



**DAVID CRABBE ARCHITECT**

ARCHITECTURE • PLANNING • INTERIOR DESIGN

March 20, 2018

Mayor and Members of the Brisbane City Council  
C/O City Clerk

Re: Baylands

Honorable Mayor and Members of the City Council:

I recently reviewed the video of your January 16 Council meeting and was pleasantly surprised to see Ray Miller, one of the venerable members of the Brisbane community, and another community member revive the idea of Brisbane relinquishing control of the North end of the site to another jurisdiction to relieve Brisbane of the burden of dealing with UPC pressuring the State to mandate approval of housing in that location.

Over the past two years at previous Planning Commission and City Council meetings, I've proposed splitting off the North end of the site, most recently in a letter to Council on August 24, 2017.

During the January 16 council meeting, Council Member Terry O'Connell ask staff whether such a split was possible since UPC owns the land, and I feel she did not get a straight answer. Land ownership does not preclude relinquishment and annexation under LAFCO if both jurisdictions agree. Also, she asked if the city had approached San Mateo County and was told the County was not interested, but I believe San Francisco is interested.

I've attached my January 16 letter to remind you of some of the pros and cons of the issue and urge you to seriously consider approaching San Francisco to see if they are willing to negotiate a mutually beneficial agreement.

Respectively Submitted;

David Crabbe

CC: City Manager and Planning Director

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August 24, 2017

Mayor and Members of the Brisbane City Council  
C/O City Clerk

Re: Baylands – a win-win compromise proposal

Honorable Mayor and Members of the City Council:

I've attended meetings on the Baylands Plan and have listened to all points of view and I feel there is a basis for compromise that can be win-win for all sides. Attached is a graphic that includes a compromise conceptual plan based on the Planning Commission's Land Use Framework, but modified to adjust the city boundary line between Brisbane and San Francisco to follow the edge of Geneva Avenue.

- This boundary line adjustment will allow Brisbane to meet all the goals of the Planning Commission's Plan while maintaining the city's small town feel and local control while providing the economic basis needed to support remediation of the site (including the 1M–2M SF of office/R&D, rejuvenation of the roundhouse area, the renewable energy farm, a large area of open space/parkland, and restoration of the lagoon) without including any housing in the plan.
- It will also allow San Francisco to build mixed-use, high-density housing to meet the wishes of the housing advocates and UPC.
- By allocating the housing to San Francisco, the toxic cleanup for the housing site will be supervised by San Francisco which has the resources to oversee the work and assure the safety of future residents without overstressing the resources of Brisbane.
- By including a balance of both office/R&D, commercial, retail, and housing on the shared Brisbane/San Francisco Baylands site, it will encourage San Francisco to improve transit service to Geneva Avenue to serve the new residents and employees in the area thus improving the transit-oriented focus of the Plan and reducing traffic.

- By allocating the larger southern portion of the Baylands to Brisbane, Brisbane maintains local control over development of the portion of the site most vital to the well-being of the residents of Brisbane.

*The attached graphic shows the Planning Commission's Land Use Framework on the left, my proposed compromise framework in the middle, and the descriptors for the Planning Commission's plan on the right with my modifications in boxes to reflect my proposed changes. The only changes to the Planning Commission's Plan are:*

- *Relocate the city boundary line to align with Geneva Avenue.*
- *In Northwest quadrant, change Area 6 from R&D to Area 11 housing.*
- *At the North end of Area 2, add Area 6 along Geneva Avenue to compensate for the portion of Area 6 lost to Area 11 housing.*
- *If the loss of a portion of area 2 for renewable energy is of concern, the renewable energy component could be continued onto the roofs of the Area 6 buildings along Geneva or extended slightly past the creek to the South.*
- *If a High Speed Rail maintenance yard is forced on the Baylands, then the logical place for such a yard is to combine it with the renewable energy farm with tracks on grade and solar or wind generation above the tracks. This would shade and protect the maintenance yard from the elements and shield Brisbane residents from an unsightly view of a working rail yard.*

Please consider this compromise solution during your deliberations for the final Plan.

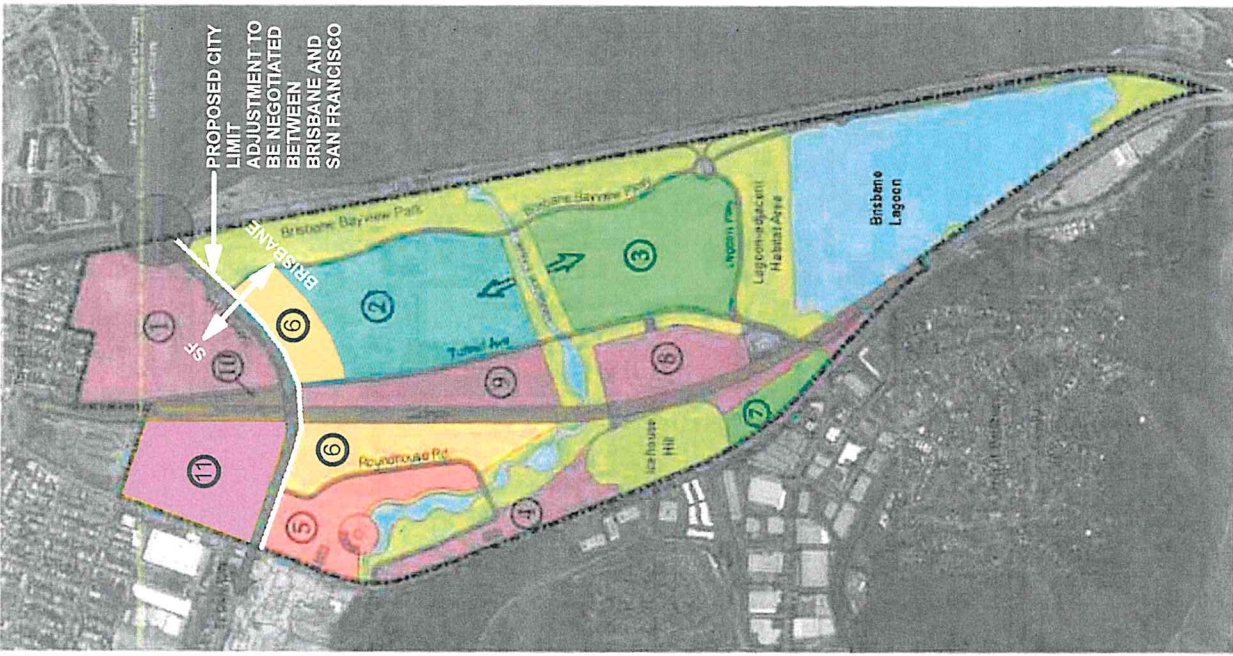
Respectively Submitted;

David Crabbe

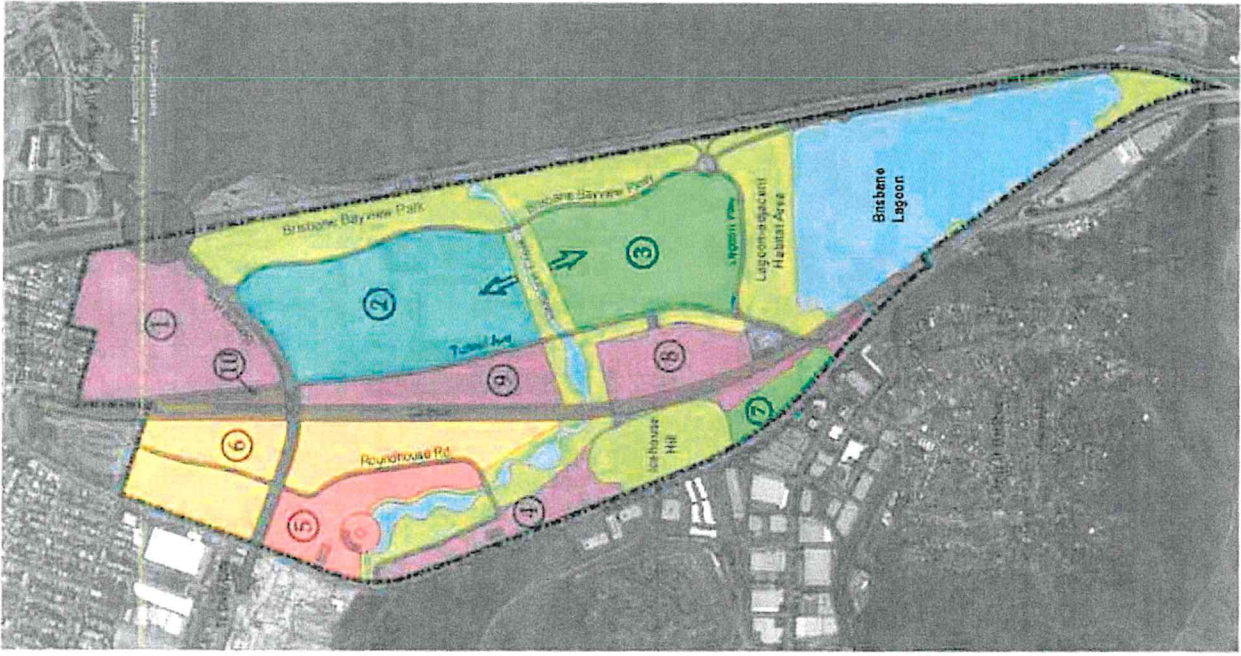
CC: City Manager and Planning Director

**PROPOSED COMPROMISE LAND USE FRAMEWORK - 8/24/17**

- Area 1: Biotech Area, North of Geneva Avenue Extension, East of Caltrain (29.7 ac)
  - Light Industrial
    - This area would permit new light industrial uses in the area between the existing Biotech Facility and the Geneva Avenue Extension should the facility not be expanded to meet the demand for the Biotech Facility to expand without requiring an amendment to the zoning ordinance. This area would be used for the future expansion of the Biotech Facility should the City approve expansion in the future.
- Area 2: Between Geneva Avenue Extension and Vittoriano Creek, East of Caltrain
  - Renewable Energy Generation (with alternative for H2S maintenance yard below panels)
    - This area would be used for the generation of renewable energy such as development of the Biotech site.
- Area 3: South of Vittoriano Creek, East of Caltrain (63.3 ac)
  - Open Space
    - Commercial recreation uses may be considered within this area.
- Area 4: South of Vittoriano Creek, West of Caltrain (27.5 ac)
  - Light Industrial
    - Services 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 Lazzari Fuel Building would be restored. Uses in this area would consist of a combination of retail, restaurant, and small shops. Small office uses would also be permitted.
- Area 6: Transit-Oriented Development Area
  - Research and Development/7cch Campus
    - This area would provide for research and development uses in the form of an office campus with some high-tech firms that are on the cutting edge of technology, as well as consumer good companies engaged in the development of new products and services. This area would be used for the development of a transit-oriented development.
- Area 7: Machinery & Equipment Building Area (15.9 ac)
  - Community Centers/Open Space
    - The area would be used for community centers and open space. The surrounding lands would be used for residential and commercial uses. The area would be used as a potential permanent location for the existing machinery and equipment building for community use in conjunction with the community gardens.
- Area 8: Rinder Wergan Tank Farm (22.9 ac)
  - Industrial
    - The tank farm would continue in its existing use. Builders would be developed adjacent to the tank farm by realigning Tuned Avenue to the east, along with open space, community gardens, and local businesses.
- Area 9: West of Tuned Avenue between Geneva Avenue and Vittoriano Creek (25.4 ac)
  - Light Industrial
    - This area would provide for the siting 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.
- Area 11: North of Geneva Avenue and West of the train tracks
  - High Density Housing (60 - 100 units per acre) within the City of San Francisco
    - This area would be used for high density housing. The city boundary line adjustment with housing credits to be permitted between Brisbane and SF to help meet the RHMA goals of each city.



**PROPOSED COMPROMISE LAND USE FRAMEWORK - 8/24/17**



**PLANNING COMMISSION LAND USE FRAMEWORK**