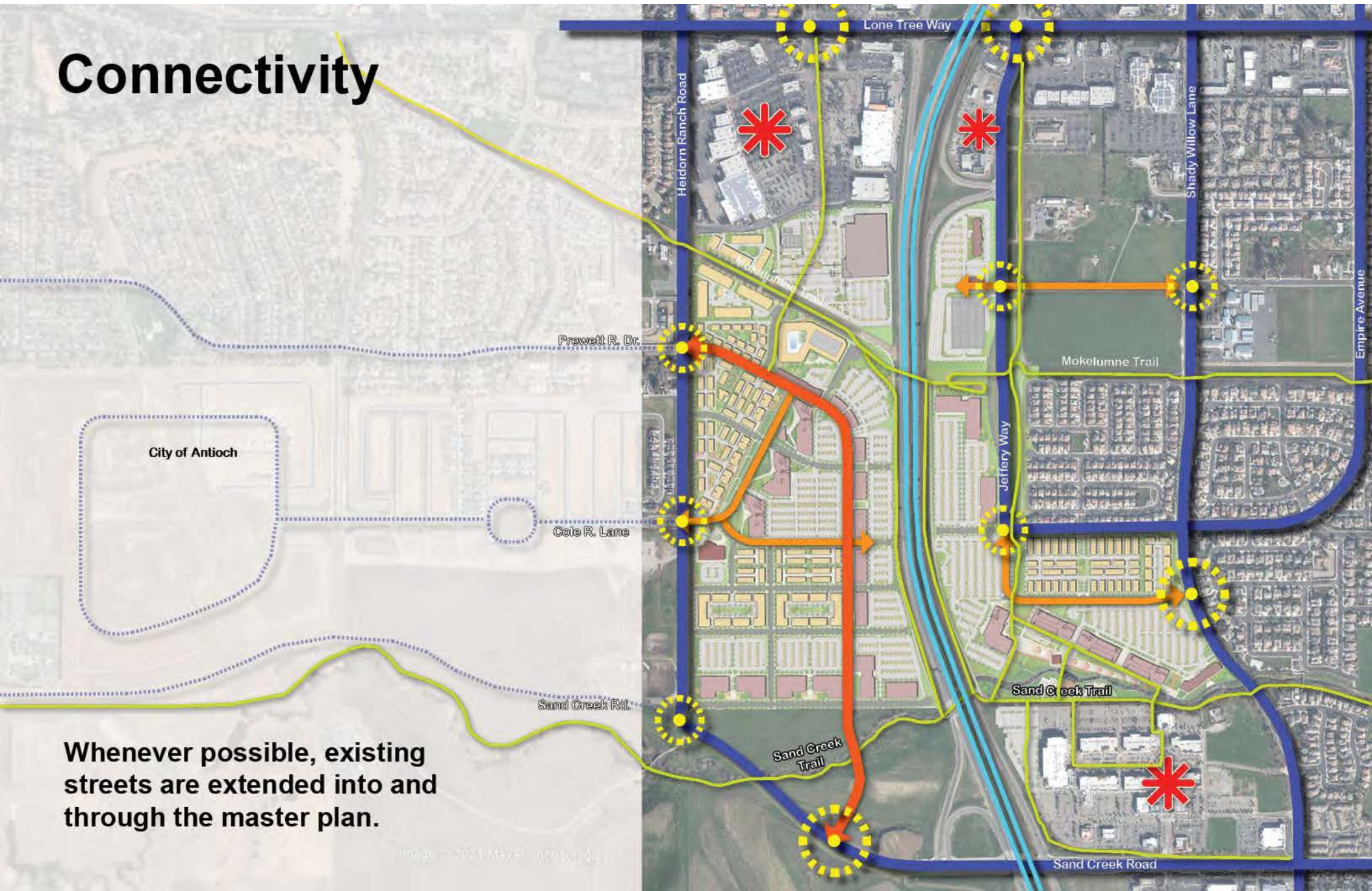
# 2022: PA1 Amendment



1. Allow ECLI to control north side of creek open space
2. Pedestrian and Bike Traffic Only Across Mokelumne Trail connecting to Lone Tree Plaza Center
3. Mixed-Use allows retail to be integrated into residential landuse
4. The MFVHDR designation is more likely to develop earlier helping with infrastructure serving the ECLI land uses



# Connectivity



City of Antioch

Prewett R. Dr.

Cole R. Lane

Sand Creek Rd.

Lone Tree Way

Heidorn Ranch Road

Shady Willow Lane

Empire Avenue

Mokelumne Trail

Jeffery Way

Sand Creek Trail

Sand Creek Trail

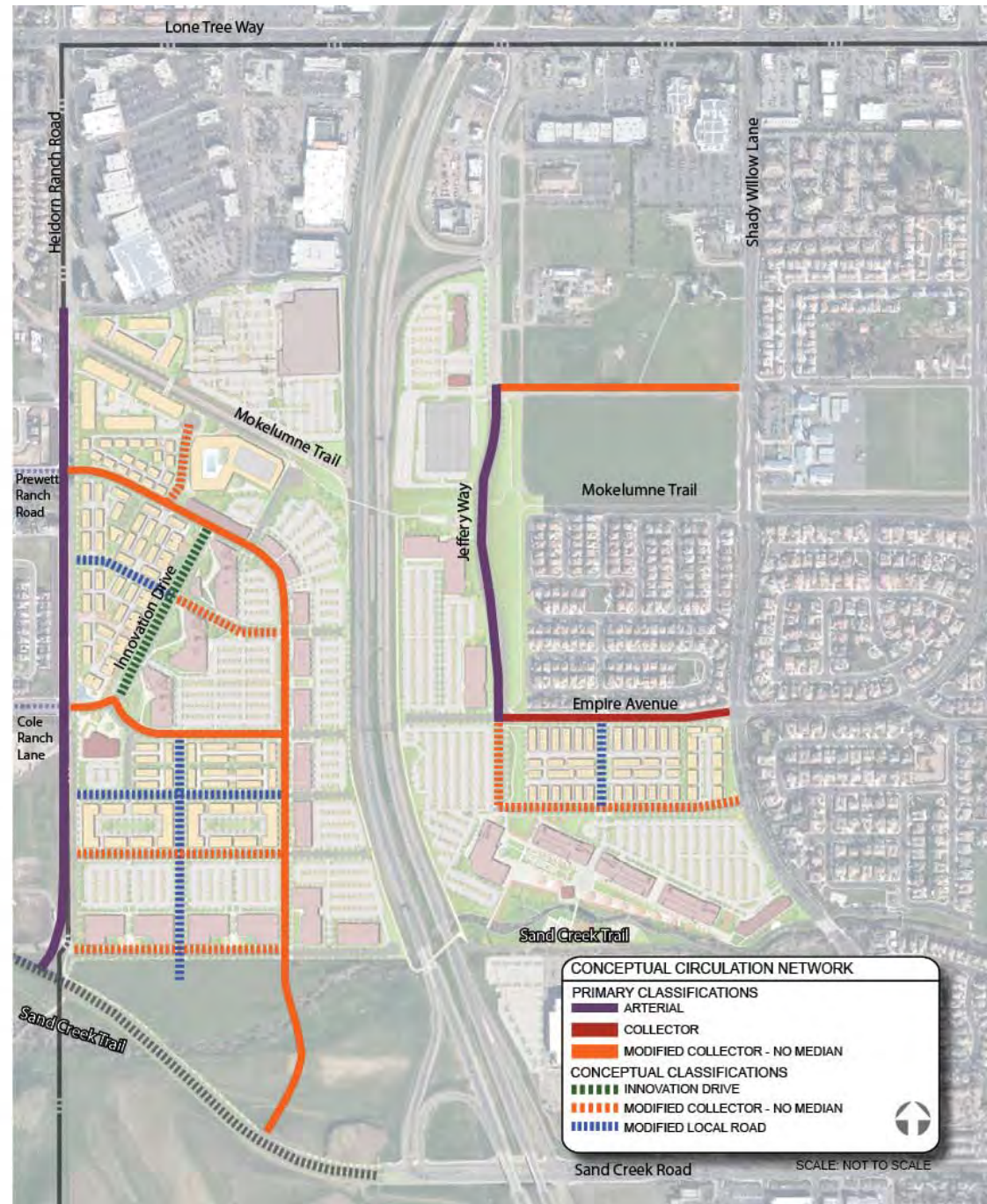
Sand Creek Road

Whenever possible, existing streets are extended into and through the master plan.

Image © 2021 Maxar Technologies



# REVISED CONCEPTUAL CIRCULATION NETWORK





# REVISED BICYCLE AND PEDESTRIAN NETWORK





# Enhance the Address with Place-Making





# Innovation Park



- **Appeal to younger workforce - amenities convenient to services, work, and housing**
- **Creates a distinctive urban “front door” address shared by more sites and uses**
- **Opens views to Heidorn**
- **Designed for social interaction, intimate scaled spaces**
- **Mixed-Use to activate area through-out the day**
- **Low-Rise buildings have a larger presence on smaller public spaces rather than large parks**
- **Experience is about the collective uses - similar to a downtown**







**Google Westside Pavillion - Los Angeles**



**Bay Meadows Social Street Concept**



**Bay Meadows II in San Mateo, CA**



# Campus Scale

- Build a destination recreational amenity along the Sand Creek Trail Network
- ECLI Campus open space an extension of Sand Creek Natural area
- Ample space for light recreation, campus outdoor space





**Work Day Campus, Pleasanton, CA**



**Innovation Center, Irvine, CA**



**UC Merced Campus**



# 3

## Acreage Comparison

**TABLE 2: LAND USE DESIGNATION ACREAGE COMPARISON**

| <i>LAND USE DESIGNATION</i> | <i>ORIGINAL PA-1 ACRES</i> | <i>MODIFIED PA-1 ACRES</i> | <i>DIFFERENCE</i> |
|-----------------------------|----------------------------|----------------------------|-------------------|
| <b>ECLI</b>                 | 154.33                     | 140.3                      | -14.03            |
| <b>TV</b>                   | 39.44                      | 18.4                       | -21.04            |
| <b>RC</b>                   | 86.44                      | 101.8                      | 15.36             |
| <b>MFVHDR</b>               | 40.19                      | 52.7                       | 12.51             |
| <b>HDR</b>                  | 27.02                      | 28.6                       | 1.58              |
| <b>PF</b>                   | 0.99                       | 0.99                       | 0                 |
| <b>Transit Overlay</b>      | 20                         | 6.6                        | -13.4             |
| <b>RA</b>                   | 0                          | 19.6                       | 19.6              |

# Priority Area 1 (PA-1) - Commercial

- ❖ Prioritize and optimize use of bare land for commercial development within Employment Center Light Industrial (ECLI) and Regional Commercial (RC) land use designations.
- ❖ Commercial only PA-1 Land Uses increased by 1.33 acres in ECLI and RC, resulting in no new loss to commercial only development land uses.
- ❖ 3.5M SF of commercial in the projected build out model.
- ❖ Higher importance on the development of PA-1 for Class “A” office & technology, medical, life sciences (bio-technology/bio-manufacturing), research and development, and manufacturing uses.
- ❖ Consistency with General Plan policies.

# Priority Area 1 (PA-1) - Housing

- ❖ 2,041 dwelling units – estimated
- ❖ Same as projected in the 2018 PA-1 EIR
- ❖ Reduced residential land uses from 106.65 acres to 99.7 acres

# Priority Area 1 (PA-1) – Transit Station and Transit Village

- ❖ Continue PA-1 policies to incorporate and prioritize transit, and multi-modal connectivity in the PA-1 Plan.
- ❖ 6.6 acre Transit Station site based on Antioch BART modeling for transit, ie bus lanes, drop-off and surface parking, with an option to structure park the site.
- ❖ 90% of the housing units that could be created in PA-1 are within a ½ mile of the Transit Station, and/or a possible BART Station located in the center media of Highway 4 at Mokelumne Trail.
- ❖ 18.4 acres of TVMU are within a ¼ mile to ½ mile that will be a mixed-use development type with commercial uses included in residential.



### 2018 PA-1 Projections

| <i>LAND USE</i>        | <i>ACRES</i>        | <i>DU</i>       | <i>NON-RES. SF</i>  | <i>RES. POP.</i>     | <i>EMP. POP.</i>       | <i>OFFICE SF</i>  | <i>NRC SF</i>     | <i>RC SF</i>      | <i>BP SF</i>        | <i>LI SF</i>        |
|------------------------|---------------------|-----------------|---------------------|----------------------|------------------------|-------------------|-------------------|-------------------|---------------------|---------------------|
| <b>HDR</b>             | 27.02               | 405             | -                   | 1,297                | -                      | -                 | -                 | -                 | -                   | -                   |
| <b>MFVHDR</b>          | 40.19               | 1,005           | -                   | 2,010                | -                      | -                 | -                 | -                 | -                   | -                   |
| <b>TV</b>              | 39.44               | 631             | 644,252             | 1,262                | 1,933                  | 322,126           | 322,126           | -                 | -                   | -                   |
| <b>RC</b>              | 8.40                | -               | 164,657             | -                    | 299                    | -                 | -                 | 164,657           | -                   | -                   |
| <b>ECLI</b>            | 154.33              | -               | 3,025,177           | -                    | 6,151                  | -                 | -                 | -                 | 1,815,106           | 1,210,071           |
| <b>PF</b>              | 0.99                | -               | -                   | -                    | -                      | -                 | -                 | -                 | -                   | -                   |
| <b>Transit Station</b> | 20.00               | -               | -                   | -                    | -                      | -                 | -                 | -                 | -                   | -                   |
| <i>Total</i>           | <i>290.37 Acres</i> | <i>2,041 DU</i> | <i>3,834,086 SF</i> | <i>4,569 Persons</i> | <i>8,383 Employees</i> | <i>322,126 SF</i> | <i>322,126 SF</i> | <i>164,657 SF</i> | <i>1,815,106 SF</i> | <i>1,210,071 SF</i> |

### 2022 PA-1/ICMP Projections

| <i>LAND USE</i>        | <i>ACRES</i>        | <i>DU</i>       | <i>NON-RES. SF</i>  | <i>RES. POP.</i>     | <i>EMP. POP.</i>       | <i>OFFICE SF</i>  | <i>NRC SF</i>     | <i>RC SF</i>      | <i>BP SF</i>        | <i>LI SF</i>        |
|------------------------|---------------------|-----------------|---------------------|----------------------|------------------------|-------------------|-------------------|-------------------|---------------------|---------------------|
| <b>HDR</b>             | 28.6                | 429             | -                   | 1,373                | 0                      | -                 | -                 | -                 | -                   | -                   |
| <b>MFVHDR</b>          | 52.7                | 1,318           | -                   | 2,635                | -                      | -                 | -                 | -                 | -                   | -                   |
| <b>TV/MU</b>           | 18.4                | 294             | 300,564             | 589                  | 902                    | 150,282           | 150,282           | -                 | -                   | -                   |
| <b>RC</b>              | 23.85               | -               | 467,508             | 0                    | 850                    | -                 | -                 | 467,508           | -                   | -                   |
| <b>ECLI</b>            | 140.3               | -               | 2,750,161           | 0                    | 5,592                  | -                 | -                 | -                 | 1,650,096           | 1,100,064           |
| <b>PF</b>              | 0.99                | -               | -                   | -                    | -                      | -                 | -                 | -                 | -                   | -                   |
| <b>RA</b>              | 19.6                | -               | -                   | -                    | -                      | -                 | -                 | -                 | -                   | -                   |
| <b>Transit Station</b> | 6.6                 | -               | -                   | -                    | -                      | -                 | -                 | -                 | -                   | -                   |
| <i>Total</i>           | <i>291.04 Acres</i> | <i>2,041 DU</i> | <i>3,518,232 SF</i> | <i>4,597 Persons</i> | <i>7,344 Employees</i> | <i>150,282 SF</i> | <i>150,282 SF</i> | <i>467,508 SF</i> | <i>1,650,096 SF</i> | <i>1,100,064 SF</i> |

*DU = DWELLING UNITS; NON-RES SF = NON RESIDENTIAL SQUARE FEET; RES POP= RESIDENTIAL POPULATION; EMP POP= EMPLOYEE POPULATION; NRC = NEIGHBORHOOD RETAIL COMMERCIAL; RC= REGIONAL COMMERCIAL; BP = BUSINESS PARK; LI = LIGHT INDUSTRIAL.*

| Land Use   | Assumptions  |
|--|--|
| HDR  | Assumes residential development at 15 du/ac (mid range of 10-20 du/ac).                                  |
|  | Assumes 3.2 persons/housing unit.  |
| MFVHDR   | Assumes residential development at 25 du/ac (mid range of 15-35 du/ac)                                   |
|  | Assumes 2.0 persons/housing unit.  |
| TV   | Residential Density Range 25-40 du/ac. Assumes 50% acreage developed with housing at 32 du/ac.           |
|  | Non-residential assumes 50% acreage developed at 0.75 FAR. Assumes 50% office and 50% retail commercial. |
|  | Assumes 2.0 persons/housing unit.  |
| RC   | Assumes non-residential development at 0.45 FAR. 100% regional commercial                                |
| ECLI   | Assumes non-residential development at 0.45 FAR.   |
|  | Assumes 40% light industrial, 60% business park  |
| PF   | Fire Station   |
| RA   | No development   |
| <b>Employment Density Factors (square feet per employee)</b> |  |
| Office   | 250 SF   |
| Neighborhood Retail Commercial                               | 500 SF   |
| Regional Commercial  | 550 SF   |
| Business Park  | 400 SF   |
| Light Industrial   | 750 SF   |

# Residential Considerations

- ❖ Midrange projections used to estimate the build-out capacity.
- ❖ Program EIR was certified for the PA-1 Specific Plan.
- ❖ Each future development project will be evaluated under CEQA for development related impacts.
- ❖ If the PA-1 Plan Area exceeds 2,041 units, it will require additional analysis not covered by the PA-1 Program EIR.

# Residential Considerations

- ❖ City Housing Element is under review for further City Council consideration.
- ❖ Housing sites have been identified by Parcel based on the proposed PA-1/ICMP Plan.

# Environmental Analysis

- ❖ City has prepared an Addendum to the Environmental Impact Report (EIR) prepared for the Priority Area 1 (PA-1) Specific Plan Project (State Clearinghouse No. 2018042064), which was certified by the City of Brentwood on November 13, 2018 (Certified EIR).
- ❖ The Potential environmental impacts associated with the proposed modifications would be within the envelope of impacts already evaluated in the Certified EIR.
- ❖ Future projects will be considered for their own impacts, as future development occurs.



# Staff Recommendation:

- 1) Resolution approving an Addendum to the Environmental Impact Report (EIR) prepared for the Priority Area 1 (PA-1) Specific Plan Project (State Clearinghouse No. 2018042064), which was certified by the City of Brentwood on November 13, 2018 (Certified EIR); and approving the Specific Plan Amendment (SPA 22-001) for the Priority Area One (PA-1) Specific Plan; and
- 2) An Ordinance approving a Rezone (RZ 22-001) and amending Brentwood Municipal Code Chapter 17.295 (PA-1 [Priority Area One] Zone).

Questions?



**From:** [Gale, Darin](#)  
**To:** [=yCouncil Members](#)  
**Cc:** [=yDepartment Directors](#); [Ewen, Joshua](#)  
**Subject:** RE: Agenda Item D.2  
**Date:** Tuesday, July 12, 2022 4:53:29 PM  
**Attachments:** [CM Rarey Public Response PA-1 CC 7 12 22.pdf](#)

---

Mayor & City Council

Attached are responses to a list of questions from Council Member Rarey regarding PA-1. Although we have not answered each question we wanted to provide as many responses as possible before the meeting. We will continue to research these questions and do our best to respond to these questions during the meeting this evening.

Thank you

Darin

---

**From:** Gale, Darin  
**Sent:** Tuesday, July 12, 2022 3:28 PM  
**To:** =yCouncil Members <Councilmembers@brentwoodca.gov>  
**Cc:** =yDepartment Directors <departmentdirectors@brentwoodca.gov>; Joshua Ewen (jewen@brentwoodca.gov) <jewen@brentwoodca.gov>  
**Subject:** Agenda Item D.2

Good Afternoon Mayor and City Council --

Council Member Rarey asked....."Can you provide me with a map of PA-1, which shows who owns each parcel?"

- Attached are two maps with ownership information for PA-1. If you have any additional questions, please let me know.

Darin



Darin,

I have some questions regarding Agenda Item D.2:

We qualified as a transit rich Priority Development Area\* based on our 2018 adopted plan, which has now changed.

\*Priority Development Area - Transit Rich PDA (MTC)

A planned rail station or planned ferry terminal (with bus or rail service) in the most recently adopted fiscally-constrained Regional Transportation Plan

MTC: Station Area Plans are opportunities to define *vibrant mixed use, accessible transit villages and quality transit-oriented development* – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community

Q: How does the significant reduction of our Transit Village and Transit Center affect PA-1's ability to be defined as a PDA through MTC?

To the extent that the Transit Village still accommodates and complies with alternate criteria of a Transit Rich PDA as defined by MTC (i.e. a bus stop with high peak service frequency), the definition of the Innovation Center as a PDA should be minimally impacted.

The Plan Bay Area 2050 Plan defines Priority Development Areas (PDAs) as areas generally near existing job centers or frequent transit that are locally identified (i.e., identified by towns, cities or counties) for housing and job growth. The Brentwood Transit Village/PA-1 PDA continues to meet the goals for planned transit connectivity and public transit accessibility, housing production, parks, and aims to most importantly improve the jobs to housing ratio in Brentwood. In terms of walkability and bicycle connectivity, staff estimates that of the 2,041 units projected in the EIR, that approximately 90% of housing units that could be developed in PA-1 would be located on land sites within ½ mile of a Transit Station and/or a center median Brentwood BART Station located at the Mokelumne Overcrossing.

The Transit Village/Mixed Use (TVMU) land use designation reduction in acreage and unit count is proposed to be made up by Multi-Family Very High Density Residential (MFHDR). The prime difference between the two land use designations is the ground floor or mixed use commercial development being allowed in TVMU and not MFVHDR.

The Transit Station (TS) Overlay still indicates access for a Highway center median rail connection to BART, and allows for various activities to occur on 6.6 net acres for a future Transit Station hub.

Q: If PA-1 is no longer considered a PDA, will that affect the Brentwood Boulevard and Downtown PDA's?

No, we do not expect an impact on the Brentwood Blvd. – Downtown PDA.

The voters approved Regional Measure 3 in 2018. Among the projects listed in RM3 was the East Contra Costa (Brentwood) Transit Center (\$15 million) Fund the construction of a transit center in Brentwood, enhancing bus access to East Contra Costa BART Extension Project (eBART) and Mokelumne Bike Trail/Pedestrian Overcrossing at state Route 4.

Q: Was any of this funding used for the Mokelumne Bike/Trail/Pedestrian Overcrossing?

According to CCTA's Quarterly Project Status Update Jan-Mar 2022, this project is funded by approximately \$11M in Regional Measure 3 funding.

Q: And if so, how much is left to build the Transit Center?

Unknown at this point.

Q: And if not, when will those funds become available to Brentwood to build the Transit Center?

In regards to questions above, staff will perform additional research with CCTA/SR4 Bypass Authority on trail crossing funding and transit station funding.

Q: ECLI zoning allows for complementary retail/service/food within the zone. Since many of those are listed as Permitted or even CUP within ECLI, how do we ensure that ECLI land is built out as planned for high-quality high-paying jobs and not as accessory usages?

Q: Can we set a percentage up, such as no more than 5% or 10% of a parcel can be developed as an accessory use?

On Page 173 Transit Village (25-40 units 2-5 stories), it says that additional minor changes were made to swap TV/MU for MFVHDR in specific locations to reflect low level market demand for vertical mixed-use development.

I was just speaking to someone this past week, who said that they have recently visited both the Dublin and Walnut Creek mixed-use transit-oriented development near BART stations and said they were both booming. When I was in Austin TX last year, we visited a fairly new mixed-use area, and it too was booming.

The PA-1 Specific Plan, as proposed, would include 18.4 acres of TVMU land uses, which allow commercial and residential integration within ¼ mile to ½ mile of the Transit Center. Brentwood is a relatively unproven, suburban market for vertical mixed use development types. When future development occurs, especially day time labor force working in Brentwood at PA-1, then there may be a possibility to see that type of increased demand for mixed-use development. PA-1 can also serve as a catalyst to boost existing retail assets in Brentwood, such as Streets of Brentwood and Lone Tree Plaza.

Q: Shouldn't we be planning for what we want PA-1 to be?

Yes, the vision statement very much holds true. There are some changes that came out of the 2021 approved Innovation Center Master Plan to spur economic development, such as a

Regional Commercial (RC) site to attract a major sales tax and new retailer to Brentwood, and modified the TS Overlay to prioritize commercial, jobs generating development in ECLI.

Even on Agenda Page 234, 3.1 VISION STATEMENT: *The Priority Area One Specific Plan will transform the area it encompasses into Brentwood's, and the San Francisco East Bay Region's, next-generation employment center, centered around a vibrant, compact, mixed-use district that supports a future transit station. To create a vibrant, pedestrian-oriented district within the city and encourage ridership, the station will be accessed by a transit village, comprised of commercial and residential mixed-use development and appropriate employment-generating development, such as professional offices.*

On Page 179, Transit Station (TS) Overlay

It says the 6.6 acres will accommodate 350 parking stalls.

Q: Does that also include enough space for a bus terminal, drop off zones for passengers, seating and landscaping?

Yes, generally working with information available including design layouts for Antioch BART, with multiple bus lines and curbside-drop off and surface parking.

Q: What about an Uber and Lift drop-off zone?

Yes.

During the PA-1 Specific Plan working group meeting, a BART representative said that due to the cost BART no longer builds parking garages.

Q: In today's dollars what would the cost be to build a 3-story (4-story?) parking garage for 1,000 spaces and include all the other items listed above?

ELS, the Master Plan Consultant, estimates the cost at \$30-40k per parking stall, or \$30,000,000 to \$40,000,000.

City of Napa has a current CIP project for a new 400-space downtown parking garage estimated to cost approximately \$17M. So, a 1000-space garage may cost approximately \$40M - \$45M based on that project.

Q: Who would pay for that garage?

Undetermined at this time.

On Page 264, it states, *"The conceptual plan for the potential future eBART Mokelumne station, as depicted in the 2014 eBART Next Segment Study, shows a 10-acre site on the east side of SR 4, with auto and bus access occurring via Jeffery Way. The PA-1 Specific Plan generally conforms to this concept; however, the site is reduced to 8.5- acres and is adjacent to the Mokelumne Trail."*



Q: What is causing this area to be reduced to 8.5 acres from 10 acres?

It is a technicality, it 8.5 acres gross or 6.6 acres net (after right of way acquisition from the private owner and/or future owner).

Q: Shouldn't we expect that the 6.6 acres will be reduced as well, and if so by how much?

The 6.6 acres is expected to be the net area, after expansion and extension of Jeffery Way.

On Pages 175-76 Recreational Amenity

RA - The land use designation and acreage identified is based on a General Plan policy to provide 5 acres per 1,000 residents. During our last meeting with this consultant, he boasted on how companies can create outdoor campuses in these gated off grassed recreational areas.

Q: If it is a gated off outdoor campus for an employer, shouldn't that employer pay for the RA?

Yes. Commercial development has no park obligation. Anything an employer develops, can be used as private space with privately controlled access, if that is the desire of the business.

Q: And if it is gated off, how can it be designated as parkland available to the public or satisfy the 5 acres of parkland per 1,000 residents?

Noted above.

Q: Since these are very large linear RA, will the city establish a separate developer impact fee for RA in PA-1?

At this time, it is expected that the City would continue to use the existing fee structure identified in the Development Impact Fee Schedule.

Q: As commercial properties will benefit immensely from zoned RA areas, what financial responsibility will commercial property have in financing the RA (impact fees/LLAD)?

The Specific Plan is meant to be used as a guide for future development and flexibility will be needed to ensure jobs generating businesses. The Commercial Developer, based on the fee structure, has no fee obligation to create public parks. Parks fee revenue and parks development will be triggered by residential development. All other City financing policies relating to CFD's, LLAD's, etc... apply in PA-1 consistent with other developer or developable areas of the community.

Q: As RA would be another type of zoning, what steps would we need to take to make sure that land is covered under our proposed Open Space Initiative?

These properties would not be included as the proposed open space initiative is only looking at properties with general plan designations of Parks, Open Space, etc. Properties within PA-1 have a general plan designation of PA-1, not Parks, Open Space, etc.

Additionally the exact location of the RA will not be determined until the project is developed. Once the RA is finalized the City Council can place the open space overlay restrictions on the parcels but it would not be protected by a voter approval and could be changed by future Councils.

Q: And do we have enough time to add it to the Initiative and still make on this year's ballot?

No, under the current timeline we would not be able to include them in this year's ballot measure.

On Page 429, Transit Village Commercial Street

Q: The Transit Village was meant to be a vibrant walkable area of PA-1, why has this enhanced sidewalk and streetscape been removed from street types?

Q: On Page 461, Why was this section removed: *6. In residential buildings, changes in massing and architectural details should be used to differentiate individual units, such as window bays, balconies, porches, and recessed features?*

On Page 487, Why was this section removed: *7. Parking lots shall be located to the side or rear of buildings. Lots may not be constructed within the front yard setback area?*

On Page 506, it says, *The City has imposed and will enforce minimum density development standards in these areas, best ensuring that the City can achieve the 2,000 residential units within the Specific Plan area that the MTC TOD policy threshold requires within a future station area.its housing goals.*

Q: Based on SB 330, how can we impose and enforce minimum density development standards?

This is a rather imprecisely written sentence from the original the Specific Plan, which implies, but does not clearly state, that the City would require projects to at least meet the minimum density, and not approve projects that go below that minimum density, in order to achieve the goals in the Housing Element. Under current State law, the City can only enforce objective standards for residential development projects. The PA1 Specific Plan's densities are expressed as ranges, not just one allowable density (e.g. exactly 25 dwelling units per acre). Because of this, the City would not be able to limit development to just the minimum density in the range and be compliant with the law.

On Page 512 This sentence ends abruptly:

*These improvements will be the responsibility of individual property owners and developers to construct, - and the City will work collaboratively to assist with funding and financing tools.-*

On Page 513, it still lists a fire station as a planned public improvement despite that fire station moving outside of PA-1.

On Page 524 EIFD, our website said the first meeting was supposed to take place in spring 2022, yet we are already in summer.

Q: What is going on with our EIFD committee?

We provided the County with our proposals for the EIFD a couple of months ago and are still waiting for their responses. If we do not hear back from County in the coming month we will move forward with a City only EIFD process to ensure we do not miss a year of tax increment of current project within the boundary of the EIFD. The public committee member appointee has been advised of the schedule.

I think that is it,

Karen



**Karen Rarey | Council Member**

Brentwood City Council

150 City Park Way

Brentwood, CA 94513-1164

Bus: 925-516-5440 / Fax: 925-516-5441

[krarey@brentwoodca.gov](mailto:krarey@brentwoodca.gov) / [www.brentwoodca.gov](http://www.brentwoodca.gov)





**From:** [Tsubota, Miki](#)  
**To:** [=yCouncil Members](#)  
**Cc:** [=yDepartment Directors](#)  
**Subject:** Response to Question on Agenda Item C.2  
**Date:** Monday, July 11, 2022 11:44:20 AM

---

Good morning, Mayor and Council Members.

This is response to a question from Council Member Rarey on Agenda Item C.2; particularly what we will be doing differently on the repairs of the Marsh Creek embankment to prevent future destruction by homeless individuals living under the bridge.

To prevent future destruction, the rocks used for the embankment protection will all be embedded in a rebar-reinforced concrete mortar foundation. The rocks as part of the the original embankment protection weren't embedded in any material.

Feel free to contact me if you have any questions.

Miki Tsubota  
Director of Public Works/City Engineer

[Title: City of Brentwood] <<http://www.brentwoodca.gov/>> Miki Tsubota| HE/Him/His | why pronouns?  
<<https://brentwoodca.gov/Pronouns101>>  
Director of Public Works/City Engineer  
Public Works  
150 City Park Way  
Brentwood, CA 94513-1164  
Phone: 925.516.5168  
Fax: 925.516.5421  
mtsubota@brentwoodca.gov<<mailto:mtsubota@brentwoodca.gov>>

[Title: Like us on facebook] <[http://www.brentwoodca.gov/contact/social\\_media.asp](http://www.brentwoodca.gov/contact/social_media.asp)>