



**MEMO**

**Meeting Date: July 15, 2021**

**From: Ingrid Padilla, City Clerk**

**Subject: Baylands Planning Process Update and Consideration of Preliminary Comments**

This item was discussed at the City Council Meeting of June 17, 2021. Council discussion is being continued at this meeting.

Attachment 1: Staff Report from the City Council Meeting of June 17, 2021



## CITY COUNCIL AGENDA REPORT

**Meeting Date: June 17, 2021**

**From: John Swiecki, Community Development Director**

**Subject: Baylands Planning Process Update and Consideration of Preliminary Comments**

### **Community Goal/Result**

Ecological Sustainability - Brisbane will be a leader in setting policies and practicing service delivery innovations that promote ecological sustainability.

Fiscally Prudent - Brisbane's fiscal vitality will reflect sound decisions which also speak to the values of the community.

Economic Development - Brisbane will work with the businesses and residents to provide for economic vitality/diversity.

### **Purpose**

Provide an update on the Baylands planning process and consider comments/suggestions by Baylands subcommittee councilmembers regarding project goals and objectives.

### **Recommendation**

Receive report and forward comments/suggestions to the developer (Baylands Development Inc., "BDI").

### **Background**

BDI submitted a preliminary draft of the Baylands Specific Plan to the City in spring 2021. A high-level overview of the preliminary plan is included as Attachment 1. Submission of this preliminary draft plan has triggered several levels of preliminary review by the City, which are ongoing.

City review steps include:

1. **City staff and consultant review of the preliminary plan to determine if it meets minimum legal and technical requirements to allow for processing.** State law establishes numerous legal and technical requirements regarding what information must be provided in a specific plan. While review of the preliminary plan to determine if it meets these requirements is ongoing, it appears that revisions will be required to meet minimum legal and technical requirements for the content of the specific plan. This ongoing review is not an evaluation of whether the plan (or any aspects of it) are acceptable or unacceptable from a policy standpoint. That evaluation will occur through the public process once the plan meets minimum content requirements and can be released for public review. No action will be taken by the City Council until both the Specific

Plan and its Final Environmental Impact Report have been prepared and reviewed by the public and City.

2. **City staff and consultant review to determine if the submittal includes an adequate description of the project and supporting information to allow for preparation of a Draft Environmental Impact Report (EIR).** As the City Council is aware, a project-level EIR is required for the Specific Plan. Completion of an adequate draft EIR requires a stable project description with a sufficient level of detail and supporting technical information to allow for meaningful environmental analysis. While the City's review is ongoing, some informational gaps have already been identified. Identifying the project objectives and clarifying aspects of the specific plan is needed for the City to develop an accurate project description for the draft EIR.
  
3. **City Council-level review of project objectives associated with the preliminary draft plan.** The City Council has demonstrated a deep commitment to proactively engaging with the developer in the Baylands planning process. Councilmembers Cunningham and Lentz have participated in this process through their roles on the Baylands Subcommittee, along with Planning Commissioner Sayasane. Other city appointed advisory members have also attended Baylands subcommittee meetings. Since the preliminary draft specific plan was submitted, the Baylands subcommittee has met several times with BDI to gain a better understanding of the preliminary plan and many of the broad goals and concepts which are foundational to the developer's proposal and project objectives. The subcommittee process was not intended or structured as a formal plan review process: rather it was intended to be venue for information sharing and dialogue. Based on this process, Councilmembers Cunningham and Lentz have identified a number of important project objectives and questions about the preliminary draft plan that they wanted to bring up to the full City Council. If the City Council shares these broad concerns, it would be appropriate for these comments to be forwarded to BDI for their consideration. This issue is discussed in more detail in the discussion section of this staff report below.

## Discussion

The City Council subcommittee members worked with the City's urban design and planning consultant (MIG) to define a list of observations/questions with the draft plan, as well as other goals or features they would encourage the developer to consider incorporating into the draft plan (see Attachment 2). This effort was focused on project objectives and was not intended as a detailed review of the preliminary plan. MIG will be making a presentation on these broad issues at tonight's meeting. It will be up to the full Council to determine which comments, if any, are provided at this stage to BDI for their consideration. Please note that the comments are intentionally presented in the form of observations and suggestions. Given the project will be subject to a formal public review process it would be premature and inappropriate for the City Council to offer comments at this point in time in the form of specific recommendations and/or requirements. The developer has the legal right to control the content of their proposed plan for the Baylands as it is submitted to the City for review. The city ultimately retains the right to approve, modify or deny the plan as submitted after considering the Final EIR on the plan and all public input and testimony.

### *Next Steps*

The results of the staff analysis discussed above, and any City Council comments will be forwarded to BDI. While the City Council's comments are advisory in nature, the legal and technical issues addressed in staff's completeness review noted above (items 1 & 2 in the background section of this report) must ultimately be addressed to allow the formal public specific plan review process and EIR preparation to commence.

### **Fiscal Impact**

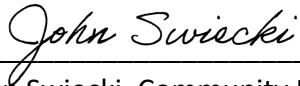
None.

### **Measure of Success**

For the City Council to provide meaningful proactive input to BDI in the further refinement of the project description for the draft Baylands Specific Plan EIR.

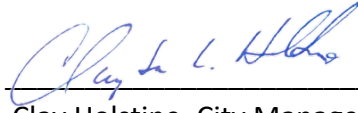
### **Attachments**

1. Summary – Preliminary Draft Specific Plan
2. Suggested City Council Comments



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John Swiecki, Community Development Director



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Clay Holstine, City Manager

# Attachment 1

## Baylands Specific Plan Summary

The Baylands Specific Plan proposes development of 2,200 residential units; 6.5 million square feet of retail, office, service commercial, R&D, light industrial, and campus uses. An additional 500,000 square feet of hotel use is also proposed within the 684-acre Specific Plan area, along with open space, parks, and trails.

Per the requirements of the Brisbane General Plan and Measure JJ, residential uses are clustered in the northwestern portion of the site in proximity to the Bayshore Caltrain station west of the Caltrain right-of-way and north of the intersection of Bayshore Boulevard and Main Street. The majority of commercial development (4.5 million square feet) is located within the 201-acre western portion of the Baylands between Bayshore Boulevard and the Caltrain right-of-way, with 2.5 million square feet of commercial development proposed in a campus-like setting along the US 101 freeway in the 319-acre eastern portion of the site.

Buildings within the western portion of the site are proposed to be primarily low- to mid-rise (2-8 stories)<sup>1</sup>. However, 20+ story residential and commercial buildings are proposed along the west side of the Caltrain right-of-way from the Caltrain station south to Main Street. Buildings within the eastern portion of the site are proposed with a maximum of 4 stories.

Following introductory material, the Specific Plan describes BDI's plan for development of the Baylands in the following chapters:

- Site Assessment and Phasing
- Land Use & Community Design
- Conservation and Open Space
- Circulation
- Sustainability Framework
- Site Engineering
- Public Facilities Finances
- Implementation
- Hazardous Materials

The key provisions of each Specific Plan chapter are summarized below.

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<sup>1</sup> The Specific Plan addresses building heights in terms of the maximum number of stories rather than in feet.

## SITE ASSESSMENT AND PHASING

This Specific Plan chapter provides background information for the Baylands, including the project's location, existing conditions, land ownership, and history. This chapter also describes proposed phasing of development. In general, development is proposed to begin in the western portion of the Baylands, progressing from north to south once site remediation is completed. Development in the eastern, landfill portion of the Baylands will generally follow development of the western, railyard portion. Title 27 landfill closure will progress in phases as soil materials needed for remediation and development of the former railyard are exported from the landfill footprint to the western portion of the site.

## LAND USE & COMMUNITY DESIGN

The attached Specific Plan Figure 3.1 illustrates the proposed land use plan for the Baylands. Specific Plan Table 3.2 (also attached) quantifies the Specific Plan's land use and development program.

The Specific Plan does not include maximum residential densities or maximum floor area ratios for individual land use designations. Instead, it identifies the maximum number of dwelling units and commercial building square footages for the various districts illustrated in the attached Figures 3.2 through 3-10. As shown on the proposed land use plan and district land use "key maps," eleven land use designations are proposed. The Specific Plan distinguishes the various residential and non-residential land use designations indicated in Figure 3.1 from each other by the product types that are permitted. Each of the eleven land use designations and permitted product types addressed in the Specific Plan are described below.

- **Residential Land Use Designations**
  - Low-Density Residential consists of a mix of the following product types:
    - Duplex/Single Family units include larger 3-story freestanding or paired units with an allowable 4<sup>th</sup> story deck and penthouse space. These units may be alley-loaded with individual garages and are only permitted within Low Density Residential land use designations.
    - Townhome units include 3-story townhomes of varying lot widths and depths, with an allowable 4<sup>th</sup> story roof deck and penthouse space. This style of housing provides parking below grade or in garages. Townhomes are proposed to be located facing streets or interior block courtyards. This style of housing is permitted within the Low- and Mid-Density Residential land use designations.
    - Multi-Family Low includes 2-3 story buildings with no more than 22 units per building. These may be designed as townhome units over single story flats or stacked townhomes, with an allowable 4<sup>th</sup> story roof deck and penthouse space. Parking is planned to be provided below grade.



**FIGURE 3.1 LAND USE**

	Land Use Category	Acres	Dwelling Units	Commercial BUA
<b>West</b>	Residential	55.0	2,200	
	Commercial	46.4		4,500,000
	Open Space	50.5		
	Other Uses *	11.4		
	Rights-of-Way	37.7		
	<b>Sub - Total</b>		<b>201.0</b>	<b>2,200</b>
<b>East</b>	Commercial	141.0		2,500,000
	Open Space	80.3		
	Industrial	24.1		
	Other Uses *	46.5		
	Rights-of-Way	27.1		
	<b>Sub - Total</b>		<b>319.0</b>	
<b>Total Developable</b>		<b>266.5</b>		
<b>Total Open Space</b>		<b>130.8</b>		
<b>Total Other Uses</b>		<b>57.9</b>		
<b>Total Right-of-Ways</b>		<b>64.8</b>		
<b>TOTAL PROGRAMABLE</b>		<b>520.0</b>		
<b>Brisbane Lagoon</b>		<b>92.2</b>		
<b>California Land State Commission</b>		<b>29.6</b>		
<b>Recology</b>		<b>3.6</b>		
<b>Golden State Lumber</b>		<b>5.5</b>		
<b>Caltrain ROW</b>		<b>33.1</b>		
<b>TOTAL OUT-PARCELS</b>		<b>164.0</b>		
<b>TOTAL BAYLANDS</b>		<b>684.0</b>	<b>2,200</b>	<b>7,000,000</b>

\* Other Uses include buffer zones, water treatment/detention and sea level rise

**TABLE 3.2 LAND USE & DEVELOPMENT PROGRAM**





**FIGURE 3.2 DISTRICT CONCEPT**

Districts	Land Uses
Bayshore - Geneva north, Mixed-Use Area	High Density Comm. High Density Residential Mid Denity Residential Low-Density Residential
Roundhouse - Geneva south Residential	High-Density Residential Low-Density Residential
Icehouse Hill - South of Main St.	Mid-Density Commercial Project Amenities
Campus East - East Side	Low Density Commercial Industrial

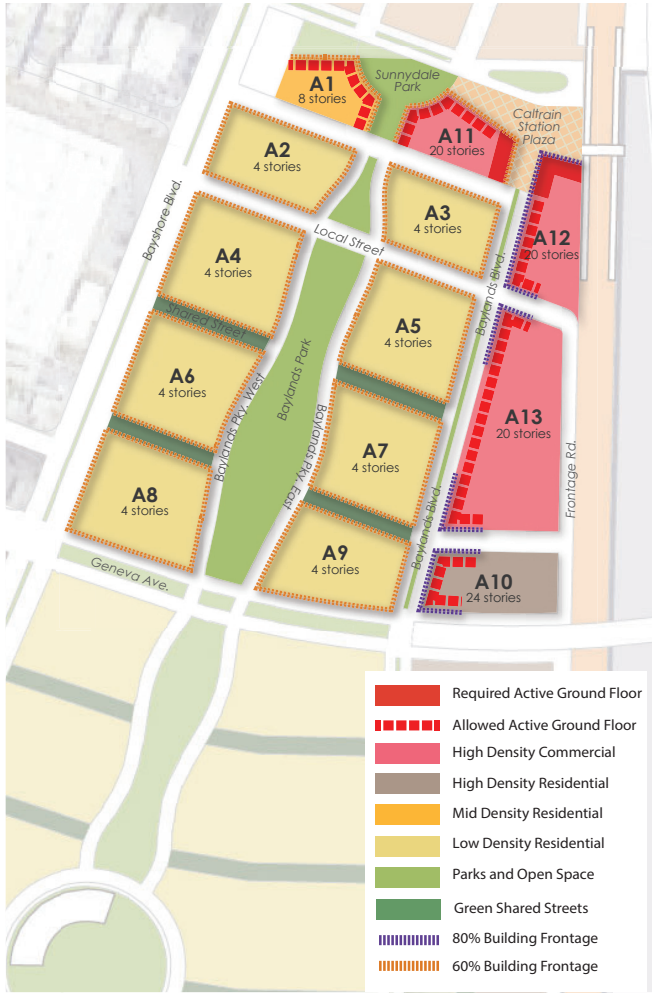


FIGURE 3.3 BAYSHORE LAND USE KEY MAP



FIGURE 3.4 BAYSHORE VEHICULAR ACCESS MAP

Block Number	Land Use	DUs per Block (max.)	Building Types Permitted
A1	Mid Density Res.	170	R-2,3,4
A2	Low Density Res.	55	R-3,4,5
A3	Low Density Res.	45	R-3,4,5
A4	Low Density Res.	70	R-3,4,5
A5	Low Density Res.	65	R-3,4,5
A6	Low Density Res.	65	R-3,4,5
A7	Low Density Res.	65	R-3,4,5
A8	Low Density Res.	80	R-3,4,5
A9	Low Density Res.	70	R-3,4,5
A10	High Density Res.	200	R-1,4
<b>District Max</b> <i>(not to be exceeded)</i>		700	

TABLE 3.6 BAYSHORE DISTRICT

Block Number	Land Use	Commercial BUA (ft²) (max.)	Building Types Permitted
A11	High Density Comm.	200,000	C-1,4
A12	High Density Comm.	450,000	C-1,4
A13	High Density Comm.	550,000	C-1,4
<b>District Max</b> <i>(not to be exceeded)</i>		1,100,000	

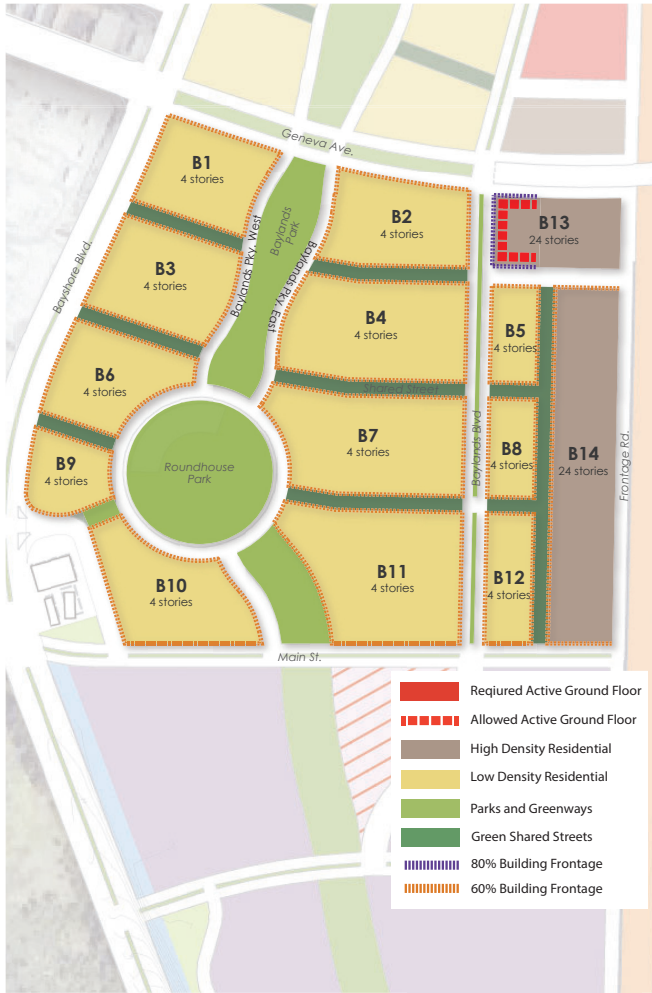


FIGURE 3.5 ROUNDHOUSE LAND USE KEY MAP

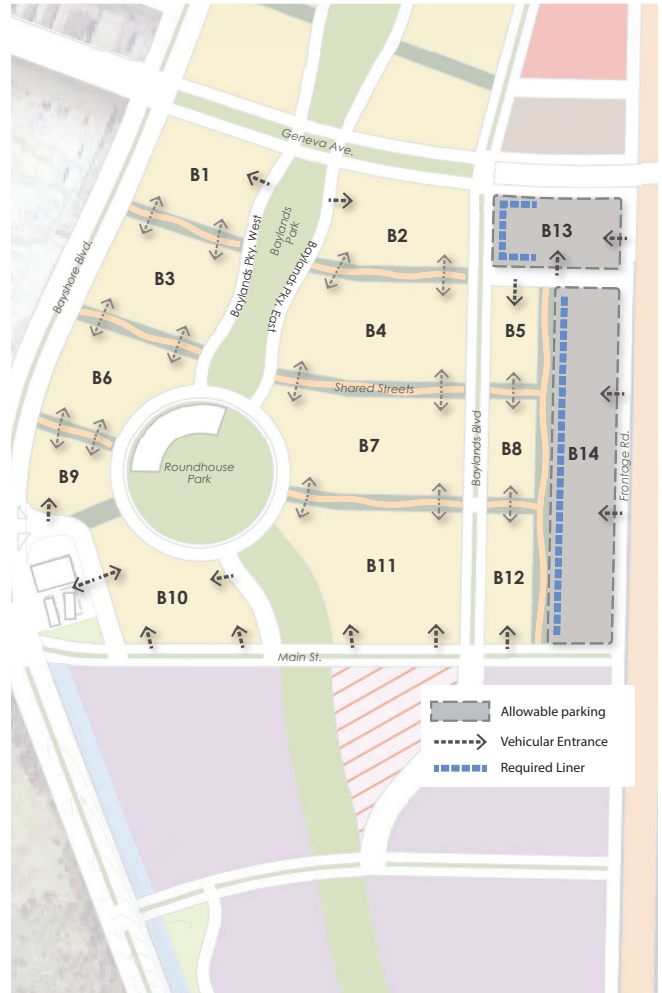


FIGURE 3.6 ROUNDHOUSE VEHICULAR ACCESS MAP

Block Number	Land Use	DUs per Block (max.)	Building Types Permitted
B1	Low Density Res.	75	R-3,4,5
B2	Low Density Res.	75	R-3,4,5
B3	Low Density Res.	80	R-3,4,5
B4	Low Density Res.	110	R-3,4,5
B5	Low Density Res.	35	R-3,4,5
B6	Low Density Res.	65	R-3,4,5
B7	Low Density Res.	115	R-3,4,5

Block Number	Land Use	DUs per Block (max.)	Building Types Permitted
B8	Low Density Res.	40	R-3,4,5
B9	Low Density Res.	40	R-3,4,5
B10	Low Density Res.	70	R-3,4,5
B11	Low Density Res.	130	R-3,4,5
B12	Low Density Res.	50	R-3,4,5
B13	High Density Res.	185	R-1,4
B14	High Density Res.	700	R-1,4
<b>District Max</b> <i>(not to be exceeded)</i>		1,500	

TABLE 3.7 ROUNDHOUSE DISTRICT



**FIGURE 3.7 ICEHOUSE HILL LAND USE KEY MAP**



**FIGURE 3.8 ICE HOUSE HILL VEHICULAR ACCESS MAP**

Block Number	Land Use	Commercial BUA (ft <sup>2</sup> )(max.)	Building Types Permitted
<b>C1</b>	Mid Density Comm.		C-6
<b>C2</b>	Mid Density Comm.	800,000	C-2
<b>C3</b>	Mid Density Comm.	750,000	C-2
<b>C4</b>	Mid Density Comm.	1,000,000	C-2
<b>C5</b>	Mid Density Comm.	1,150,000	C-2
<b>District Max</b> <i>(not to be exceeded)</i>		3,400,000	

**TABLE 3.8 ICEHOUSE HILL DISTRICT**



FIGURE 3.9 EAST CAMPUS LAND USE KEY MAP



FIGURE 3.10 EAST CAMPUS VEHICULAR ACCESS MAP

Block Number	Land Use	Commercial BUA (ft <sup>2</sup> )(max.)	Building Types Permitted
D1	Industrial	40,000	C-5
D2	Industrial	170,000	C-5
D3	Low Density Comm	40,000	C-3
D4	Low Density Comm	75,000	C-3
D5	Low Density Comm	650,000	C-3
D6	Low Density Comm	1,000,000	C-3
D7	Low Density Comm	1,000,000	C-3
<b>District Max</b> <i>(not to be exceeded)</i>		2,500,000	

TABLE 3.9 EAST CAMPUS DISTRICT

This building type is only permitted within Low-Density Residential areas.

- Mid-Density Residential consists of a mix of the following product types:
  - Multi-Family Mid includes mid-rise buildings up to a maximum of 8 stories. This building type is generally located along major roads, such as Geneva Avenue and Bayshore Boulevard. Multi-Family Mid buildings are allowed in Mid- and High-Density Residential land use designations. Parking is proposed to be provided below grade or in single level podium above street level below residential dwelling units. This product type is proposed to have active ground floor retail and active pedestrian environments at specified locations.
  - Townhome units as described above.
- High-Density Residential consists of a mix of the following product types:
  - Multi-Family Mid includes mid-rise buildings up to a maximum of 8 stories generally located along major roads, such as Geneva Avenue and Bayshore Boulevard.
  - Multi-Family High provides for buildings with a maximum of 24 stories along a frontage road west of the Caltrain rail line. Structured parking within these residential towers is planned with access from the proposed frontage road Multi-Family High buildings may have ground floor retail and active pedestrian environments at specified locations. This type of building is limited to the High-Density Residential land use designation.
- **Commercial and Industrial Land Use Designations**
  - Low-Density Commercial
    - Campus Low-Rise buildings have a maximum of 6 stories. Designed primarily for office use, these buildings may also provide ground floor retail and public services uses.
    - Hospitality buildings have a maximum of 22 stories, providing floor plates appropriate for a diversity of commercial uses. This building type is intended for use in the transit plaza area adjacent to the Bayshore Caltrain station.

- Mid-Density Commercial
  - Campus Low-Rise buildings as described above.
  - Campus Mid-Rise buildings have a maximum of 8 stories, providing for a range of commercial and office uses. Designed primarily for office use, these buildings may also provide have ground floor retail and public services uses. Campus Mid-Rise buildings are proposed to orient toward open space areas in a campus like setting.
  - Hospitality buildings as described above.
- High-Density Commercial
  - TOD Commercial buildings are proposed near the Caltrain Station to have a variety of commercial uses with a maximum height of 20 stories. Designed primarily for office use, these buildings may also provide have ground floor retail and public services uses.
  - Hospitality buildings as described above.
- Project Amenities
  - Amenity buildings up to a maximum of 3 stories are proposed to contain floorplates appropriate for amenities such as meeting rooms, recreation, restaurants, and clubhouse use.
- Industrial
  - Industrial buildings are proposed as 1-2 story buildings with large floor plates appropriate for a variety of utility, infrastructure, and industrial uses along the east side of the Caltrain right-of-way.
- **Other Land Use Designations**
  - Open Space
    - Open Space lands provide for a variety of habitat conservation and recreational functions. A total of 130.8 acres are designated open space, representing the required 25% of the Baylands 520-acre upland area.
  - Water Detention
    - Water detention areas are proposed to provide for appropriate drainage of the site. They are designed as landscaped basins that detain peak stormwater runoff flows. Detention basins are also designed to provide habitat conservation functions.
  - Buffer
    - Buffer areas are designated to provide for physical separation from the Kinder Morgan Tank Farm.

## CONSERVATION AND OPEN SPACE

The Conservation and Open Space chapter provides an open space plan consisting of active and passive recreational uses, habitat conservation and ecosystem improvements that would occur following site remediation and landfill closure, and “improvements to the quality of hydrologic systems.” A total of 130.8 of upland open space are proposed, representing 25.1 percent of the Baylands’ approximately 520-acre upland area. The existing Brisbane Lagoon will be preserved and expand over time as the result of sea level rise. The proposed open space plan is illustrated in the attached Specific Plan Figures 4.1.1, 4.1.2, and 4.3.3. Conceptual plans are provided in the Specific Plan for the various proposed urban plazas, active recreation areas, community greens, and ecological greenspaces. Included in the ecological greenspaces are plans for restoration of 37.8 acres of Visitacion Creek and wetland habitat creation within the proposed 29.3-acre Lagoon Park along the north side of the Brisbane Lagoon. The Specific Plan notes that an Open Space Phasing plan is forthcoming.

## CIRCULATION

The Circulation chapter provides a mobility plan for roadway and streetscapes, an “active transportation network” consisting of bicycle and pedestrian facilities, and a transit network. The Specific Plan provides for construction of the Geneva Avenue extension, including a bridge over the Caltrain rail line, but does not address future improvements to the Candlestick interchange on the US 101 freeway.

The Specific Plan states that a main goal of Baylands development is to “shape public space in a way that enables people to be less dependent on cars.” This goal is expressed through walking and bicycling networks that include shared-use paths, bike lanes, sidewalks, and “green streets,” which are curbside local streets within residential areas that prioritize pedestrians and bicyclists, while accommodating vehicular movements within a shared roadway (see illustration from the Specific Plan, below).

The Baylands mobility plan is illustrated in the following Specific Plan figures.

- Figure 5.4, Baylands Street Network by Functional Classification
- Figure 5.5, Baylands Pedestrian Network
- Figure 5.6, Baylands Bicycle and Micro-Mobility Network
- Figure 5.7, Baylands Transit and Shuttle Connections
- Illustration of a shared green street.

In addition, the Specific Plan proposes maximum parking ratios for residential product types ranging from 1.0 to 1.5 spaces per dwelling unit for multi-family products and 2.0 spaces per unit for duplex/single family dwelling units. Commercial parking is capped at a maximum of 2.0 to 3.0 spaces per 1,000 square feet of building area.





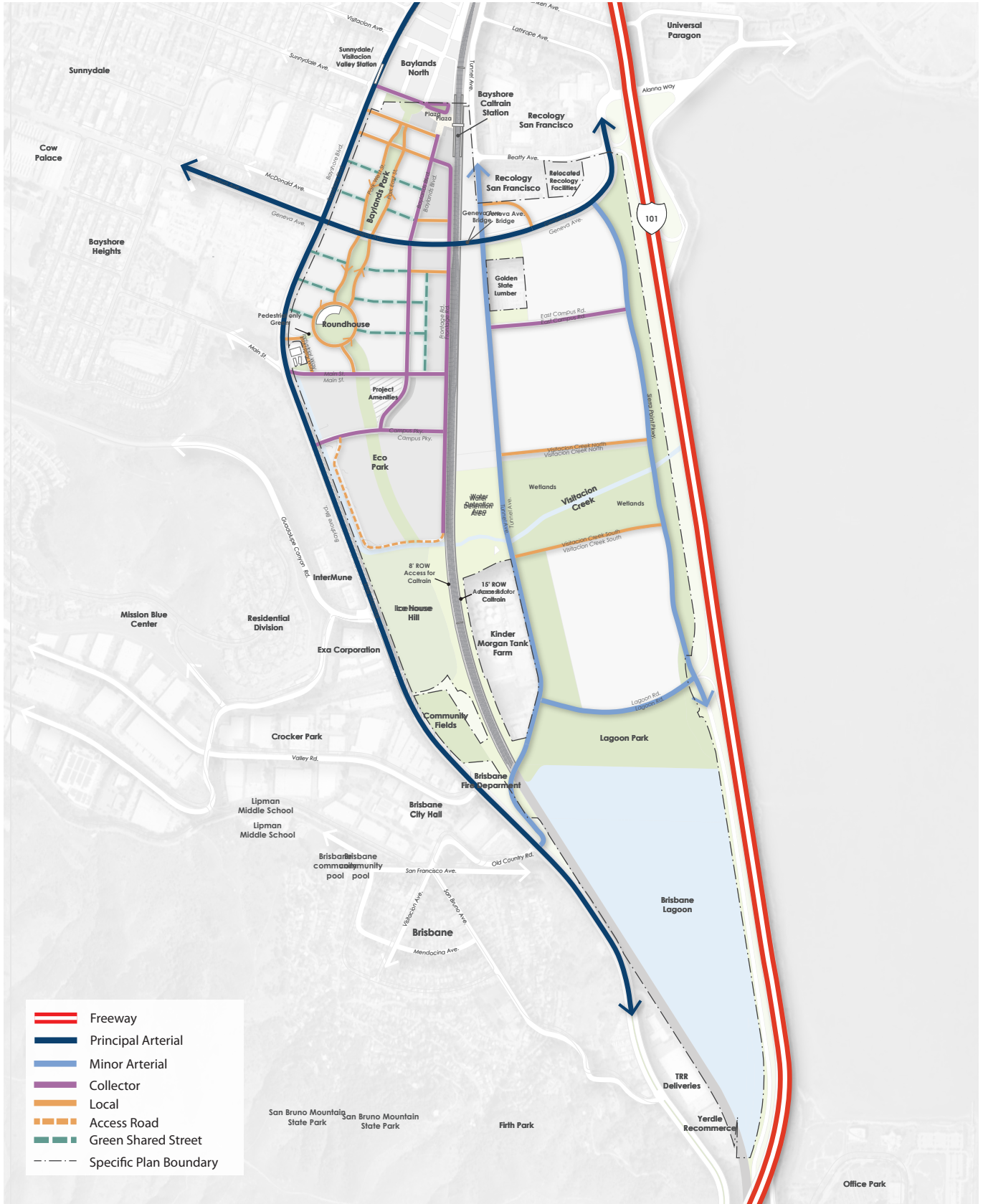
**FIGURE 4.1.1 SITE OPEN SPACE & OPEN AREA**



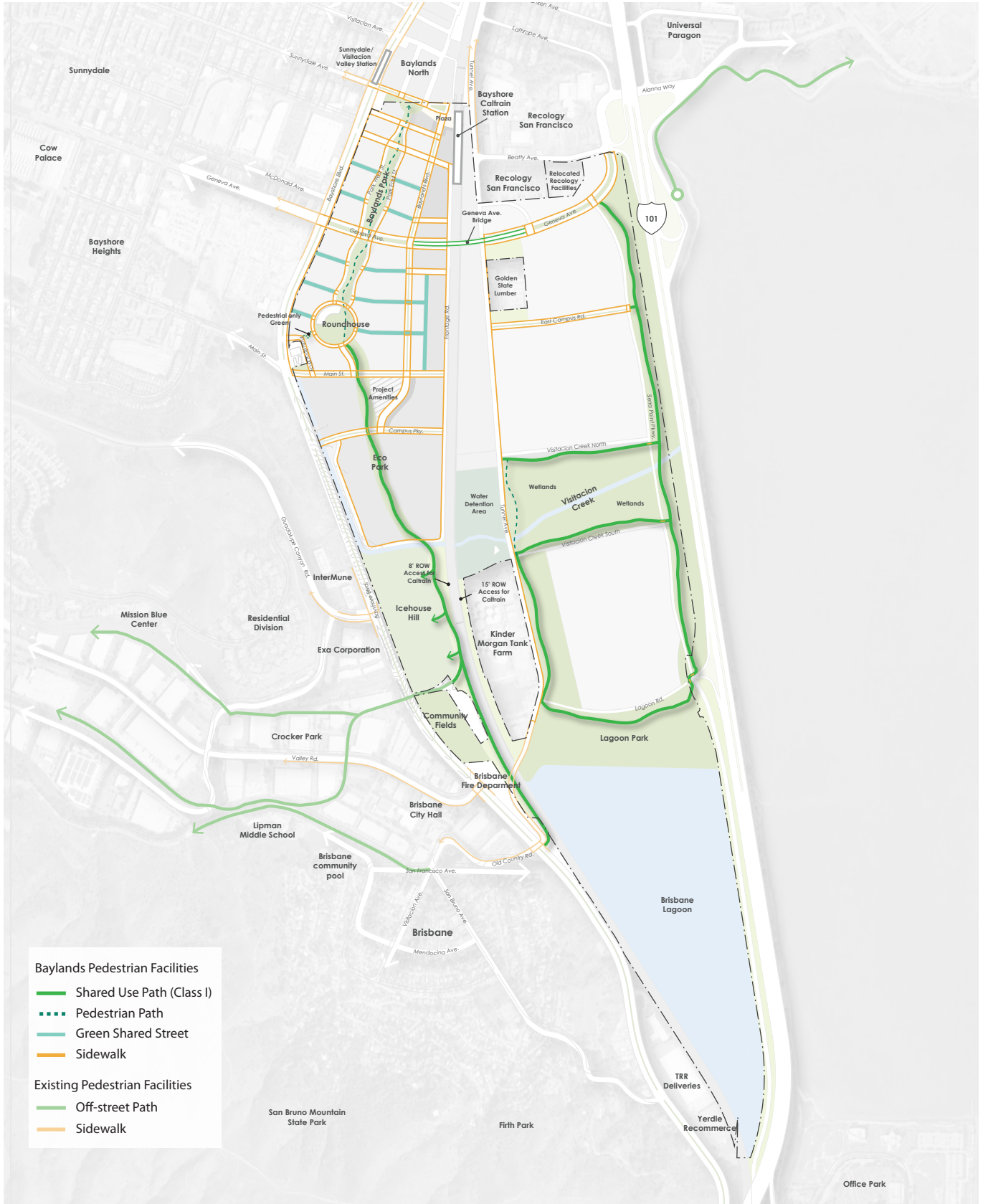
**FIGURE 4.1.2 KEY HABITAT AREAS AND ADJACENT HABITAT**



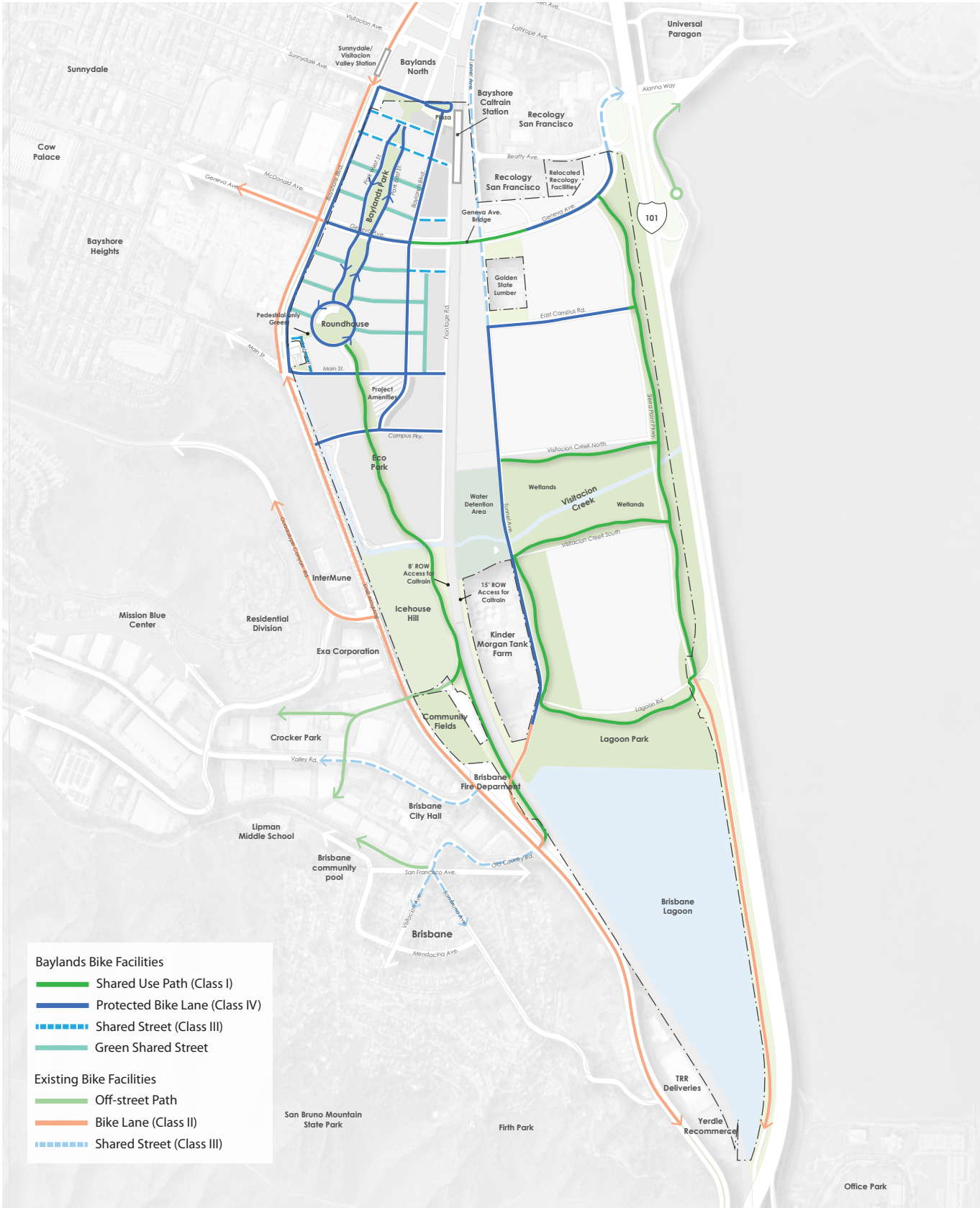
**FIGURE 4.3.3 LANDSCAPE TYPOLOGIES**



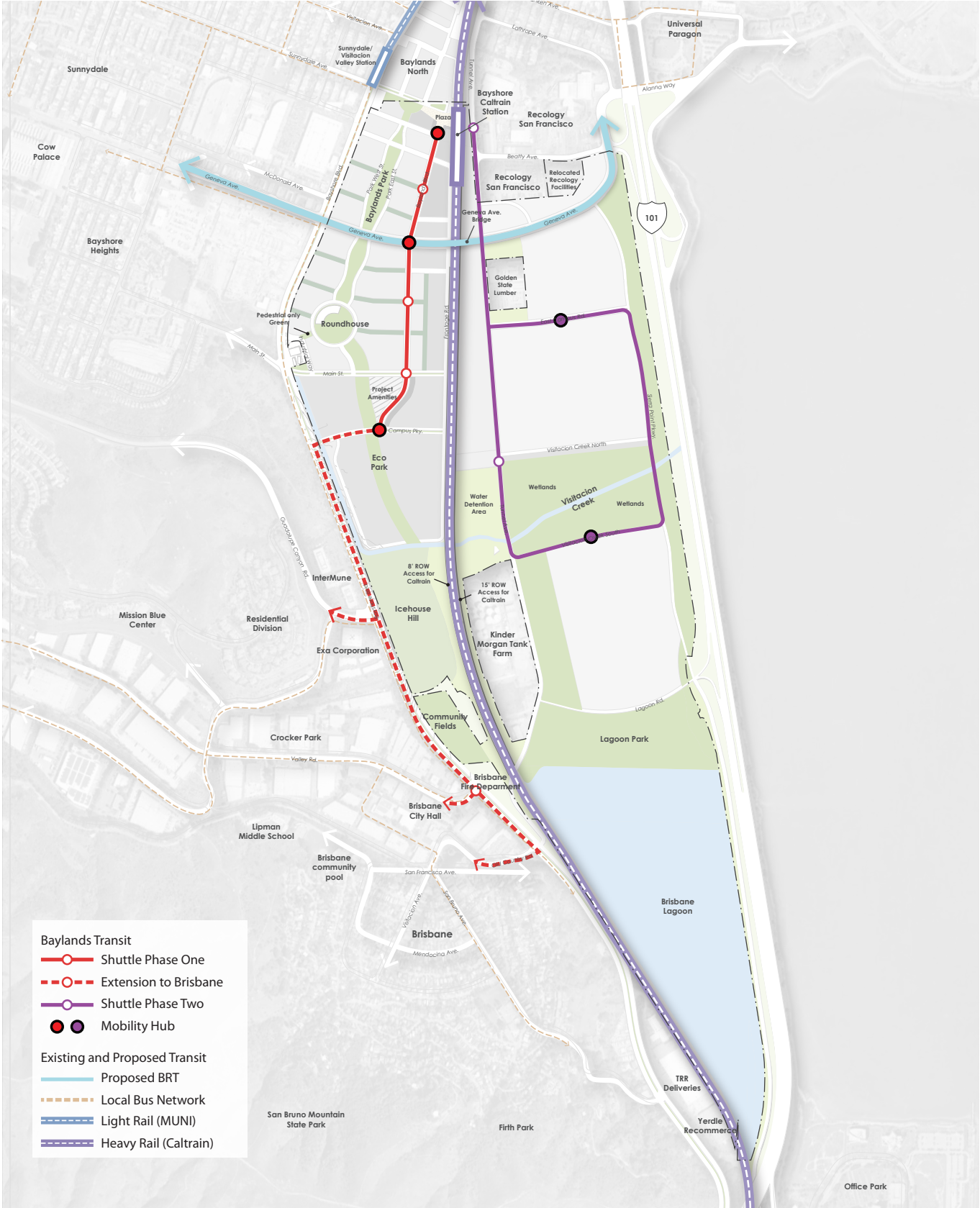
**FIGURE 5.4: BAYLANDS STREET NETWORK BY FUNCTIONAL CLASSIFICATION**



**FIGURE 5.5: BAYLANDS PEDESTRIAN NETWORK**



**FIGURE 5.6: BAYLANDS BICYCLE AND MICRO-MOBILITY NETWORK**



**FIGURE 5.7: BAYLANDS TRANSIT AND SHUTTLE CONNECTIONS**

**Shared Street Strategies**



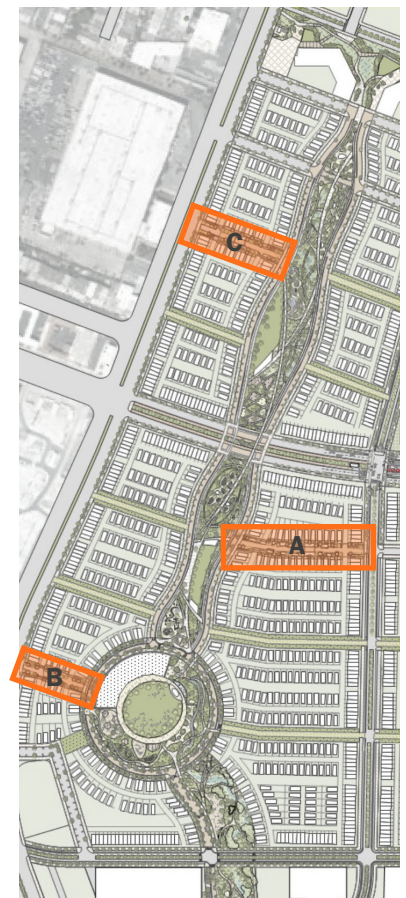
**SITE PLAN A - GREEN SHARED STREET, NEIGHBORHOOD POCKETS WITH URBAN GATHERING (ILLUSTRATIVE ONLY)**



**SITE PLAN B - GREEN SHARED STREET, SUPERSTOOP (ILLUSTRATIVE ONLY)**



**SITE PLAN C - GREEN SHARED STREET, URBAN GATHERING (ILLUSTRATIVE ONLY)**



**KEY MAP**



## SUSTAINABILITY FRAMEWORK

The Specific Plan recognizes the requirements set forth in the Brisbane General Plan and Measure JJ that Baylands development be consistent with the principles of the Sustainability Framework for the Brisbane Baylands.

Table 1, below, identifies each of the One Planet Principles addressed in the Sustainability Framework, the goal described by BDI in the Baylands Specific Plan related to each principle, and the various strategies proposed in the Specific Plan to achieve each goal.

**Table 1: Responsibilities for Developing Performance Standards Addressing One Planet’s Ten Principles**

One Planet Principle <sup>2</sup>	Goal <sup>3</sup>	Proposed Sustainability Strategies
Zero Carbon Buildings	Making buildings and manufacturing energy efficient and supplying all energy with renewables.	<ul style="list-style-type: none"> <li>• All-electric high-performance buildings to minimize energy consumption.</li> <li>• Annual energy use and carbon emissions to be offset with large-scale onsite renewable energy generation and potential use of battery storage.</li> </ul>
Zero Waste	Reducing consumption, re-using and recycling to achieve zero waste and zero pollution.	<ul style="list-style-type: none"> <li>• Zero waste programs, including construction waste reduction, building operational waste and user product waste reduction, and sustainably managed food sources.</li> </ul>
Sustainable Transportation	Reducing the need to travel, encouraging walking, cycling, and low carbon transport.	<ul style="list-style-type: none"> <li>• Mixed-use high intensity development to vehicle travel, including residential and commercial development within walking distance of the Bayshore Caltrain station.</li> <li>• Improved access to the Bayshore Caltrain station.</li> <li>• Comprehensive network of pedestrian and bicycle facilities providing connectivity within the site and to the surrounding community.</li> <li>• Use of maximum allowable parking ratios to encourage use of transit and non-motorized travel, as well as to reduce the presence of automobiles within the site.</li> <li>• Electric vehicle charging infrastructure in key locations throughout the development to encourage use of electric rather than fossil fuel vehicles.</li> </ul>

<sup>2</sup> From *Sustainability Framework for the Baylands*.

<sup>3</sup> From *The Baylands Specific Plan*, April 2021.

One Planet Principle <sup>2</sup>	Goal <sup>3</sup>	Proposed Sustainability Strategies
Local and Sustainable Materials	Using materials from sustainable sources and promoting products which help people reduce consumption.	<ul style="list-style-type: none"> <li>• Track materials used in construction against sustainability metrics for health and embodied carbon.</li> <li>• Components will largely be manufactured off-site, improving quality/durability and reducing waste.</li> </ul>
Local and Sustainable Food	Promoting sustainable humane farming and healthy diets high in local, seasonal organic food and vegetable protein.	<ul style="list-style-type: none"> <li>• Weekly farmers market.</li> <li>• Provide for food truck operators at key central nodes within the Baylands.</li> <li>• Provide for community gardens as permitted per approved remediation plans.</li> </ul>
Sustainable Water	Using water efficiently, protecting local water resources and reducing flooding and drought.	<ul style="list-style-type: none"> <li>• Building water efficiency, including use of reclaimed water for building plumbing systems and outdoor landscape irrigation.</li> <li>• Use of efficient drip and “smart” irrigation systems.</li> <li>• Manage stormwater and protect structures from the 100-year flood event with consideration to projected sea level rise through 2100.</li> </ul>
Open Space and Habitat	Protecting and restoring land for the benefit of people and wildlife.	<ul style="list-style-type: none"> <li>• Site restoration and Title 27 landfill closure.</li> <li>• 25% of the total site area reserved for open space.</li> <li>• Preservation of the 92.2-acre lagoon.</li> <li>• Habitat conservation and enhancement as illustrated in Specific Plan Figures 4.1.2, and 4.3.3.</li> <li>• Adaptation to sea level rise as projected through 2100.</li> </ul>
Culture and Heritage	Nurturing local identity and heritage, empowering communities, and promoting a culture of sustainable living.	<ul style="list-style-type: none"> <li>• Restore the historic Roundhouse for community uses.</li> <li>• Provide interpretive signage in appropriate locations throughout the Baylands.</li> <li>• Provide a community clubhouse for use by residents for recreation and community gatherings.</li> <li>• Art in public places program.</li> </ul>
Economic Vitality with Equity and Ecology	Creating safe, equitable places to live and work which support local prosperity and international fair trade.	<ul style="list-style-type: none"> <li>• Development of an under-utilized, contaminated site into a “vibrant, diverse/mixed-use and sustainable new community.”</li> <li>• Commercial land use designations provide for tech and biotech uses and</li> </ul>

One Planet Principle <sup>2</sup>	Goal <sup>3</sup>	Proposed Sustainability Strategies
		allow for incubator space for start-up companies. <ul style="list-style-type: none"> <li>• Provide an “appropriate mix of housing types.”</li> </ul>
Recreation, Health, and Happiness	Encouraging active, social, meaningful lives to promote good health and wellbeing.	<ul style="list-style-type: none"> <li>• Outdoor recreation areas as illustrated in Specific Plan Figure 4.1.1.</li> <li>• Recreation areas within residential site-specific residential developments.</li> <li>• Project-wide system of shared-use paths, bicycle facilities, and sidewalks, and “green streets.”</li> </ul>

**SITE ENGINEERING**

This chapter of the Specific Plan describes proposed grading, as well as proposed storm drainage, sanitary sewer, potable water, non-potable (recycled) water, and energy infrastructure needed for the Baylands.

**Grading**

Site grading is anticipated to involve the movement of approximately 4,250,000 cubic yards of soil, including movement of approximately 2,400,000 cubic yards of soil from the existing landfill footprint to the former railyard area. Finished grades within the existing landfill footprint following completion of grading activities is planned to vary between 17 to 47 feet above mean sea level prior to settlement<sup>4</sup>. Finished grades within the existing landfill footprint will primarily vary from 8-15 feet in elevation adjacent to Bayshore Boulevard and portion of the Caltrain right-of-way to 25 feet above mean sea level for proposed development areas.

**Stormwater Drainage**

The storm drainage concept for the Baylands emphasizes natural stormwater management using an improved Visitacion Creek, mitigation wetlands, stormwater detention, and stormwater treatment. A combination of underground storm drains and naturalized open channels will be used to accommodate stormwater and support wetland restoration along Visitacion Creek.

**Potable Water**

The Specific Plan provides for construction of a potable water system to City of Brisbane design criteria. The Specific Plan does not at this time identify a firm water source for Baylands

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<sup>4</sup> The Specific Plan and its Infrastructure Plan appendix note that the geotechnical study for the landfill site, which will determine planned settlement within the landfill is forthcoming.

development. The applicant has been working with the City and other agencies to secure an adequate water supply to support the proposed development. A water supply plan and water supply assessment will be required.

The system to be constructed as part of Baylands development will provide for meeting daily, peak day, and peak hour water demands and will meet Title 22 California Waterworks Standards that require water distribution systems to have sufficient capacity to deliver domestic demand coincident with required fire flow. In addition to an onsite water distribution system, Baylands development will construct an offsite 2.6-million gallon storage reservoir to be located either off Guadalupe Canyon Parkway or in the southern part of Brisbane located near Thomas Avenue.

### **Reclaimed Water**

A water recycling facility is proposed to provide non-potable water for landscape irrigation within open space areas and rights-of-way, restroom flushing in commercial and residential buildings, cooling, and landscape water features in the Plan area. The proposed water recycling facility will be constructed in phases and designed to discharge sewage in excess of non-potable water demand to be treated by the SPFUC.

### **Wastewater System**

A new system of sanitary sewers will be constructed for Baylands development. The system will be designed to flow to the water recycling facility and discharge sewage in excess of non-potable water demand to be treated by the SPFUC.

### **Energy Utilities**

A new on-site electrical distribution system will be installed in joint trenches with communications infrastructure within roadway rights-of-way. To achieve Baylands development's net zero energy goals based on currently available technology, proposed on-site electrical generation is proposed to include a microgrid, solar photovoltaic and battery energy storage systems.

To achieve carbon neutrality, the Specific Plan does not include natural gas services to proposed buildings. The existing natural gas main in Tunnel Avenue would continue to provide service to the existing Kinder Morgan Tank Farm, and the existing Golden State Lumber property.

## **PUBLIC FACILITIES FINANCING**

The Public Facilities Financing chapter identifies potential methods for financing the infrastructure, parks, open space, and other amenities proposed in the Specific Plan. This chapter does not, however, identify the specific methods the applicant proposes to finance these improvements, nor does the chapter demonstrate that Baylands development would be revenue positive to the City on an ongoing basis. This information is forthcoming from the applicant.

## **IMPLEMENTATION**

This chapter of the Specific Plan identifies key implementing actions, including City actions (e.g., development agreement to be negotiated with the City) and subsequent approvals required from other agencies (e.g., BCDC, California Department of Fish and Wildlife, Corps of Engineers, State Lands Commission, and others). The Specific Plan also provides for approval of site-specific development projects within the Specific Plan area through the City's Design Plan Review, Conditional Use Permit, and Minor Administrative Permit processes.

## **HAZARDOUS MATERIALS**

The Hazardous Materials chapter summarizes the remedial action objectives, cleanup levels, and future remedial actions to be taken to implement the Remedial Action Plans for operating units OU-SM and OU-2 that have been submitted to the Regional Water Quality Control Board and the California Department of Toxic Substances Control for regulatory approvals. This Specific Plan chapter also provides background on the history of the landfill and remedial action taken to date. A description of the planned phasing of site remediation and landfill closure is also provided. However, the applicant has not yet completed a Landfill Closure Plan or Post Closure Maintenance and Monitoring Plan for City staff and regulatory agency review.

## **Attachment 2 Brisbane Baylands Specific Plan Project Objectives and Policy Goals and Issues**

**June 2021**

### **Specific Plan Project Objectives and Policy Goals**

#### **1. Inclusivity**

- Develop a built environment that facilitates neighborhood interaction with shared spaces, resources, and amenities that foster community-building.
- Support a range of housing types from studios and live-work units to 3-4 bedroom units for families.
- Ensure housing affordability for a wide range of incomes, housing housing for all economic segments of the community.
- Provide private open spaces within residential developments along with as shared parks and open spaces.
- Provide flexibility to accommodate the housing needs of older adults, mobility-impaired residents, etc.

#### **2. Mobility and Transit-oriented Development**

- Provide a transportation network and supportive land uses that accommodate people who wish to have a car-free or car-light lifestyle as well as those who rely on vehicles due to limited mobility.
- Provide one or more centralized community hubs that are supported by transit and non-vehicular transportation systems.
- Reduce the walking distance between transit modes, including Caltrain, SamTrans, Muni and shuttle.
- Ensure a safe, comfortable, and stimulating walking environment to reduce the “psychological distance” between transit modes and between transit stops and community destinations.
- Provide a shuttle system that maintains connectivity within the Baylands, as well as between the Baylands and the Brisbane community.
- Provide connectivity to regional transit systems.
- Connect the Baylands to existing Brisbane neighborhoods and trails.
- Provide neighborhood services and community amenities such as childcare, medical and recreation facilities as well as small fresh food outlets and neighborhood-serving retail.
- Establish a project-wide transportation demand management (TDM) management to encourage non-single-occupancy vehicle travel.
- Provide market-oriented (external/ visitor-focused) development accessible to regional transit, including:
  - Hotels (including affordable options) and conference centers.

- Innovation district with complementary uses such as biomedical labs, research and development, incubation, college and university extension “innovation district.”

### **3. Land Use Diversity and Flexibility**

- Increase the availability of mixed-use buildings and active ground floors.
- Integrate non-residential uses and community spaces, and create opportunities for small retail outlets (e.g., “mom and pop” shops) within residential areas.
- Provide for new school site(s) that best serve the Baylands and existing Brisbane neighborhoods.
- Activate the public realm by better mixing land uses, including those included in the “Project Amenities” designation (including childcare, places of worship, and other community uses) currently planned for the southern edge of the residential area, a significant distance from many residences.
- Consider mixing housing types on the same streets and blocks rather than separating residential product types from one another. Improve the distribution of housing types and densities, reducing the predominance of low-density housing and need for 20+ story residential towers to achieve 1800-2200 dwelling. Consider providing a greater amount of medium-density housing types.
- Ensure that the maximum heights of residential buildings are at an appropriate scale for the site and context.
- Specify building heights from finished grade in feet.
- Integrate the Roundhouse as a community focal point and mixed-use hub that is easily accessible by multiple modes of travel.
- Develop innovative, context-specific and diverse architectural design guidelines to avoid “cookie-cutter” development.
- Ensure provision of a variety of community amenities including arts and cultural institutions.

### **4. Recreation and Open Space**

- Provide recreation opportunities for a diverse community, including family-friendly spaces and programming.
- Plan for more active recreation facilities (e.g., ballfields, courts, and play structures) throughout the Baylands and in the linear park within proposed residential areas.
- Integrate opportunities for activity and recreation throughout the Baylands (e.g., climbing walls and outdoor exercise equipment along trails).
- Provide for a maximum 10-minute walk for all Baylands residents and workers to parks and open spaces.
- Provide for shared use of fields and facilities as part of new school facilities provided as part of Baylands development.
- Ensure wind protection and other climate-friendly strategies that support user comfort.
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### **5. East Side Land Use**

- Develop a compelling land use, transportation, building design, public space, urban design program for the area east of the Caltrain tracks.
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- 6. Ensure that plans for the east side of the site are compatible with existing industrial uses that are expected to remain.**ainability**
- Incorporate a holistic sustainability plan that clearly commits to specific, stringent sustainability performance standards and accommodates integration of emerging technologies over time to meet community goals and requirements of Measure JJ.
  - Allow for multiple technologies and solutions to comply with Measure JJ-established Net Zero energy standards including such concepts as:
    - Micro-grids that reduce reliance on regional energy providers.
    - Context-appropriate solutions such as small wind turbines.
    - Battery storage.
  - Provide for multiple benefit solutions such as:
    - Community gardens that provide food, healthy activity and green space.
    - Stormwater treatments that contribute to safe and green roadways.
- Build in flexibility to accommodate technological and market changes over the next twenty years.