



**Brentwood Boulevard Specific Plan
February 27, 2007 Workshop
Questions and Answers**

GENERAL LAND USE QUESTIONS

How many property owners are affected by the Brentwood Boulevard Specific Plan Area?

Approximately 260 properties are located within the Specific Plan Area which is 440 acres in size.

Where is the Very High Density Residential (VHDR) land use designated within the Brentwood Boulevard Specific Plan?

There are seven acres of Very High Density Residential zoning on Brentwood Boulevard, located on the Sciortino Ranch property. This VHDR is not a new addition to the Brentwood Boulevard Specific Plan land uses. In fact, this location was identified in 2005 as part of a larger General Plan Amendment done to satisfy State requirements for the City's Housing Element implementation. This land use cannot be eliminated from the Sciortino Ranch property without replacing it elsewhere in the City upon consultation with the California Department of Housing and Community Development.

What is the difference in density between Neighborhood Boulevard Residential Density and High Density Residential?

The Neighborhood Boulevard Residential density is contemplated to be from 10-17 dwelling units per acre and the High Density Residential land use density range is 11.1 to 20 dwelling units per acre. Based on input received at the Feb. 27th workshop, the planned residential densities will be re-examined.

What is the density of the Arroyo Seco and Beverly Place residential areas?

The Arroyo Seco subdivision was constructed at a density of approximately 6 units per acre. Beverly Place currently has a density of approximately 1 unit per acre.

How were park site locations determined on the draft land use map?

The park site locations were placed on the largest properties designated for future residential development and near areas where no parks currently exist.

The intent of the Specific Plan is to provide adequate parkland to serve the new development.

What are the assumptions that staff used to determine the land needs for office space?

Staff took a very conservative approach to office land use assumptions. Staff used one-story office development assumptions in its analysis due to anticipated market demand. While the economics of developing multi-story offices may come to fruition in the coming years, staff did not feel comfortable making this assumption given today's current land values coupled with the additional construction costs associated with multi-story development.

What would the parking requirements be for commercial development and the maximum number of stories that would be permitted?

Parking requirements vary depending on the type of commercial use. Within Brentwood, retail development is typically parked at one space for every 200 square feet of gross floor area and office development is typically parked at one space for every 250 square feet of gross floor area. The City can develop different parking standards for uses within the Brentwood Boulevard Specific Plan or use the existing parking requirements included within the Zoning Ordinance.

Staff has not developed proposed height standards for the different land uses in the draft land plan at this time but is contemplating a maximum building height of two or three stories depending on the land use type.

Can you describe in more detail the parking pocket areas shown in grey along specific stretches of Brentwood Boulevard?

The parking pockets are angled on-street parking areas separated from through travel lanes by a traffic median. Parking pockets are similar to the angled on-street parking common in many downtown areas, thus they are shown primarily near Second Street. They are intended to provide a safe and convenient short-term parking area for public use along busy arterial roadways. In addition, they provide a buffer between through traffic and sidewalk areas that create areas that are more comfortable for pedestrians and outdoor seating.

Will the City be using eminent domain to achieve the Plan? Will property owners receive adequate compensation?

The City of Brentwood views eminent domain as a last resort to address the public needs of the community. It should also be noted that monetary compensation for property needed for public purposes is carefully determined and based on appraisals of the property. The City always seeks a mutually satisfactory settlement to disputes in order to avoid condemnation proceedings.

What is the timeframe for rezoning Brentwood Boulevard Specific Plan properties and for the preparation of the Specific Plan's Environmental Impact Report?

The timeframe for the EIR will be dictated by how quickly consensus can be reached on the Specific Plan preferred land use plan. It is anticipated that the Specific Plan environmental review process and rezoning will take approximately 12 to 14 months.

Can the PowerPoint presentation be made available after the meeting?

Yes. A copy of the PowerPoint presentation is available for viewing on the City web site and hardcopies of the slides will be available from the Community Development Department upon request.

INFRASTRUCTURE QUESTIONS

What is the timeframe for infrastructure improvements along Brentwood Boulevard?

Improvements to the area infrastructure will take some time. On Brentwood Boulevard, CalTrans must relinquish the road to the City. We expect this to occur in late 2008 or 2009. Improvements such as roadway widenings, water, wastewater and storm drain upgrades will likely be driven by the new development that occurs along the Boulevard. The same is true for the aesthetic improvements, such as new medians, larger setbacks and landscaping. These improvements will be made over time as new development occurs. However, CalTrans is scheduled to repave the existing roadway this Spring/Summer as part of the relinquishment process.

What is the timeline for the sewer and water improvements on Brentwood Boulevard?

The timeline for development of water and sewer improvements will be driven by where and when new development occurs along the corridor. Completion of the improvements will require private and public sector cooperation. Staff anticipates that completion of infrastructure improvements in some areas will occur over a period of time but more than likely will be driven by new development in the area.

What is the proposed width for Brentwood Boulevard?

The proposed roadway width would be 140 feet from Delta Road to Havenwood Court/Avenue and 100 feet from Havenwood Court/Avenue to Second Street. This is the same width currently shown in the City's General Plan for Brentwood Boulevard.

What is the width of the minor arterial/collector roadways shown on the draft map?

The minor arterial /collector roadways are anticipated to have widths of 60 to 72 feet.

What financing methods will be used to share the costs for infrastructure improvements?

The financing methods will include both private and public funding sources. Private investment from new development is anticipated to pay for much of the new infrastructure. Private investment could take the form of actual installation, deferred improvement agreements, reimbursement agreements and lump sum payments for larger projects. In addition, staff anticipates that redevelopment funds, when available, will be used to make improvements along specific stretches of the road.

What impact will the new development have on the existing traffic problems on Brentwood Boulevard?

Currently, Brentwood Boulevard serves as State Route 4, a highway road system that generates a great deal of regional traffic moving through our community. Once all the segments of the new Highway 4 Bypass are completed, a majority of that regional traffic will move to the west side of Brentwood, thus alleviating many of today's traffic concerns.

Additionally, the Specific Plan is calling for a four-lane roadway where currently only two lanes exist along most of this segment of the Boulevard. The addition of another lane will remove bottlenecks and should improve the flow of traffic. Further, the Environmental Impact Report for this Specific Plan will include a traffic study that considers all of the new land uses.

What amount of street dedication will be required for the property located at the northwest corner of Lone Tree Way and Brentwood Boulevard and how will property owners be compensated?

It is not anticipated that Brentwood Boulevard would be widened or improved ahead of new development in the northern area of the Specific Plan. It is anticipated that at the time the property owner develops his or her property the land for the roadway would need to be dedicated and improved. Per the City standards, the ultimate right-of-way for a typical four-lane roadway is 140 feet with additional right of way sometimes required at the intersections to accommodate turn lanes. Currently, the proposed roadway width would be 140 feet from Delta Road to Havenwood Court/Avenue and 100 feet from Havenwood Court/Avenue to Second Street. If the City proceeds with a Capital Improvement Project to make roadway improvements independent of a private development proposal, then the City would consider whether private property is necessary to complete the project and, if so, follow state legal procedures for the acquisition of the property.

How will the new Specific Plan affect the neighboring areas adjacent to Brentwood Boulevard? Particularly, how will the plan address safety issues associated with those areas that don't have sidewalks and that are subject to standing water and flooding in the winter?

Although the purpose of this workshop is to discuss the draft Specific Plan, the City is also concerned about problems in existing neighborhoods. The City

encourages residents to contact City staff about problems they may be experiencing so that solutions can be identified. The Sunrise Drive area of the City was developed in the 1950s prior to annexation within the City of Brentwood. The City Public Works Department will look into the cause of the flooding problem so that this issue can be studied as part of the Specific Plan process and environmental review. Once the cause of the flooding is better understood, then staff can determine how to prevent the flooding. As part of the Specific Plan process, staff can then identify available funding options to address the problem.

The Specific Plan is intended to attract new development to Brentwood Boulevard and encourage private infrastructure improvements over time. These private improvements may result in additional funding for public improvements over time near Brentwood Boulevard to help upgrade existing neighborhoods.