



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

2022

August 4, 2022

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Janice Li
VICE PRESIDENT

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City Manager
City of Brentwood
150 City Park Way
Brentwood, CA 94513

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6TH DISTRICT

Lateefah Simon
7TH DISTRICT

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8TH DISTRICT

Bevan Dufty
9TH DISTRICT

Dear Mr. Ogden:

Thank you for reaching out and meeting to discuss The Innovation Center at Brentwood, and specifically changes being considered to Priority Area 1 (PA-1) in the Specific Plan. It was a pleasure to meet with BART Director Foley and your staff.

BART's most recent study of the corridor, the [eBART Next Segment Study](#), was completed in 2014, in partnership with the City of Brentwood, the Contra Costa Transportation Authority (CCTA) and others. For planning purposes, the concepts in that study identified the greatest potential for a future station located in the vicinity of State Route 4 (SR4) at the Mokelumne Trail, with approximately 10 acres to accommodate intermodal facilities and 1,000 commuter parking spaces. On May 11, 2017, the BART Board adopted a resolution in support of interagency exploration of the Brentwood Transit Center near the intersection of Mokelumne Trail and SR4, and in support of construction of the Mokelumne Trail pedestrian bridge. Since that time, BART has not done any additional advanced planning for an eBART extension, but has participated with CCTA in their transit analysis for future investment in the corridor.

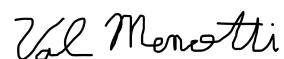
Per our discussion, as BART has not initiated any advanced planning for an eBART extension beyond the 2014 eBART Next Segment study, it would be wise to continue to plan for 1,000 commuter parking spaces around the Mokelumne site. Please also consider flexible parking management policies (allowing shared use) in the station area as a tool for station access. As to any preferences for the various Transit Station Options that were discussed, at a conceptual level, the Options appear feasible, with a slight preference for the Option 1 (the north / south split site).

August 4, 2022

Page 2

Please let us know if you have additional comments or questions. We look forward to continuing our partnership with the City of Brentwood.

Sincerely,



Val Joseph Menotti
Chief Planning & Development Officer

CC: Brentwood City Council
Mark Foley, BART Director 2nd District
Kamala Parks, Senior Planner

August 3, 2022

Dear Council Members

I am the landowner for the 5225 Heidorn Ranch property (the Star on the Map) and I'm writing to you in hope that the city council reconsiders adopting the PA-1 Specific Plan Update.



At the July 12th city council meeting, city council members requested alternative PA-1 SP site plans requiring a mixed-use product with ground floor retail and residential above. In my youth, I was an Architecture major in college before going into the computer industry. I did a project like this and in my experience, mixed use is a very expensive and high-risk project and there are reasons why there are very few suburban projects of this type.

First and foremost, projects like this are done in either high density urban areas where you have existing urban traffic or in isolated areas to serve a community. This location is neither. Plus you have existing food and retail walking distance from the project today. Next is that the parking requirements and costs for both retail and residential are a major problem. You also have conflicting needs and residential convenience is lost with a retail layer.

What if the mixed-use project is not successful? What if people simply drive by? More so when you have no control on the other side of the street on Heidorn Ranch Rd. That looks to be all residentially planned.

Based on our developer's residual land value analysis, the cost of building traditional garden-style apartments compared to a podium or wrap apartment concept would significantly increase their hard costs and push the land value down directly affecting us, the landowners.

Should the Council require a mixed-use product on the Transit Village site, it would prevent us from selling this cornerstone property at this time and would stop the developers from moving forward with their proposed projects due to the massive increase in hard cost.

The city's planning consultants agree that there is **not a demand** for this style of residential living and most builders are avoiding podium/wrap construction. Adopting the PA-1 SP update would eliminate the mixed-use ground floor retail requirements on the Transit Village sites allowing the landowners and developers to move forward with their proposed projects paving the way for future developments. Furthermore, the infrastructure and improvements will benefit the community as a whole.

Sincerely,

David Mayne AKA Ernest Dominguez Jr.
Trustee - Dominguez Family Trust

[REDACTED]
Brentwood, CA 94513
[REDACTED]

From: [Anthony Silva](#)
To: [=yCouncil Members](#)
Subject: Regarding the Adoption of the PA-1 Specific Plan Update
Date: Friday, August 05, 2022 8:27:09 AM
Attachments: [Roy Ghiggeri Letter Innovation Center.pdf](#)
[VAN DAELE LETTER PA-1 SPECIFIC PLAN.pdf](#)
[Ron Enos Letter Innovation Center.pdf](#)
[Glenn Stonebarger Letter Innovation Center.pdf](#)
[City Council 5225 Heidorn Ranch.pdf](#)

CAUTION – EXTERNAL SENDER

Dear Mr. Mayor & Council Members,

I hope you are enjoying your Friday. Please find the attached letters expressing concerns about the City Council's direction regarding the adoption of the PA-1 Specific Plan Update. My clients and I support the current Specific Plan presented at the last Council Meeting. I am a real estate consultant in contract on three sites totaling 22 acres of residential with Van Daele Homes and Lennar Homes in the PA-1 Specific Plan.

Van Daele is excited about the opportunity to develop a proposed 341-unit garden-style apartment complex on 5225 and 5305 Heidorn Ranch Road in Brentwood. Lennar is excited about the opportunity to develop multi-family homes on approximately 12 acres located at (APN: 019-081-021) off Heidorn Ranch Road & Old Sand Creek Road in Brentwood.

We feel that the proposed developments would provide high-quality housing options for residents of Brentwood and pave the way for future developments in the Specific Plan. Thank you for your time regarding this matter.

Sincerely,



Anthony Silva
Co-Founder, President & CEO
S.P. Group | Acquisition Specialists
m: [REDACTED]



[REDACTED]
Brentwood, CA 94513
Office 925 634-1929 Fax 925 634-8442

Dear Mayor Bryant and Council Members,

I am one of the owners of 36 acres located on the West Side of the Bypass and East of Heidorn Ranch Road. I support the current Specific Plan as presented at the last Council Meeting. We have owned this property for over 25 years and would like to develop the property in the next few years. Our only option to move forward is if we retain approximately twelve acres of High Density, which would allow us to sell this portion and then move forward to design and develop the remainder of the property for Employment Center/Light Industrial/ Transit Village.

Without the support of the High-Density Zoning, we will not be able to develop the remainder of the property. We still need the extension of Sand Creek Road to Heidorn Ranch Road and help with some of the offsite infrastructure cost to fully build this area out. I am in favor of a possible Costco (or similar uses) site provided additional roads for access to Costco are put in place. Our property could assist in additional roads. We are aware that Costco would bring in additional annual revenues in excess of \$1,000,000 per year to the City of Brentwood.

Thanks again for your continued partnership and we look forward to participating in some groundbreaking ceremonies in 2023.

Sincerely,


Glenn Stonebarger

G&S Farms

RE | Ronald J. Enos Inc.

Ronald J. Enos/Broker

DRE # 00754405

Cell: [REDACTED]
[REDACTED]

To: Mayor Bryant and Brentwood Council Members;

Cc: T. Ogden; D. Gale; J. Ewen

Thank you for your cooperation to advance this Specific Plan to the point where property owners can dispose of our properties in a meaningful way resulting in positive developments which will continue the prosperity taking shape in Brentwood and generate revenues, jobs and housing for the entire community's benefit. We have been sharing the currently proposed Specific Plan with potential developers who are excited about the plan. We are currently working with 3 developers who will generate multi-family, mixed-use and office developments along the western side of Highway 4 resulting in more than \$100 million in private investments over the next 2-3 years. Council's adoption of the Specific Plan will enable us to close deals by early 2023 with potential groundbreaking by Fall 2023.

The most desirable zoning at the current time is High Density, 15-25 units per acre, according to many developers. The current plan shows approximately 24 acres of this zoning on the West side of the Bypass. This would jump start the development of the West side and allow us to develop the Employment Center/Light Industrial/Transit Village Development along the West side. Without this jumpstart and according to consultants you have hired in the past, Office Development can not afford to put in the infrastructure needed for the development of Office in this area. Also, without this infrastructure, I don't think a traffic study will show that this area can allow the traffic patterns for any more Retail Commercial Development. It is obvious that the 19+ acres of Regional Commercial on the northern end of the West District will generate more than \$1,000,000 in annual revenues for the City of Brentwood. A traffic study will not justify this project without the additional road thru our property which will help Heidorn Ranch Road and Lone Tree Way access the new retail center.

We are requesting you keep in place the plan that your consultants and staff presented at the last meeting. This plan was approved by 5-0 vote of Planning Commission and has the support of Property Owners. This plan will start development in a shorter period of time and bring the jobs that the City of Brentwood is searching for in the future. My concern is that without the High Density Zoning on the West side of the Bypass, we will be in a holding period for another 15-20 years. Thank you for your time regarding this matter.

Sincerely,



Ronald J. Enos

July 30, 2022

Mayor Joel Bryant & Council Members
City of Brentwood
150 City Park Way
Brentwood, CA 94513

Dear Mr. Mayor & Council Members:

I strongly recommend that the specific plan presented regarding the west side of the "bypass" be approved. This specific plan will generate revenue for the city and bring many jobs and more housing. We have worked closely with City officials and your consultants for many years. Finally, after many years we all agreed that this plan would "jump start" this area.

Here are the reasons we need to support this specific plan.

- Supported by city staff, city consultants and property owners
- Supported and approved by your planning commission 5-0 (with no negative comments from the community).
- The specific plan shows 12 acres on (Stonebarger Commons) as high-density housing which will help with the infrastructure costs on the west side. As mentioned before, this will "jump start" this area.
- This specific plan shows roads heading to Costco and the shopping center. This will give shoppers another option to enter the area.
- Developers have shown interest with this specific plan. The location of the high-density housing is perfect because it is not in the middle of the commercial area and business park.

In conclusion, you hired a well-respected consultant group with lots of knowledge and experience. After reviewing many options, they felt this was the best option for that area. At the last council meeting, we only heard from two council members. We would like to hear from all council members and move forward with a vote. The votes should be based on the recommendations brought forth by the professional consulting group who have spent many hours reviewing all the options.

Sincerely,


Roy Ghiggeri
Property owner & LUHSD Board Member

August 2, 2022

Mayor Joel Bryant & Council Members

City of Brentwood

150 City Park Way

Brentwood, CA 94513

Dear Mr. Mayor & Council Members:

As a developer who has worked in the city of Brentwood and hopes to continue doing so, I am writing to you to express concerns about the City Council's direction regarding the adoption of the PA-1 Specific Plan Update. At the July 12th City Council meeting, city council members requested alternative plans requiring a transit-oriented, mixed-use product with ground floor retail and residential units above.

It is our opinion that there is not presently a viable market for this type of development. The lack of a market for mixed-use development tenants here will ultimately render this area undevelopable until a much larger population base and infrastructure improvements that can support retail tenants are developed around the site. If a developer attempted a mixed used development today, it would not result in the vibrant scene the Council is envisioning as most of the ground floor retail would likely remain empty and become blighted.

Van Daele is excited about the opportunity to develop a proposed 341-unit garden-style apartment complex located at 5225 and 5305 Heidorn Ranch Road in Brentwood. We feel that the proposed development would provide high quality housing options for residents of Brentwood and pave the way for future developments in the Specific Plan.

Sincerely,



Michael Van Daele

Chief Operating Officer

Laura Houd, General Partner
Nunn Family 2 Limited Partnership

Brentwood, CA 94513

Mayor Joel Bryant and Council Members
City of Brentwood
150 City Park Way
Brentwood, CA 94513

Dear Mayor Bryant and Council Members,

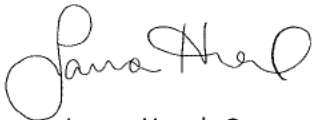
I am writing in regards to the proposed changes to the Specific Plan. I want to start by thanking you all for your efforts in advancing this plan thus far. The consultant group you hired presented a plan that would bring about meaningful developments to the Brentwood community, including the generation of revenues, jobs and housing. After working closely with consultants and city officials for many years, it seemed clear that the presented plan would jump start the development of the Innovation Center project.

As General Partner and Trustee of the Nunn Family 2 Limited Partnership, I represent the Nunn Family's interest in this project and support other local landowners who would be impacted by the proposed changes to the Specific Plan. We have been informed by both your consultants and interested developers that High Density zoning on the West side of the Bypass is essential for development to begin and for the long-term success of the entire Innovation Center project. We have concerns about the plan being changed against the advice of experts and the 5-0 Planning Committee vote, risking the future of our community. Without the approval of this plan, development may cease for another 15-20 years, an unnecessary delay when the properties are developable now.

We are requesting that you move forward with the plan that your consultants and staff presented in the last meeting. The city specifically hired these consultants so that their expertise could inform the best course of action that would benefit the community as a whole.

Thank you for your time in considering the concern of all property owners. We are looking forward to continued partnership in advancing the Brentwood community.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Houd". The signature is written in a cursive, flowing style.

Laura Houd, General Partner
Nunn Family 2 Limited Partnership

Gerald and Jo Tennant

Byron, CA 94514

August 3, 2022

Mayor Joel Bryant and Council Members
City of Brentwood
150 City Park Way
Brentwood, CA 94513

RE: Innovation Center Land Use

Dear Mayor Bryant and Council Members,

We have an ownership interest in the 36 acre "Stonebarger" parcel, west of the Bypass and east of Heidorn Ranch Road. Our families have enjoyed for many generations the quality of life that careful planning has helped to make possible. Our community is a great place to live and work. Thank you.

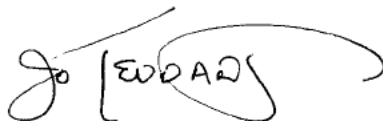
The most recent study, of many, well supported the overall goals of achieving a user friendly, aesthetically and economically sound blend of land uses. This is attractive to development investors, employers, employees, commercial operations, hospitality facilities, all being in convenient proximity to transit infrastructure, while, importantly, respecting economic realities. The proposed plan and specific zoning designations and locations, supported by staff and unanimously by the Planning Commission, seem carefully considered and balanced to help allow the area to develop into a substantial asset to Brentwood. It would be unfortunate if the path to achieving a very good overall development was seriously hampered in pursuit of an "ideal" that is not economically viable.

It will be exciting to see the Innovation Center develop as an attractive, economically healthy area of the city that is of benefit to all. The time is now.

Thank you for your consideration.

Sincerely,


Jerry and Jo Tennant



Mayor Bryant and Brentwood City Council Members,

Thank you for creating the PA-1 Specific Plan and all the work that has gone into bringing the plan to where it is today. As one of the landowners, I would like to express my desire for the council to adopt the plan that was presented to them at the last meeting. This plan was developed and presented by your consultants who have done an excellent job at researching the market and understand the trends that will lead to the site being developed in the most meaningful and timely way.

I want to comment specifically on the expansion of the EBART parking lot that is being considered. Reserving more than 10 acres of flat parking lot for EBART will slow the pace of development and make housing and business development less attractive. It is my belief that by reserving this much land for BART you are choosing to force the ground to be bare dirt for the next 20 years, and then it still may not be a parking lot for BART.

Many of the developers we have spoken to have made it clear that high density apartments are the most desirable zoning; the funds produced from this development will make the development of the rest of the site possible.

The plan as presented at the last meeting is supported by both the landowners and the city staff. The landowners have been hard at work with developers to jumpstart the project and this may no longer be possible if this proposed plan is not adopted.

I encourage the staff to reconsider this plan that was approved by a 5-0 vote by the planning commission and has the support of the landowners.

Sincerely,

Jeff Houd



August 8, 2022

Dear City Manager, Mayor and Council Members

:

I am forwarding to you my comments on the City's Development Plan for the Bypass area (Innovation Center Master Plan), formally planned by the City a few years ago as PA-1. The plan approved by the Planning Commission is the best of the three plans I have seen and also a plan that was recommended by the planners hired by the City. It is the only plan that will get infrastructure over to the West side of the Bypass. The East property only needs Jeffrey Way completion to be shovel ready. It is adjacent to sewer, water and flood control. On the West side the City needs all of these services plus Sand Creek extension.

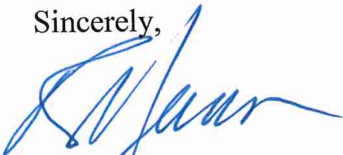
If there is no building opportunity there, the City will have to complete all of these improvements including significant land grading to achieve the drainage necessary for flood control to drain the entire property South of EBMUD to Sand Creek

Your Transit Village Mixed-use zoning has not worked anywhere there are no extreme densities and usually not even then. It would handicap the property into a long term hold and the economic development of the City of Brentwood.

Its a changing world, Bishop Ranch has lost Chevron and AT & T, their two biggest tenants. Its going to be hard to market Brentwood when these are available closer to the urban center of the Bay Area. Texas and other states can offer tax breaks and other incentives to users to relocate. We cannot!!!

Unfortunately we cannot have personal contact with you on these issues but I guess your COVID fears are paramount.

Sincerely,



Ronald E. Nunn

From: [carolina villaseca](#)
To: [=yCouncil Members](#)
Subject: PA1
Date: Tuesday, August 09, 2022 10:35:44 AM

CAUTION – EXTERNAL SENDER

Dear City Council, I have sat through many meetings regarding PA1 and it feels like a game of whack a mole. I understand that with the passing of SB9-10, this changed how the housing vs commercial would be created but we can't continue making changes. At some point, we need to break ground so companies can relocate here. We had that wonderful project with the former Los Medanos building on Sand Creek. More of this! More. Of. This!!! If you build it, they will come.

Saludos,

M. Carolina Villaseca

From: [Ewen, Joshua](#)
To: [City Council Members](#)
Subject: PA-1 Acreage and Acreage Built-Out Table (Workshop and Public Hearing of 8-9-22)
Date: Tuesday, August 09, 2022 2:04:47 PM

Hello Mayor and Councilmembers,

In the City Manager's discussion with Councilmember Mendoza yesterday, it was requested that staff provide assistance with completing the following table showing the amount of PA-1 dedicated acreage by land use type and total amount of built out land. We look forward to your input and direction at this evening's workshop.

	ORIGINAL 12-Jul	ALREADY BUILT OUT	ORIGINAL 7-Aug	ALT A	ALT B	NOTES
ECLI	154.3	0	154.3	119.7	119.4	Diff in acreage is due to RA/Parks amenities
TV	39.4	0	39.4	28.2	28.2	50/50 v. 80/20 mix
RC	86.4	94.8	86.4	114	114	Adds 19.2 acres to RC, RC is built out in 2018 plan @ 94.8 ac
MFVHDR	40.2	0	40.2	35.8	36.1	
HDR	27	14.4	27	28.1	28.1	
PF	1	0	1	0	0	Sent to RA land use as a Fee Eligible City Park
TRANSIT	20	0	20	13.5	13.5	1,000 surface parking stalls, 1,750 if structured on 1 side
RA	0	0	0	33	33	
TOTAL	368.3	109.2	368.3	372.3	372.3	

*Note, Difference of 4-5 acres between 2018 and Alt A & Alt B is diminimus and may vary due to calculation methodologies and mapping/CADD systems, and road allocations.

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

From: [Robert Juracich](#)
To: [Bryant, Joel](#); [Mendoza, Jovita](#); [Rodriguez, Johnny](#); [Wimberly, Margaret](#); [Meyer, Susannah](#); [webCityClerk](#); [Rarey, Karen](#)
Subject: C.2
Date: Tuesday, August 09, 2022 4:50:00 PM

CAUTION – EXTERNAL SENDER

Good Evening Mayor Bryant, Vice Mayor Rodriguez, and Council Members Rarey, Mendoza, and Meyer,

I am writing today in regards to the Agenda Item C.2 concerning PA-1.

It seems that land developers make it common practice to get approval for one thing, then once approved, ask for changes and rezones. Brentwood does not currently need any more high density housing and my concerns remain the same each and every time that this happens.

Where will the children of this high density housing attend school? Brentwood schools TK-12 are already busting at the seams. The schools are at max capacity, staffing from teachers and aids to custodial staff is in dire need already. As it is, a lot of new students to Brentwood are not attending their home schools because of overcrowding...many have to travel further to school due to lack of room at their home school.

Additionally, the residents of Brentwood are being asked to voluntarily conserve 15% of their water usage. Our state is in a severe drought with no end in sight. It will only get worse. So I have to conserve water, but more high-density housing is being built adding more people using water resources? Makes no sense.

The whole purpose of PA-1 is to bring commerce and jobs to Brentwood so that people could work, live and spend their money in our city. Why would Brentwood do the exact opposite and build high density housing so more people can commute out of town to work and spend their money elsewhere. If we keep taking away areas designated for transit villages and commerce and continue to add more high density housing and people, PA-1 will never be viable. Let's not chip away at the approved PA-1 plan for more high density housing. This is just another bait and switch by the developers to fill their pockets with hundreds and thousands of more dollars. Then when all is

said and done and they are long gone, Brentwood is left with high density housing that is destroying our school districts, severely burdening our infrastructure, and absolutely adding to what is already a traffic nightmare in and around the Lone Tree corridor. More people, means more traffic and a larger burden on the existing infrastructure. This must be a factor when looking at up zoning properties. Please reject this latest ruse by developers and keep PA1 and the transit village alive. Please vote no on all rezone attempts.

Thank you,
Robert Juracich

Sent from my iPhone

From: [David Dolter](#)
To: [webCityClerk](#)
Subject: ITEM C.2. CITY COUNCIL MEETING OF 8/9/22
Date: Friday, August 12, 2022 8:54:18 AM

CAUTION – EXTERNAL SENDER

Please circulate these comments to members of the City Council and also enter them into the record for tonight's meeting.

I specifically request the Council to defer any and all action on Item C.2. until after the November 2022 city council election to allow the new council to fully evaluate the matter.

The current council is a lame duck and should not be ruling on so important a matter as the PA-1 Specific Plan. PA-1 is critical to the future of Brentwood. However, plan modifications made by the lame duck council have no factual basis. For example, the superb linear park design feature carefully designed to attract the types of business investment we need has been abandoned and replaced by run-of-the-mill community parks. There are no demographics that are knowable at this time to support community parks since it is impossible to know age, family size or any other feature of new residents occupying the residential units allegedly justifying these parks.

The City has spent tens of thousands of dollars on expert design and business marketing professionals only to have their recommendations undermined by the questionable judgement of the few. More input from PA-1 property owners themselves would also prove useful.

Thank you for your consideration.

David Dolter, Principal
REAL ESTATE DEVELOPMENT SOLUTIONS

