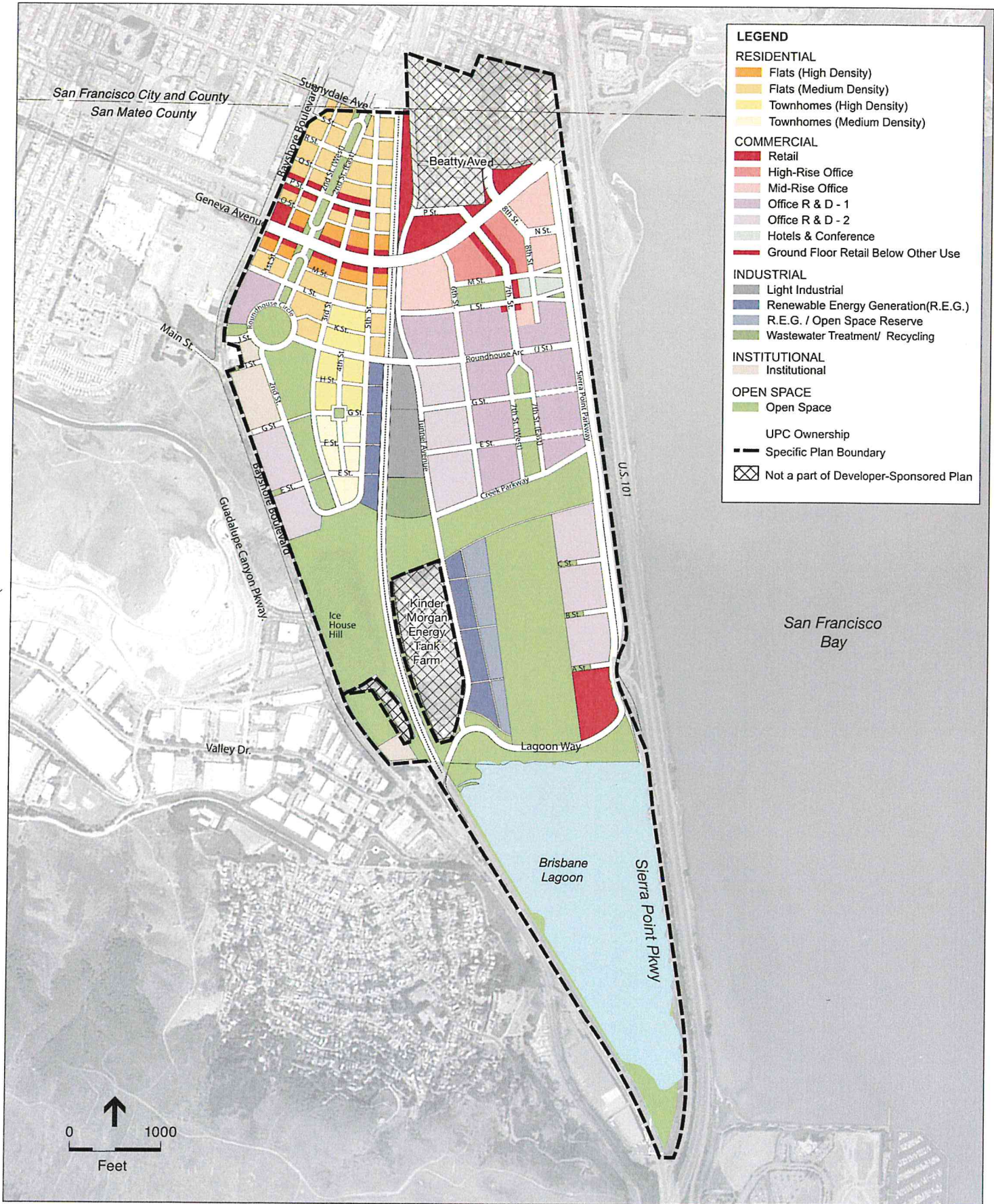


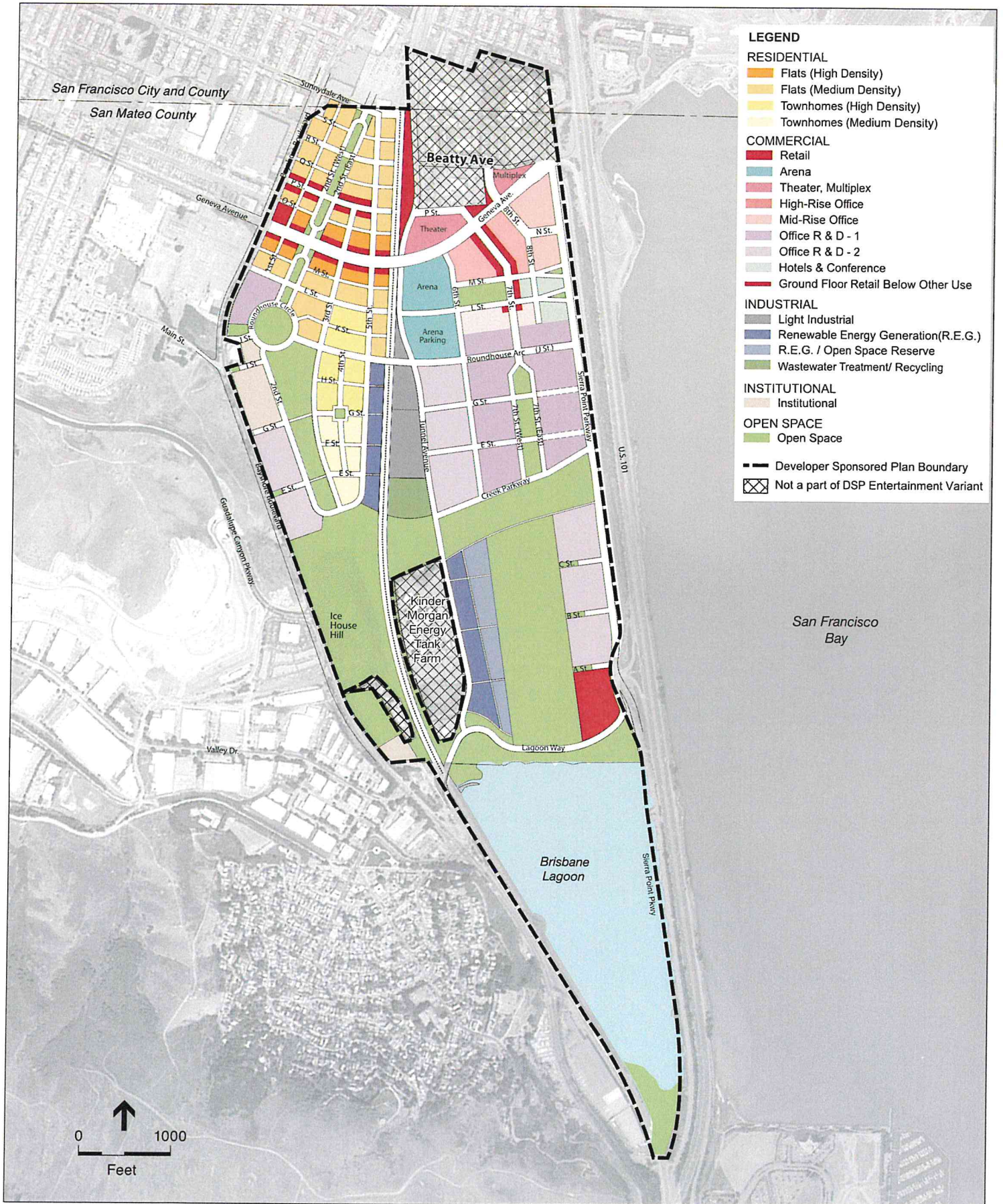
ATTACHMENT 1
Applicant's Proposed Plan

Attachment 1



Developer Sponsored Plan (DSP)

Attachment 1










Developer Sponsored Plan - Entertainment Variant (DSP-V)

ATTACHMENT 2

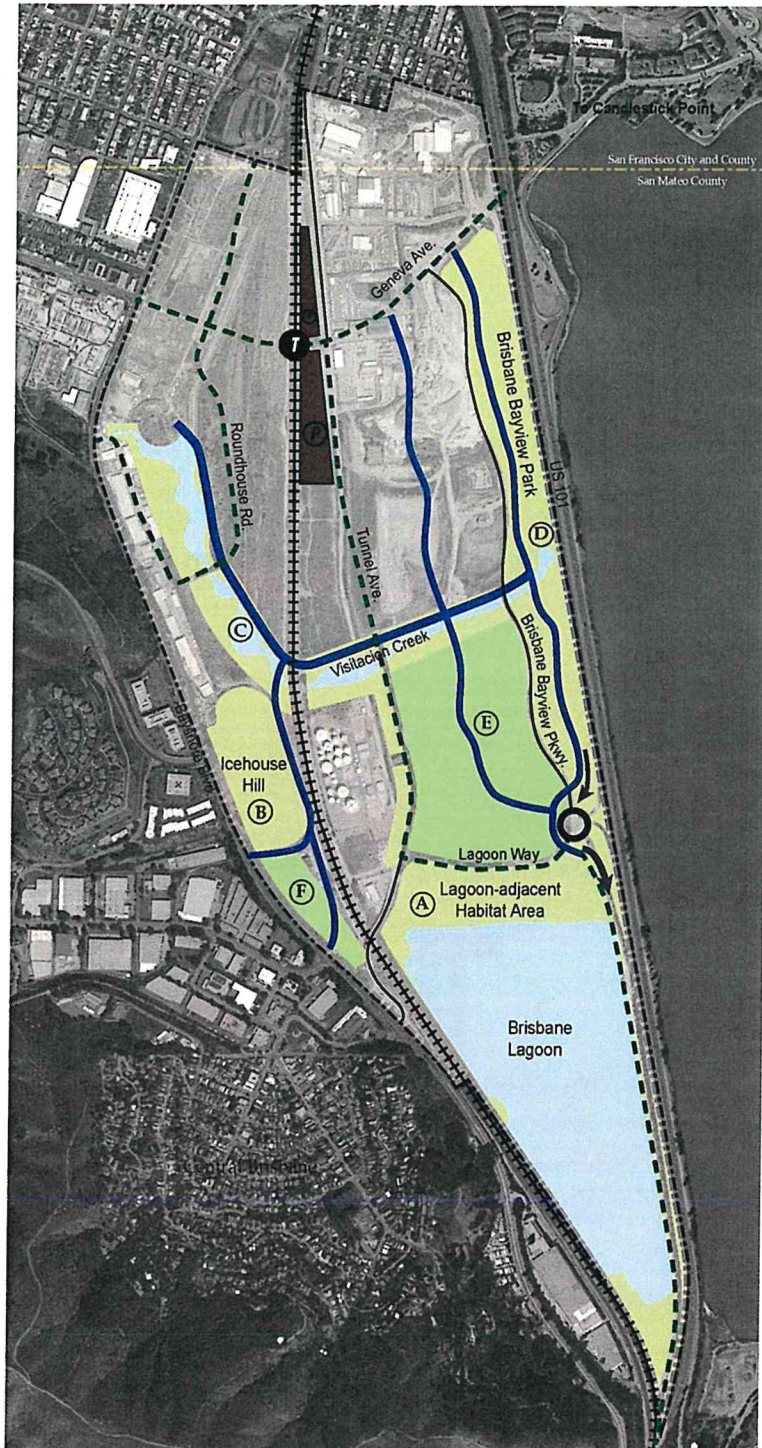
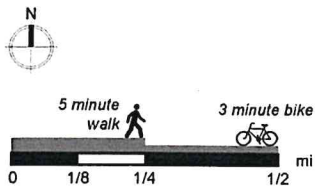
Planning Commission's Recommended Land Use Plan

Brisbane Baylands Open Space and Pedestrian and Bicycle Circulation

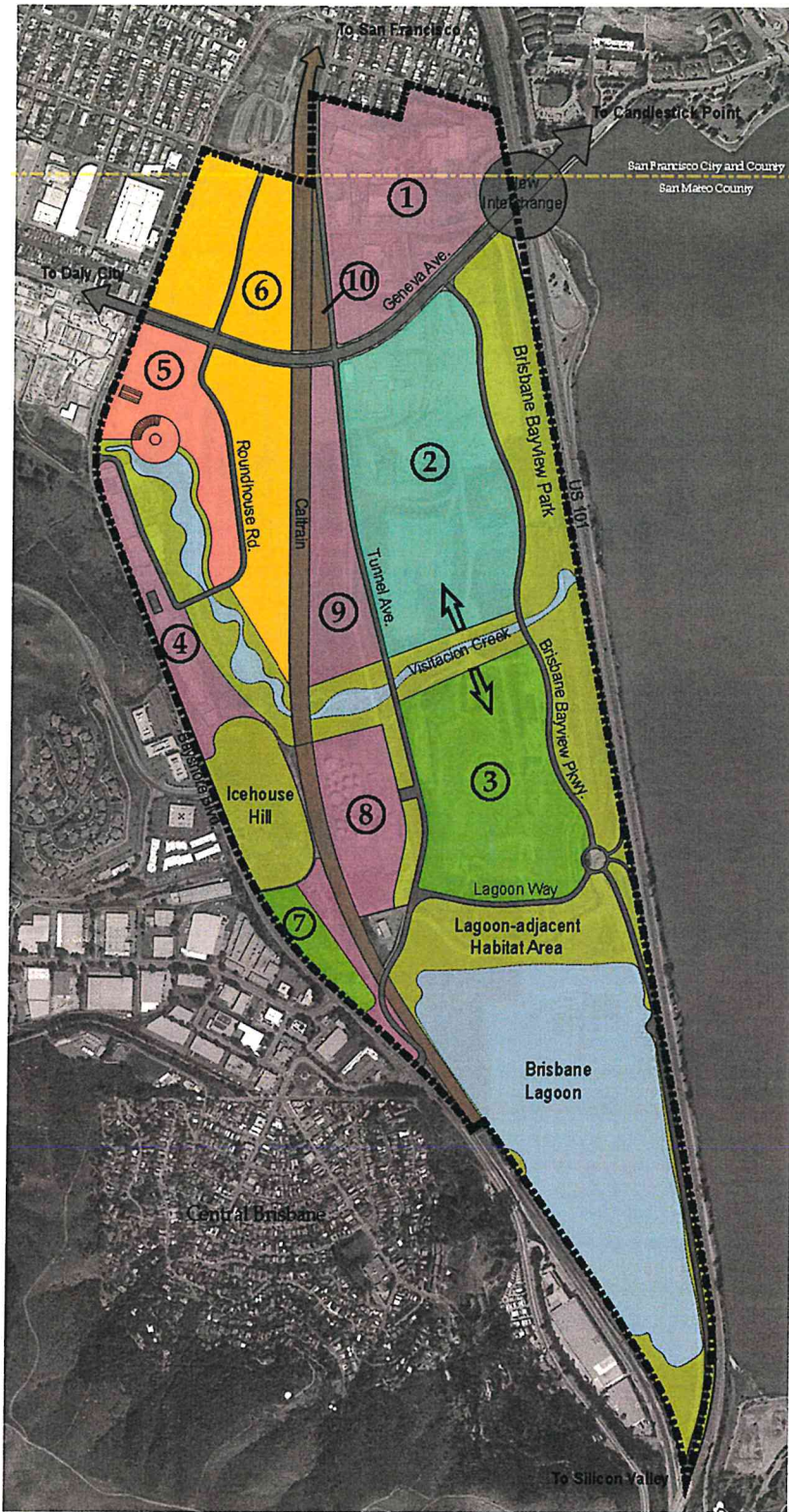
-  Planning Area
-  Caltrain Station
-  Caltrain Line
-  Off-Street Pedestrian, Bicycle and Electric Cart Path (20'+)
-  On-Street Protected Bike Lane (6'+ with planted divider)
-  New Traffic Circle
-  Potential Locations for Caltrain Station Parking

Key Open Spaces

-  Lagoon-Adjacent Habitat Area
-  Icehouse Hill
-  Visitacion Creek Corridor
-  Brisbane Bayview Park
-  Active Open Space
-  Community Garden



Land Use Framework



- **Area 1: Recology Area North of Geneva Avenue Extension, East of Caltrain (59.7 ac.)**
 - **Light Industrial**

This area would will permit new light industrial uses in the area between the existing Recology facility and the Geneva Avenue Extension should the facility not expand, and would provide for the Recology facility to expand without requiring an amendment to the General Plan should the City approve expansion in the future.
- **Area 2: Between Geneva Avenue Extension and Visitacion Creek, East of Caltrain (85.5 ac.)**
 - **Renewable Energy Generation**

The primary purpose of this area would be for the generation of renewable energy such that development of the Baylands is net energy positive.
- **Area 3: South of Visitacion Creek, East of Caltrain (63.3 ac)**
 - **Open Space**

Commercial recreation uses may also be considered within this area.
- **Area 4: South of Visitacion Creek, West of Caltrain (27.5 ac.)**
 - **Light Industrial**

Service and light industrial uses within the Industrial Way industrial park would be permitted to continue. However, existing buildings would be replaced with new, well-designed buildings over time.
- **Area 5: Roundhouse Area (27.1 ac.)**
 - **Retail**

The Roundhouse and Lazzarri Fuel Building would be restored. Uses in this area would consists of a combination of retail, restaurant, and small shops. Small office uses could also be permitted.
- **Area 6: Transit Oriented Development Area (67.7 ac.)**
 - **Research and Development/Tech Campus**

This area would provide for research and development uses in the form of an office campus with supporting commercial uses. The desired primary users of this area would be high-tech firms that are on the cutting edge of new technology, as well as consumer good companies engaged in the development of new products and improvement of established products.
- **Area 7: Machinery & Equipment Building Area (15.8 ac.)**
 - **Community Gardens; Open Space**

The existing use of the Machinery and Equipment building would continue. The surround lands would be used as open space, including providing for community gardens, as well as a potential permanent location for the existing nursery on Icehouse Hill. At some future time, the ideal would be to restore the Machinery and Equipment building for community use in conjunction with the community gardens.

- **Area 8: Kinder Morgan Tank Farm (22.8 ac.)**

- **Industrial**

- The tank farm would continue in its existing use. Buffers would be developed adjacent to the tank farm by realigning Tunnel Avenue to the east, along with open space areas to the north (Visitacion Creek), west (Icehouse Hill and community gardens), and south (lagoon-adjacent habitat area).

- **Area 9: West of Tunnel Avenue between Geneva Extension and Visitacion Creek (25.4 ac.)**

- **Light Industrial**

- This area would provide for the relocation of the existing lumberyard, as well as parking for Caltrain, should the existing Bayshore Station be moved to the south.

- **Area 10: Caltrain Parking Area (3.7 ac.)**

- **Caltrain Parking**

- This area would provide for parking for the Caltrain Bayshore Station.

ATTACHMENT 3

Basic Principles Addressed by the City Council

Attachment 3

Basic Principles for Baylands Development as of July 13, 2017

Based on the Planning Commission recommendation, public comments, and comments made by members of the City Council during public hearings, as well as EIR conclusions and mitigation measures, preliminary basic principles discussed by the City Council are presented below.

Community Character

- Protect Brisbane's unique small-town character.
- Development within the Baylands should be connected to Central Brisbane and function as part of the Brisbane community, rather than as a separate entity.

Public Safety

- Ensure that the Baylands site is safe for the future uses approved for development by the City in relation to:
 - Site remediation and Title 27 landfill closure;
 - Seismic and geologic hazards;
 - Flooding, including hazards related to sea level rise;
 - Traffic safety and emergency response; and
 - Provision of public safety services.
- Manage the relationship between the City's planning review, and the remediation review being undertaken by RWQCB and DTSC for the Baylands as summarized below.
 - The City of Brisbane will actively participate in the regulatory and CEQA processes undertaken by DTSC and RWQCB. Such participation will include:
 - Retaining an independent consultant to provide 3rd party review of applicant-prepared studies and proposed regulatory agency actions to ensure that the City's interests in protecting public health are addressed;
 - Seeking implementation of best practices for testing, remediating, and monitoring onsite contamination;
 - Seeking the highest practical standard for remediation of the Baylands;
 - Reviewing remediation and landfill closure studies, along with proposed remediation and landfill closure plans and actions;
 - Providing comments to regulatory agencies;
 - Negotiating any differences in standards, implementation requirements, or expectations for performance between the City, regulatory agencies, and developer;
 - Performing regular testing, monitoring, and providing an annual report to the Brisbane City Council; and
 - Establishing a financial mechanism to support long term monitoring;
 - Plans for Title 27 landfill closure and Remedial Action Plans for OU-1 and OU-2 are to be completed to the satisfaction of the RWQCB and DTSC prior to approval of a specific plan.

- Subsequent project-level CEQA documentation would be required for adoption of a specific plan by the City.
- Following completion of CEQA documentation and approval of landfill closure and remedial action plans, physical remediation of the Baylands and closure of the landfill must be completed prior to site development of those areas.
- Natural solutions to protect development within the Baylands from the effects of sea level rise should be given priority over manufactured solutions.

Sustainability Framework

- Incorporate the Sustainability Framework into the General Plan to provide goals and policies for development within the Baylands, addressing, at a minimum carbon emissions, transportation, energy and water consumption, and other relevant issues contained in the Sustainability Framework.

Environmental Documentation

- Maintain an up-to-date environmental baseline and environmental impact analyses throughout Baylands development.

Open Space

- Preserve large unbroken blocks of open space that provide for restoration of wetland areas and provide continuity and flow of open space throughout the Baylands. “Open space,” as used in these principles means both public- and privately-owned lands for:
 - Active and passive recreation;
 - Protection of resources (e.g., sensitive habitat areas); and
 - Protection of public health.
- Site-specific developments will be provided with independent open space areas.
- Protect key habitat areas, including Icehouse Hill and wetlands.
- Protect the Brisbane Lagoon and potential habitat areas adjacent to it.
 - Relocate Lagoon Road north, expanding the buffer area between the former landfill and the lagoon.
 - Pursue a more natural edge along the lagoon
 - Prohibit water-based recreational use of the lagoon or other uses that would disturb aquatic habitats.

Existing Land Uses

- Restore the Roundhouse, provide opportunities for rail-related and educational uses at the Roundhouse, and maintain compatible development adjacent to it.
- Protect the ability for Recology to modernize and expand their current operations within the Baylands.
- Provide for the relocation of Golden State Lumber, which is a major sales tax generator for the City.

Distribution of Land Uses

- Distribute land uses and development intensity within the Baylands, recognizing the individual “planning areas” formed by the key existing and planned features within the Baylands.

Transit Orientation

- Provide for the Bayshore Caltrain Station to serve as a robust multi-modal transit station.
- Maintain a transit orientation for new development, including use of the Baylands to enhance access from Central Brisbane to the Bayshore Caltrain Station and other transit services within the Baylands.

Public Services, Facilities, Utilities, and Water Supply

- Manage the relationship between water supply and development planning and review for the Baylands as summarized below.
 - Concurrent with submittal of a proposed Specific Plan for development within the Baylands, the applicant shall identify a water source with a reasonable likelihood of being approved that is capable of providing adequate water supply for the proposed Specific Plan in normal, wet, dry, and multiply dry years as required by CEQA and the California Water Code.
 - Along with development within the Baylands, project-level environmental analysis for the proposed Specific Plan shall address any agreements and facility improvements needed for the delivery of water to the Baylands.
 - Prior to approval of site-specific development within the Baylands, any needed water supply and conveyance agreements shall be approved by all parties.
 - Prior to issuance of certificates of occupancy within the Baylands, physical water supply pursuant to final water supply and conveyance agreements shall be available to the Baylands.
- Development shall generate more revenue to the City of Brisbane than the City’s costs of providing and maintaining public services, facilities and infrastructure.
 - Each increment of development shall, at a minimum, be revenue neutral to the City on an annual basis.
- Project development shall pay for all required capital facilities, whether they are constructed onsite or offsite. Require provision of appropriate infrastructure and site amenities for each increment of development within the Baylands by incorporating performance standards for infrastructure, services and facilities into the General Plan.
 - Each increment of development must be provided with appropriate infrastructure, services and facilities, and site amenities.
 - Development phasing shall include milestones for development in relation to provision of:
 - Environmental site mitigation (e.g., open space dedication, habitat restoration, trails).
 - Roadway improvements, including the Geneva Avenue extension and Candlestick interchange, as well as description of allowable development patterns prior to the Geneva Avenue extension.
 - Transit improvements.
 - Other infrastructure (e.g., water, sewer, water recycling plant, drainage improvements; police and fire services and facilities).

- To ensure (per General Plan Policy 27) that centrally located police facilities are provided to serve the Baylands and that adequate response times can be maintained throughout the City, require specific plan(s) for Baylands development to prepare and implement a Police Services and Facilities Plan, subject to City approval, to define specific timing requirements for establishment of additional police shifts based on the progression of development within the Baylands.
- To ensure adequate fire protection services and facilities to support Baylands development and to maintain adequate response times throughout the City, require specific plan(s) for development within the Baylands to prepare and implement a Fire Protection Services Plan that provides for the timely provision of fire protection facilities, equipment, and staffing needed to meet applicable performance standards.
- Consider locating needed water storage facilities within the Baylands, rather than in a hillside location, utilizing solar energy generated within the Baylands for pumping of water.

Potential for High-Speed Rail Maintenance Yard

- Recognize the potential use of a portion of the Baylands for a high-speed rail maintenance yard, and identify City expectations for such a use, including:
 - Mitigation of the maintenance yard's environmental impacts.
 - Provision of community benefits.
 - Offset loss of existing and anticipated revenues to the City of Brisbane.

Councilmember Clarke Conway's Goals for the Brisbane Baylands

Existing Land Uses

- Protect the ability for Recology to modernize and expand their current operations within the Baylands.
- Provide for the relocation of Golden State Lumber, which is a major sales tax generator for the City.
- Preserve Ice House Hill, Roundhouse, and Lagoon.

Public Services, Facilities, Utilities, and Water Supply

- Incorporate a recycled water plant into future Baylands development.

Other Considerations

- Move Lagoon Rd. north.
- Where Lagoon Rd. is now, fence it off and turn it over to environmental/biological departments from universities to study landfill effects on the Lagoon and take baseline studies, conduct bioremediation studies, etc. and then turn it over to open space after a number of years.
- Restore the wetland river park area.

Dated: July 10, 2017

2017 Council Member Lentz's Brisbane Baylands Goals

My goals for the Brisbane Baylands have evolved through my years of public service (8 years on the Brisbane Planning Commission and almost 8 years on the Brisbane City Council). The Council is about to embark on a great journey with our Community, as we set out to organize and construct our goals for developing a vast section of our town that very few citizens have ever set foot on.

To help prepare for the Council deliberations, I have read extensively and have attended numerous conferences and lectures on urban planning, healthy communities and sustainability. Most importantly, I have listened to our community, taking in your aspirations and concerns, and requiring staff to provide more extensive data to help us all make better determinations on what would be an appropriate development for this part of our City.

I have laid out my goals by first identifying what I feel are the essential building blocks of creating a sustainable development for the Baylands. From there, I take a geographical route, starting with the Lagoon and going clockwise to the Mission Blue Nursery, Ice House Hill, south of the Roundhouse, the Roundhouse, north to Schlage Lock, Recology, north of the Creek, south of the Creek, and then finally heading north through the middle of the site to the potential new multi-modal station. I've created this grid to help me get a better sense of place for the Baylands and understand how the goals are connected.

I believe the goals we set out for the Baylands should have strong sustainability standards, where respect for the environment, social equity, and fundamental economics are harmoniously woven together into all decisions. The goals also need to be realistic. I've attached a link to each of the goals in this document, demonstrating their feasibility.

I look forward to working with my Council colleagues, staff, UPC and our great Community. Together, we will put forth a vision for the Baylands that will represent our values and commitment to a safe, responsible and sustainable development for this area.

ESSENTIAL GOALS

REMEDIATION

The Baylands needs to be safe. I would like to see the most stringent standards of remediation be implemented for the desired intended uses. If there are remediation standards that are more stringent in other states or countries, I would like to incorporate those standards into our Remediation Action Plan (RAP).

Remediation and monitoring of the Baylands will need to be funded by the developer and future property owners. All remediation and monitoring must be evaluated by the City of Brisbane's peer review consultant in perpetuity. The RAP must clearly identify funding mechanisms that maintain

remediation infrastructure, as well as replacing any faulty or worn-out components of the remediation infrastructure in perpetuity.

http://esdat.net/Environmental_Standards.aspx

QUALITY OF LIFE

The development of the Baylands should not have a negative impact on the quality of life of current residents in Central Brisbane and the Ridge. We need to incorporate measures into the Development Agreement and Conditions of Approval that ensure that public services that are administered to the Baylands are funded by development in the Baylands – there should be no non-Baylands General Fund revenue streams providing for the cost to provide Baylands services.

<http://www.californiataxdata.com/pdf/assessmentdistrict.pdf>

<https://www.californiataxdata.com/pdf/Mello-Roos2.pdf>

OPEN SPACE

Open space should be embedded throughout the development, connecting residents and workers to nature. Where feasible, create habitat corridors with native plants, uniting the Baylands with San Bruno Mt., the Lagoon and the Bay. Revise the Open Space Plan to reflect these concepts.

<http://www.hphpcentral.com/article/urban-planning-and-the-importance-of-green-space-in-cities-to-human-and-environmental-health>

ZERO CARBON

The Baylands should strive to be a zero-carbon development. All buildings should be built to be Zero Net Emissions. <http://www.packard.org/about-the-foundation/our-green-headquarters/>

ENERGY NEUTRAL

Through efficient building practices and use of alternative energy sources, the Baylands should provide for its own energy needs annually. At times when the site may need energy from the grid, alternative energy should be used. <https://www.peninsulacleanenergy.com/opt-up/> The Baylands should be free from using carbon-based forms of energy.

http://greensource.construction.com/projects/0704_calpers.asp

ZERO WASTE

The Baylands should incorporate a Zero-Waste Mandate, creating a strong culture of reusing, recycling, and strongly limiting non-compostable packaging. <https://www.goboxsfbay.com/> Where possible, waste should be turned into alternative energy. <http://zerowasteenergy.com/what-we-do/our-projects>

Explore the possibility of building an Urban Biomass Facility. <http://www.energy.ca.gov/biomass/>

ZERO WATER

The Baylands should incorporate a Zero-Water Wasting Mandate, creating a strong culture of conservation through business and household use and landscaping. If feasible, create a closed loop system where water is treated for additional uses and the solids are converted to alternative energy and compost. <http://www.ameresco.com/solution/biogas> Explore the feasibility of building a waste-water treatment facility that would not only serve the Baylands, but the rest of Brisbane.

<http://www.cnn.com/2014/05/01/world/from-toilet-to-tap-water/> Enhanced wetlands should be a part of our Zero Waste Water Management Plan. <http://hoffman-realty.com/properties/services/wetland-mitigation-bank/>

http://water.epa.gov/infrastructure/greeninfrastructure/gi_what.cfm

<http://www.waterworld.com/articles/iww/print/volume-13/issue-5/features/embracing-closed-loop-technology-for-recycling-and-reuse.html>

GLOBAL WARMING

Coordinate with government agencies such as Caltrans and BCDC to develop a strong action plan for dealing with sea level rise at the Baylands. Understand how Caltrans' efforts to protect Hwy 101 from sea level rise could affect developing the site. <http://www.adaptingtorisingtides.org/>

TRANSPORTATION

The Baylands should be a destination where it is more convenient to use public transportation than driving a car. Greatly limit the amount of personal parking. Promote transit-oriented commercial use, as well as some transit-oriented housing. Create a network of trails throughout the development. A development-funded free shuttle system should connect the Baylands, as well as providing connectivity with the other parts of Brisbane. Strong bicycle sharing program.

<http://www.emeryground.com/phone/index.html>

[HTTP://WWW.BAYAREABIKESHARE](http://WWW.BAYAREABIKESHARE)

SUSTAINABLE MATERIALS

Use sustainable materials in the construction of buildings in the Baylands. Apply Life Cycle Assessment Optimization for evaluating sustainable materials goals. <https://www.usgbc.org/articles/life-cycle-lead-out-now-edcs-january-issue>

SUSTAINABLE FOOD

Create guidelines for requiring a certain % of food to be local – perhaps within a 100 or 200 mile radius of the Baylands. If feasible, explore the possibility of producing food products within the Baylands.

Implement a Fair Trade policy. <http://www.localfoodswheel.com/sanfrancisco-bay-area>

<http://greenheartfamilyfarm.com/>

<http://fairtradeusa.org/what-is-fair-trade?gclid=Cj0KEQjwy4zLBRCOg6-4h6vs3cUBEiQAN-yzflELVp7x0WD6KqEUWCK5MhaA2yIa9KTDtPNsC-jOL8aAhj58P8HAQ>

BUILDING DESIGN

The design of buildings will be crucial to the vibrancy of the development. Often, large developments build similar-looking buildings that make the overall development cold and sterile. We need to establish meaningful design guidelines that ensure creativity and uniqueness.

<https://www.wired.com/2017/05/apple-park-new-silicon-valley-campus/>

PUBLIC ART

Public art should be one of the major pillars that makes the Baylands a great development.

<https://www.smartertravel.com/2017/06/19/best-9-cities-see-cool-public-art/>

EDUCATION

The development of the Baylands should financially benefit educational opportunities for the children of Brisbane. If feasible, explore the possibilities of creating a local high school on the Baylands or other locations in Brisbane.

https://en.wikipedia.org/wiki/Small_schools_movement

SIGNAGE

Develop signage guidelines that are appropriate for the Baylands.

<http://www.codepublishing.com/AZ/Sedona/html/SedonaLDC/SedonaLDC11.html>

INFRASTRUCTURE

Explore the feasibility of creating infrastructure tunnels throughout the Baylands, creating controlled conditions dealing with energy, waste and technology. . [HTTP://GIZMODO.COM/8- MASSIVE-TUNNELS-BEING-BUILT-RIGHT-NOWUNDER-A-CITY-NE-1493440](http://GIZMODO.COM/8-MASSIVE-TUNNELS-BEING-BUILT-RIGHT-NOWUNDER-A-CITY-NE-1493440)

SUSTAINABILITY FRAMEWORK

Approve the Planning Commission's recommendation to implement the Sustainability Framework into the General Plan, and use the document as a guide to help determine land use types and development densities.

[http://brisbaneca.org/sites/default/files/Baylands%20Sust%20Framework%20OCT%202015 Accepted FINAL 2015-1105Reduced 0.pdf](http://brisbaneca.org/sites/default/files/Baylands%20Sust%20Framework%20OCT%202015%20Accepted%20FINAL%202015-1105Reduced%200.pdf)

THE LAGOON AREA

Create a more natural and habitat-friendly environment around the perimeter of the Lagoon. Remove rocks where feasible, and replace with wetlands.

Create a Class I trail through the open space between the Lagoon and Lagoon Road, connecting the overpass to a Class I trail along the eastern edge of the Lagoon (providing safe bicycle and pedestrian access to Sierra Pt). http://www.dot.ca.gov/dist1/d1projects/manila-atp/bikeways_explained.pdf

Explore the feasibility of allowing human-powered kayaks to launch from the northern shoreline.

Improve the fishing pier and provide a restroom.

Clean up the canal that feeds into the Lagoon.

Establish a habitat plan for the canal and Lagoon, identify funding sources for rehabilitating and maintaining a healthy eco-system in this area.

MISSION BLUE NURSERY AREA

Expand the Mission Blue Nursery to accommodate demand for propagating native flora for the Baylands open space areas, as well as providing flora to ensure greater habitat connectivity with San Bruno Mt.

<http://www.mountainwatch.org/mission-blue-nursery>

Seismically retrofit the former Ice House building and turn it into an incubator site for non-profit organizations.

https://www.google.com/search?q=Machinery+%26+Equipment+Co.,+Inc++brisbane+ca&source=lnms&tbn=isch&sa=X&ved=0ahUKEwj_OtqGv_UAhVE-mMKHfKWBkcQ_AUICCGD&biw=1366&bih=662

Remove all industrial parts and garbage, as well as invasive flora from the site.

Establish a habit plan for the area and Ice House Hill, so that a healthy green belt between the two areas can be created. Identify funding sources for rehabilitating and maintaining a healthy eco-system in this area.

Build a trail system that connects the Crocker Park Trail to the west (through the train tunnel), the overpass to the south, the western edge of the train tracks, and the foot trail that goes over Ice House hill to the north.

Allow opportunity to continue graffiti art in the train tunnel, but regulating it in a way that keeps the site clean from litter and not a hazard for pedestrians and cyclists.

Supply workforce housing (tiny houses) for Mission Blue Nursery and non-profit workers at the former Ice House building. <http://thetinylife.com/what-is-the-tiny-house-movement/>

ICE HOUSE HILL AND AREAS JUST NORTH

Remove invasive species from Ice House Hill.

Build a foot trail to connect the Mission Blue Nursery area with a potential Urban Farm.

Create a potential Urban Farm on the north slope of Ice House Hill to reconnect with Brisbane's rural past. <http://www.motherearthliving.com/green-living/americas-top-10-urban-farms>

Build proper stalls for horses, so that people could ride in the Baylands.

Have farm animals such as goats, chickens, cows and pigs, allowing kids and families to get better acquainted with animals. <http://www.hiddenvilla.org/>

<http://deerhollowfarmfriends.org/>

Build raised beds for growing fruits, vegetables, herbs and medicinal plants. Bee hives.

Create an artisan food manufacturing and retail zone, so locals and workers can purchase products such as eggs, cheese, herbs, honey, micro-beer.

<http://sonomafb.org/Farm+News/Farm+News+Archive/2014/Sep+14/Agriculture-Processing-Code-Change.htm>

<http://brewhub.com/>

Part of the zone could include restaurants that use local and regional foods in their menus, as well as beer and wine options.

Build workforce housing for the folks that would work in this zone and along Industrial Way, creating a unique village.

The zone could border open space and the Baylands Creek to the northeast. A multi-use trail (horse, cycle, pedestrian) could meander through this space.

INDUSTRIAL WAY AREA

Current commercial uses such as automotive, trades and light industrial should continue and be expanded – we all need these services. <http://sunsetgarageinc.com/>

Fix up the road and buildings, so that the area does not look blight.

ROUNDHOUSE AREA

Rehabilitate the Roundhouse so that it becomes the epicenter of culture, art, and knowledge for the Baylands.

Excellent example from Cris Hart of the repurposed roundhouse in Vancouver, BC.

<http://roundhouse.ca/> The Roundhouse could be the site for a museum, highlighting the local and regional scene from the natural environment, to the man-made. Being a former railyard building, it would be great to have interesting railroad artifacts and machines incorporated into the design of the building.

Explore the possibility of bringing a rail line to the roundhouse, so that currently operating train engines from the past can spend time at an outside exhibit area.

Have a permanent space for Friends of Brisbane Trains, so that they can continue to tinker with industrial machines for making train parts.

Create an outdoor amphitheater for acoustic performances, Shakespeare plays, lectures. Could perhaps have a retractable roof for nighttime performances. <http://roundhouse.ca/facilities-rentals/room-information/turntable-plaza/>

<http://roundhouse.ca/facilities-rentals/room-information/performance-centre/>

Create an Artist Village, where artists could live and work for one, two and three year periods. Some of the artists could be working on public art projects throughout Brisbane.

<https://theabundantartist.com/artist-housing-projects/> Explore the option of using money from the Public Art Ordinance to help subsidize rent and workspace area.

The southeast border of the Roundhouse could be flanked by open space and the creek.

The northeast border of the Roundhouse could be flanked by one- to two-story commercial uses.

MAIN STREET AREA

Create a mixed-use, "Main Street" zone in the northwest area that connects Bayshore Blvd and the Roundhouse. <http://alwaymountaintime.com/kfmu/articles/50-best-small-town-downtowns-in-america/>

It would be great to have a Trader Joe's and other shopping options for all Brisbane residents and workers in a conveniently and centrally located area.

Explore the feasibility of designating the non-mixed use housing in this zone to be workforce housing for employees who work in Brisbane, thus making it likely that this housing will be affordable.

<http://www.nreionline.com/multifamily/why-every-city-needs-workforce-housing>

If feasible, do not allow any personal parking spaces for residential, but allow for some parking of shared electric vehicles – implement strong public transportation options.

<https://www.bostonglobe.com/business/2013/07/04/boston-limiting-new-parking-number-residences-soars/kYMnkSr6l55wBMgH4d7VKP/story.html>

Building heights should be no taller than two to three stories.

Build a park with a nice playground and places for people to have parties and socialize – like our own Community Park.

Plant lots of trees and create an open space corridor. <https://www.forestry.gov.uk/fr/infid-62ac6u>

NORTH OF THE GENEVA AVENUE EXTENSION

Allow for greater density with buildings with four stories near Bayshore Blvd, and up to eight to ten stories near the multi-modal station.

The area near the station could be a good location for a large corporate campus or hospital. Require some workforce housing based on a square footage formula be built on the property or nearby.

The area near Bayshore could be a real live/work zone, such as the example from BedZed, where work spaces, cars, gardens and other amenities are shared – a true communal living space. The BedZed model also emphasizes the importance of sustainability through the One Planet Living Principles.

<http://www.bioregional.com/bedzed/>

Plant native trees and plants to create an open space corridor.

RECOLOGY

Continue to support Recology's expansion and promote their zero-waste goals.

http://www.arup.com/Projects/Recology_advanced_resource_recovery_facility.aspx

Explore the feasibility of using vacuum tubes to transport waste to Recology and potential Urban Biomass facility. <http://motherboard.vice.com/read/should-new-york-city-expand-its-network-of-trash-suckingvacuum-tubes>

<http://www.greenerideal.com/lifestyle/0213-automated-waste-collection-sucks-butthats-good/>

Design buildings that add value to the other buildings in the Baylands – a waste management facility doesn't have to look ugly.

Explore the possibilities of partnering on an Urban Biomass facility that turns organic waste into energy.

<https://www.nytimes.com/2017/06/02/nyregion/compost-organic-recycling-new-york-city.html>

The expansion, as well as the existing buildings, should not emit significant odors. All buildings should be covered.

SOUTH OF RECOLOGY AND NORTH OF THE CREEK

This area should be developed for large corporate campuses, higher education, hospitals, incubator site.

Greater density of up to twelve stories near Recology and eight stories near the creek would be okay for this area, as views would not be significantly impacted.

Make this section of the Bay Trail an open space corridor. All buildings should be a five minute walk to the trail or a trail that connects.

BAYSHORE CREEK

The creek should not look like a ditch, but rather a riparian corridor that would support wildlife found in our region. Along the creek, the open space should expand and contract, giving it a more natural feel than if the creek was the same width from one end to the other.

<http://www.parksconservancy.org/visit/park-sites/crissy-field.html?referrer=https://www.google.com/>

SOUTH OF THE CREEK

The area closest to the creek could have some one to two story buildings.

As we move further south, I would like to explore this area for ball fields.

There should be nice open space connectivity between the creek and the Lagoon.

BETWEEN THE TRACKS AND TUNNEL ROAD

The southern section should be open space to the creek.

On the other side of the creek, leave a corridor of open space before the property of Golden State Lumber. Create a great showroom for Golden State Lumber. Lumber yard should be aesthetically pleasing.

MULTI-MODAL STATION

Create a multi-modal station where Caltrain, Third Street Light Rail, Bus Rapid Transit, regular bus service, free shuttle, and bicycle sharing all come together at one place.

Move the station to the south, connecting it with the Geneva Ave Extension, so that the BRT is connected to the station. Moving the station south will also allow for a ¼ to ½ mile radius of a variety of uses around the station.

Explore the option of partnering with the private sector to incorporate retail, hotel and entertainment into the station. <https://www.kyotostation.com/>

The station should be the hub of the development, providing excellent access to all parts of the Baylands through public transportation, bicycle riding and walking.

<http://bettercities.net/article/multimodal-station-andplan-spur-town%E2%80%99s-revival-21378>