Brisbane Baylands EIR

ALTERNATIVE PLANS



Initial Stakeholder Interviews Report

May 2007

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Table of Contents

1	INTRODUCTION	1
1.1	Scope and Purpose of the Baylands Alternative Plans	1
1.2	Public Involvement	1
1.3	Stakeholder Interviews	3
2	MAJOR THEMES	4
3	ISSUES IN DETAIL	5
3.1	Key Issues	5
3.2	Secondary Issues	10
4	COMMENTS BY TOPIC	12
4.1	Preserving Open Space	12
4.2	Sustainability and Renewable Energy	18
4.3	Traffic and Transportation	22
4.4	Creating a Destination	25
4.5	Health and Safety Concerns Remain	27
4.6	Limits on Building Heights	30
4.7	Conflicting Views on Housing	31
4.8	Family-Serving Facilities	32
4.9	Limit Parking	33
4.10	Use Good Design Principles	33
4.11	Maintaining Community Character	34
4.12	Good Jobs and Economic Benefits for Brisbane	35
4.13	What to do about “Big Boxes”	37
4.14	Youth Perspective	38
4.15	Visitacion Valley	40
5	IMPLICATIONS FOR THE BAYLANDS ALTERNATIVE PLANS	43

1 Introduction

The Brisbane Baylands Planning Area consists of approximately 660 acres of mostly vacant land located entirely within the City of Brisbane. The Baylands area is bordered on the west by Bayshore Boulevard, on the north by Beatty Avenue and the City and County of San Francisco, on the east by the US 101 causeway, and on the south by the south end of the Brisbane Lagoon. Portions of the site were historically used as a municipal refuse dump and a Southern Pacific Railyard, resulting in the need for substantial environmental remediation that continues today. Within these general boundaries is an operational lumber company, located adjacent to several industrial parcels just north of the project area; as well as the Kinder Morgan Energy Tank Farm in the west-central portion of the Phase I planning area.

Consistent with the requirements of the Brisbane General Plan, the primary landowner of the Baylands, Universal Paragon Corporation (UPC) has submitted the Brisbane Baylands Phase 1 Specific Plan to the City of Brisbane for its consideration and approval. An important part of the City's decision-making process is the preparation of an Environmental Impact Report (EIR) for the proposed project, as required by the California Environmental Quality Act (CEQA). Among the criteria required by the City for completion of this EIR is detailed and serious consideration of possible alternatives to UPC's proposed plan.

1.1 SCOPE AND PURPOSE OF THE BAYLANDS ALTERNATIVE PLANS

From a CEQA perspective, alternatives should be designed to minimize the negative impacts of the proposed project. They should also help accomplish the City's objectives for the Baylands as articulated in the General Plan, including maintaining a low-rise profile, maximizing open space and public accessibility, respecting the environmental sensitivities of the setting and its proximity to the Bay, promoting a diverse mix of uses, preserving views, and promoting multi-modal accessibility. Furthermore, the Alternative Plans are an important opportunity for the community to be involved in a systematic way in shaping the future of the Baylands.

1.2 PUBLIC INVOLVEMENT

Public participation is an integral aspect of preparation of the EIR, and especially critical to development of alternatives. The outreach program is designed to foster trust in the planning process and provide opportunities for vigorous discussion of and effective input regarding the Specific Plan and its environmental consequences, visions for Brisbane development, planning principles and growth and development scenarios. Opportunities for public input are designed to allow the City's planning team to learn directly from decision-makers, residents, business owners, and other community members about their needs and expectations, as well as to allow the public to provide feedback as alternatives are developed.

PUBLIC INPUT PROCESS

The public input process is designed to enable two-way communication—both the giving and receiving of information and ideas between the public, elected and appointed officials, City staff members, and the City's EIR team. The multi-pronged outreach process includes:

- *Newsletters.* Newsletters will be used to provide updates on the planning process, and workshop and public hearing schedules.
- *Stakeholder Interviews.* Stakeholder meetings were conducted at an early stage in the planning process in order to obtain a foundation of community perspectives which were compiled and analyzed by the consulting team. Stakeholders included residents, property owners, business owners, interest groups, neighborhood leaders, service providers, and other community members.
- *Community Workshops.* Community-wide workshops will be held at several points in the planning process to provide information to, and receive feedback from the public. A visioning workshop was held on May 12, 2007. A second workshop in June will help further shape alternatives. Additionally, a Community Open House on Alternatives will be held to present the refined alternatives being considered for the EIR. After the presentation, community members will be invited to ask questions and offer comments at stations that will have rich visuals and other information on all alternatives.

- *Neighborhood/Key Group Briefings.* At several stages in the process the consulting team will provide briefings to and collect feedback from interest groups and organizations (such as the PTA, Chamber of Commerce, Mothers of Brisbane, etc.) in locations where these groups regularly meet.
- *City Council/Planning Commission Meetings.* A joint workshop of the City Council, Planning Commission, and Open Space and Parks and Recreation Committees was held in April 2007 to brainstorm visions and issues. Decision-makers will be briefed at several subsequent stages in the process to keep them informed and to solicit comments and ideas.
- *Public Access to all Documents and Results.* The results of all public meetings, workshops, and presentations will be summarized and made available to the public, and will be posted at the City of Brisbane website.

1.3 STAKEHOLDER INTERVIEWS

In April of 2007, consultants conducted interviews with 32 stakeholders from the City of Brisbane to obtain a foundation of community perspectives on Baylands planning. These stakeholders represented a diverse set of interests, including:

- Chamber of Commerce;
- Brisbane Youth Sports Association;
- Alternative Energy Advocates (CCREBL);
- CLEAN;
- Mothers of Brisbane;
- Brisbane Baylands Citizen Advisory Group (BBCAG);
- Lipman School;
- Railroad preservation;
- Unite Here Local 2 Hospitality Workers Union;
- Friends of the Library;
- San Bruno MountainWatch;
- Community Emergency Volunteers;
- Creative community;
- Brisbane residents;
- Norcal; and
- Visitacion Valley residents.

This report provides a summary of the issues and ideas that arose in these dialogues. Chapter 2 identifies the major themes presented by stakeholders. Chapter 3 provides expanded discussion of those key issues as well as a description of secondary issues that arose, while Chapter 4 contains a full list of comments by topic. The paper concludes with information about how this input will be used during the next steps of the planning process.

It is important to recognize that the issues presented in this paper are not fully representative of the community at large, nor are they a comprehensive assessment of opportunities and challenges. No systematic sampling techniques were employed in selecting the stakeholders, and consequently, the results cannot be generalized as the sentiments of the population at large. It is also important to recognize that information presented by the stakeholders reflects their perceptions, some of which may not necessarily be grounded in facts.

2 Major Themes

Stakeholders were asked to provide their vision of what the Brisbane Baylands could be, identifying major opportunities and challenges to realizing that vision. They were also asked about their opinions of the Baylands Specific Plan proffered by UPC. They were asked to suggest preferred uses of the site, to comment on preferred building heights, and to describe the relationship they perceive between the future of the Baylands and the character and image of Brisbane.

Several major themes emerged during the interviews. There was widespread support for a significant portion of the site to be in open space, and the UPC draft plan is perceived as seriously deficient in this regard. Virtually all stakeholders expressed a keen interest in exploring the potential for using the Baylands site to both produce and promote sustainable development and renewable energy.

Virtually all of those interviewed expressed concern about the traffic impacts of the proposed development and completeness of toxic remediation. The impact of building heights on the Brisbane viewshed was a concern of a significant majority. There was a desire to see more pedestrian- and transit-oriented development, with parking in structures rather than on surface lots.

Stakeholders are also desirous of seeing unique amenities and in different ways presented a common vision of the Baylands as a destination—using good design principles, providing entertainment and cultural services for the local community and neighboring communities, and showcasing sustainable development, renewable energy, and environmental restoration.

While several stakeholders expressed support for housing in the area, a greater number were opposed to it or would support it only if the highest level of remediation could be assured.

These several concerns were frequently echoed, and are outlined as major themes below. Subsequent sections of this report provide elaboration of the spectrum of issues related to these themes, as well as additional opportunities and challenges identified by the stakeholders:

- Open Space
- Sustainability and Renewable Energy
- Traffic and Transportation
- Creating a Sense of Place
- Remediation/Health and Safety Concerns
- Limits on Building Heights

3 Issues in Detail

This chapter provides an expanded discussion of the issues raised by the stakeholders. The discussion draws out themes repeated by stakeholder interviewees and knits together various ideas that cross over multiple themes. The six key planning issues are those that stimulated the greatest amount of discussion and opinion. The chapter closes with shorter descriptions of seven secondary issues mentioned less frequently but with enough consistency to deserve particular mention.

3.1 KEY ISSUES

OPEN SPACE

There was near unanimous support for a significant portion of the Baylands site to be open space, and stakeholders perceive the UPC plan as seriously deficient in this regard. Most people stated that the vast majority of open space belongs in the southern portion of the site adjacent to the Lagoon, with several mentioning that all land south of the creek should be retained in open space. Several others also suggested that some western portions of the site are suited to wetlands preservation.

People suggested the southern portion of the site for open space because it would protect views from Central Brisbane to the Baylands and beyond, it would provide for a wildlife corridor from the mountains, and because it is estimated that the northern portion of the site is slightly more stable for building than the southern portion, based on the depth of the landfill material.

Suggested open space proportions ranged from 25 to 50 percent, with most of it as connected, public open space rather than leftover space between buildings.

Individual visions of open space in the Baylands fell into one or both of two general categories:

Conservation Open Space

A majority of stakeholders concerned about open space expressed a particular interest in the preservation of open space for conservation-related purposes, including:

- The preservation of Ice House Hill as a habitat and an element of the wildlife corridor leading into the mountains;
- The preservation of the Lagoon for birds, fish and water quality;
- The protection of the creek;
- The creation and restoration of wetlands;
- Animal habitat;
- Toxins remediation; and
- Mitigation against global warming and sea level rise.

The conservation perspective often accompanied a concern for the existing environmental contamination of the site. Some (though not all) stakeholders also specified the incompatibility of certain human activities with the success of wildlife corridors and habitats.

Active Use Open Space

On the other hand, many others look forward to human uses for the open space, encompassing both leisure and sports activities that are not sufficiently supplied in Brisbane today. Specific proposed active uses include:

- Soccer, baseball and football fields for youth and adults;
- Walking, hiking and biking paths;
- Paddle-boating in the Lagoon;
- A golf course; and
- Places for picnicking and general outdoor recreation.

The active use perspective highlights the lack of sports and recreation facilities for Brisbane residents. Many people mentioned the need for trails that specifically connect the Baylands to other parts of Brisbane. The active uses proposed do not necessarily exclude conservation uses and were frequently proposed by the same people. However, it is clear that to some residents active use opportunities trump conservation or visa versa. At the same time, respondents did not necessarily express a clear understanding of the land use restrictions that might be required for certain kinds of habitat conservation to be effective. The largest discrepancy between open space ideals pertains to the use of the Lagoon. For some residents interested in conservation, there is no acceptable human use of the Lagoon.

Stakeholders confirmed that all active use proposals make the assumption that toxin remediation is complete and the land is safe for young children to play.

SUSTAINABILITY AND RENEWABLE ENERGY

Stakeholders expressed a keen interest in exploring the potential for using the Baylands site to both produce and promote sustainable development and renewable energy. Two very popular examples of energy production given were wind farms and solar power from photovoltaic cells. A suggested location for the wind farm was the north part of the site, in the "wind corridor" adjacent to the PG&E substation, while the photovoltaic cells could be installed on the roofs of all new buildings and covered parking structures. Other sustainable development approaches suggested include:

- Passive solar building design and orientation;
- Meeting LEED standards;
- Using tidal energy if possible;
- Food waste reuse; and
- Green roofs to collect and treat wastewater.

The Baylands development was described as a very unique opportunity for the Brisbane community to create and host a world class example of sustainable development, one which can supply its own energy and contribute energy to "the grid", generate little waste, and reuse a previously untouchable site, all right in the middle of the cultural and technological hub that is the San Francisco Bay Area. Suggestions were provided for a sustainable energy institute, as well as to locate industries on the Baylands that are responsible for the research, development and manufacturing of sustainable energy-related equipment and technology.

TRAFFIC AND TRANSPORTATION

Virtually all of those interviewed expressed concern about the traffic impacts of the proposed development, in particular an increase in traffic they expect to see in Central Brisbane. Community members interviewed requested that proper steps be taken to prevent visitors to the Baylands from driving through town unnecessarily.

One oft-cited solution to protect the town from traffic was to improve the ingress and egress points coming from Highway 101, such that travelers on 101 do not have to drive through existing City streets in order to access new businesses and services in the Baylands. Stakeholders also articulated general support for the Geneva Avenue extension, and for improved integration of multiple modes of the transportation system in Brisbane and connecting to the Baylands.

Frequently mentioned was the desire to make the Baylands development itself relatively car-free, with well-designed internal transit options such as buses, shuttles and bikeways to reduce the number of cars trying to drive in and out of the development. Many also placed importance on the improvement of the transit connectivity of the Baylands and Brisbane to Caltrain and the Muni line running from San Francisco. Some proposed transit-oriented development near the Caltrain stop in order to encourage commuting to services via the existing public transportation network.

CREATING A SENSE OF PLACE

From many different perspectives, Brisbane residents described the desire to create a point of interest in the Baylands, rather than duplication of the usual retail and office uses they see in other neighboring cities. Three major sub-categories of comments are those that articulated the desire for design character, for a regional destination, and those that portrayed historic resources as destinations; these sub-categories are described briefly below.

Design Character

Some stakeholders articulated disappointment with the urban design elements included in the UPC Specific Plan. Descriptions would sometimes include design details such as structured parking, specify dynamic attractive uses such as an entertainment center, and at other times relate a more general sense that the building design should weave into the land in a holistic way, perhaps designed by a landscape architect. There was a desire for a human scale as opposed to the large-footprint development proposed for the northern portion of the site, for "singular" architectural ideas, and for more detail in the plans overall. The UPC plan was described as too much like a suburban office park, with big box retail surrounded by a sea of parking. Residents interviewed demanded that UPC use more creativity in their site design to avoid these problems.

A Regional Destination

In different ways many stakeholders also presented a common vision of the Baylands as a regional destination, with entertainment and cultural services for both the local community and neighboring communities. Examples of destinations offered include a hotel and convention center, a sports complex, a theater or other performing arts facility, relocating the Cow Palace, a biosphere, a fairground, an off-track betting facility, an entertainment center with night clubs, an eco-arts park, and places of worship.

Historic Resources as Destinations

A sub-category of ideas about creating a destination were those pertaining to the preservation and rehabilitation of historic resources such as the Roundhouse and the Schlage Lock Building. Stakeholders expressed a desire to create an economic use out of elements of the community's past; something they feel is not done enough in this region. A railroad museum and a history center were both proposed for the restored buildings.

Also contributing to the "sense of place" discussion were comments that related specifically to "Big Box" retail and to parking requirements.

HEALTH AND SAFETY CONCERNS REMAIN

Another important theme that arose during most interviews was that of a continuing concern for the legitimate and thorough remediation of the contaminants on the Baylands site.

Some people interviewed stated they had "zero trust" in the remediation process as it stands today, referring to the process as a "regulatory roulette" in which a game of chance is being played with peoples' health and lives. In particular they disagree with the piecemeal approach that causes problems in one area to spread to another area, increasing the overall cost and time involved in the clean up. The Tank Farm was described as a risk and a burden, because it cannot be moved and it is seen as a potential target for terrorists and an ongoing source of contamination.

Another health and safety concern relates to the earthquake risk and liquefaction potential of the site, a risk some stakeholders believe can never be adequately mitigated. Many stakeholders concluded aloud that as long as there is any question about the safety of the site, the proposed land uses should generate the least density of human activity possible. Examples that were given include not only the open space uses described earlier, but also uses such as the convention center or performance facilities because they will not always be as densely occupied as homes or offices might. Another development suggestion requested that all roads be built like bridges to withstand ground shaking and permit safe exit from the site in the event of an earthquake.

LIMITS ON BUILDING HEIGHTS

When posed the question as to what building heights would be acceptable on the Baylands property, all respondents described low buildings on the southern portion of the site nearer the Lagoon and the center of Brisbane, and higher ones on the northern portion of the site nearer the power substation, the Caltrain station, and the development at the edge of Daly City and South San Francisco. However, there was a considerable range of acceptable heights; some people thought that buildings even 15 to 20 stories tall would be fine in the northern portion of the site, while others could not imagine anything higher than 6 stories anywhere in the Baylands. Some residents pointed out that they already have high-rise buildings on Sierra Point, and low-rise development conflicts with the interests of density and compact urban form that make open space possible. Brisbane residents would like building height to address some specific concerns:

- Views of San Francisco from Central Brisbane;
- Views of the Lagoon and Baylands site from Central Brisbane;
- Views of the Bay from Central Brisbane;
- The gradation of heights and sizes among buildings;
- The balance of good density and open space; and
- Engineering safety requirements.

3.2 SECONDARY ISSUES

The following were recognized by stakeholders as important planning issues, but were not raised as frequently or were not discussed in as extensive detail as were the major issues. Please see Section 4 Comments by Topic for more details.

- *Conflicting Views on Housing.* Stakeholders offered drastically different perspectives on the potential for incorporating housing into the Baylands plan. Some admitted that they did not mind the idea, assuming that the environmental contamination issues were fully resolved. Those that tolerated the housing idea usually clarified that they expected housing to stay on the second story or higher. Others maintained that housing was an unacceptable land use because of the persistent danger of liquefaction in the event of a large earthquake, or because they questioned the likelihood of adequate remediation of existing toxins on the site.
- *Family-serving Facilities.* While virtually all stakeholders took time to list specific examples of preferred businesses for the Baylands site, many also expressed an interest in the businesses being appropriate to serve families. The kinds of services requested included grocery stores, pharmacies, theaters or family entertainment centers, libraries, restaurants, gyms, and smaller specialty shops. Though some stakeholders expressed no desire for large grocery stores or a local service sector, a significant number were of the opinion that family-serving facilities would be a positive land use they could support.
- *Limit Parking, Especially Surface Parking.* A number of people interviewed asked that the plan for the Baylands discourage car travel and encourage alternative modes of transport by design. Stakeholders asked that the number of parking spaces be reduced and that parking be hidden from view and not damage the viewshed. In particular, while an auto mall was presented in the UPC plan as a possible use in the northern portion of the site, several people said that if there is an auto dealership, all of the parking should be contained within attractive buildings.
- *Maintaining Community Character.* People who have lived in Brisbane a long time described it as a slow-paced town that they wanted to protect from the outside world. They explained that moving there meant moving to a small town, even though it is close to bigger cities. Some older residents described themselves as more conservative compared to new residents, and they felt this was apparent in the way that each group responds to the Baylands development question. The more long-term residents described in their interviews a value for the personal interactions with local business, the way traffic was not a problem in the past, and a wish to prevent Brisbane from losing the character that made it a desirable place to live in the first place.
- *Good Jobs and Economic Benefits for Brisbane.* While many people displayed optimism about the potential for job growth and economic activity related to Baylands development, others articulated the complex relationship between economic opportunity on the Baylands and the success or failure of existing businesses in Brisbane itself. Some people said they wished people would support local stores first because some are going out of business. Others distinguished between the local uses in Downtown Brisbane and the regional uses they envisioned for the Baylands site. Still others expressed a

particular interest in bringing in living wage jobs for residents. Overall, these comments portrayed a desire to get economic benefit out of the development without sacrificing the existing local economy.

- *What to do about "Big Boxes"*. The vast majority of comments about "Big Box" stores were unsupportive. Some people stated there are plenty of options for those stores in nearby communities. Others decried "Big Box" business practices and said the community would probably not support the uses on the site. Still others portrayed the issue as one of class or image, and the image of the "Big Box" store is not one residents desire. However, there was some disagreement on this subject, as other respondents, including the youth, said they would like specific kinds of large uses (Trader Joes, Target); this suggested that affordability and convenience might be critical to some residents.

- *Youth Perspective*. In some ways the youth perspective echoed neatly the interests of the adults: they want the site to have lots of open space for recreation and animal habitat; they want to be able to access the site easily by foot or by bike, with limited car traffic; and they want to see the historic buildings restored and used. In other ways the youth perspective differed: they were very specific about attractions that will be interesting and fun for young people, including but not limited to Starbucks, sporting goods stores, hair salons, outlets, restaurants and specialty stores for comic books, model making, recycled products, and video games; they expressed no issues with chain stores or "Big Box" stores; and their proposals centered on improving access to entertainment and recreation opportunities for people who don't drive cars.

- *Visitacion Valley*. One interview was conducted with a stakeholder from the Visitacion Valley community. This stakeholder shared many interests with Brisbane residents: open space is important, the Lagoon should be improved for recreational use, Ice House Hill should be preserved for plant and wildlife habitat, traffic impacts of development are a concern and best practices should be used whenever possible. While an individual cannot represent the entire Visitacion Valley community, it is important to report the ways in which this perspective on the Baylands differed from those of Brisbane residents.

  One of the major differences in opinion related to the location and distribution of open space on the site. This stakeholder felt it didn't make sense to put all the open space south near central Brisbane, particularly because there will be many residents moving into new housing north of the Baylands site, while Brisbane isn't adding new housing at all with this plan. This community member does not want to see a wall of buildings filling up the north end of the Baylands site, but rather would like a better distribution of open space and different-size uses that will blend in with the development bordering the site. Furthermore, unlike most Brisbane residents, this stakeholder proposed that housing be mixed into the site so that the area doesn't go "dead" at night or on weekends when offices are not in use. This stakeholder also expressed concern about rumors that the less desirable development Brisbane doesn't want will get "dumped" to the north. It was proposed that what is truly needed is regional planning for the three cities and the two counties in the area, in order to coordinate open space linkages throughout the valley, transportation improvements that meets everyone's needs, and the production of an urban fabric that is both practical and beautiful for all neighboring communities.

4 Comments by Topic

Specific comments and issues identified by the stakeholders are cataloged below by topic. The statements contained in this section are representative of the opinions of stakeholders who participated in the interview process. Some statements may contain incorrect information, but were nevertheless included in order to provide as complete a summary of input as possible.

4.1 PRESERVING OPEN SPACE

CONSERVATION OPEN SPACE

- Open space, parks, networks—pedestrian trails with benches and stroller access.
- Do something with the lagoon to use it in a passive way—could be a draw; with parks and picnicking on the edge.
- Break up the space more, have more open space incorporated into the development.
- There are two very large parks to the north and south, but urban-scale parks would be good.
- Shoreline access would be great.
- Open Space is of #1 importance to this community.
- Open Space in the entire Baylands site should be guaranteed with Phase I.
- [Conservation open space] should be separate from open areas.
- Open space should be more than the 25 percent minimum set out in the general plan. The 25 percent guideline should not include Lagoon Way, the Lagoon, Icehouse Hill, or open areas. About 50 percent open space is probably closer to what Brisbane residents would accept.
- Keep the area south of the canal as open space, with a golf course. The developer saves money because they don't have to build as much infrastructure (sewer, transportation, etc). Keeping the south open also reduces traffic, noise and light pollution near central Brisbane and improves views for Brisbane residents.
- Besides the golf course and supporting buildings, the rest of the area should be a park with interesting topography, pedestrian and bicycle paths. There should be no cars allowed in this area—should be meandering paths for pedestrians, bicyclists, picnickers. Should have some topography so people can look out on the Bay in certain areas.
- Consider developing some areas as wetlands.
- Want to establish a wildlife corridor that stretches from Candlestick Point across to Sweeney Ridge or Monterra Mountain (shown in drawing) over to the ocean.

- Trying to create a connection from ocean to bay to make sure that colonies are not threatened by being isolated.
- Watershed from the mountain—the creeks, streams, wetlands should not be disturbed: wetlands enlarged—with open space around the creeks expanded as much as possible.
- Would be great if it became a lot more park-like.
- A lot of bird life out there.
- Wetlands spreading out from the stream bed.
- Maximum amount of space for wildlife—wetlands are really important.
- Down by Palo Alto, they have a nice wetlands area—people take sustenance from it.
- Percentage of open space 65 percent—and terminology of open area vs. open space.
- Open space should be planned more for wildlife than for passive human recreation, to bring wildlife in the area.
- Enough devoted to the wildlife habitat so that it supports and is useful for the wildlife.
- Sea level rise—conservative estimate of 2 feet—how will they plan for that?
- Wetlands have a function of absorbing sea level rise.
- How does it affect the toxins that they are trying to seal up?
- Ice House Hill is important to save, and keep the horses there.
- At the south end UPC has leased space for a greenhouse, and would like to see that be permanent.
- Open spaces closest to the portion near Brisbane. Southern section: less impact on day to day living. Percent of open space best left to planners. Not sure if lagoon should be for birds or for canoes a la Stow Lake.
- Whatever makes sense, environmentally.
- Lagoon: cleaned up and have access to it. Visited by birds.
- It should be natural.
- Open Space: Higher than 25%. Don't have a preference for a specific #. No specific preference for where either—probably closer to Central Brisbane.
- Somewhere near a third of the area for open space for natural/wildlife and humans—not just leftover space.
- Not sure if the wind turbines would affect wildlife (birds)—the newer ones are not as lethal, not sure of the affects but that the research is probably out there. But look at the big picture.
- Consensus at the meeting is to keep the open space near the southern area, with something other than a flat terrain—could include part of Ice House Hill or other landscaped areas. Should be somewhere near the Visitacion Creek.

- Around the roundhouse—parks, open space, a place for people to walk around and meet—a cultural destination to break up the space between San Francisco and the open space area.
- Like to walk down by Sierra Point to enjoy the wildlife.
- Other than open park, doesn't know.
- Ice House Hill has a nice scenic view right from Guadalupe Canyon.
- Only a few people use the lagoon area.
- Open space should definitely be a part of it, but it should be reasonable part.
- Everything south of the canal should be green. Green space, not quadrangles.
- Passive recreation down here. The lagoon at high tide is beautiful. Small restaurants. We need to put pressure on them to clean up their act and make it safer.
- There is a course grass in the lagoon that is invasive, [removing it] will destroy the habitat for the birds for a while, but the birds are migrating in more these days. I would go for row boats, but that's about it. It doesn't seem like it would be too invasive.
- Support the river park with the development of the banks, ability to walk, or bike or ride a horse along the paths. This generally is ok road wise.

- Would like to see the Creek resurrected for wetlands and more space for nature; a place where people could get close to nature—provide more access to the open areas and the lagoon.
- A lot of people in Brisbane like to go walking. They put in some paths, but they aren't necessarily … maybe they can put in a bike or walking path. A lot of people drive over to the marina so they can walk on the bay path…. Will need a connection to the future Bay Trail.
- Want there to be a lot of conservation and wetlands and the wetlands can be part of the remediation process.
- When I speak of clean about mountain to the bay habitat corridor, (see map) that is the open space of importance. Through OU2 to the bay and lagoon.
- They are not mapping the wetlands properly.
- A park would be ok.
- If you look at Brisbane in the 30s or 40s there were no trees, all grass. Now there are trees. That could happen on this land too. They shouldn't just be in a row on one side of the property.
- I think the lagoon should be well cared for, no development of office buildings.
- Lagoon can be used for paddle boats, walkways, if it is ecological practicable, have a walkway along the bay side of the lagoon (101). Would help people get out to Sierra Point on foot safer than it is right now. There should be walking paths on more roads, and bike lanes that are wide enough.

- A lot of people value the open space more than any thing else, so housing is a sensitive issue.
- As much open space as possible. No traffic coming over here.
- Open Space – more parks, gardens, man made lake so we can rent row boats, paddle boats,
- A problem with not being able to build on the water, so floating docks or a walking over pass/marina then people with boats on the bay can walk over the overpass to get to the rest of Baylands.
- You could rent boats.
- Restoring animal habitats came up. If we wanted to bring the fox back we'd need chickens, the Salt marsh harvest mouse, SF gardener snake would need tall grasses, and right now the Baylands is just dirt.
- You could have a park with tours to walk you across the Baylands or in the open space.
- The residents want all the open space down by the Central City, even though the heaviest concentration of housing will be up to the north—would be great to have more open space up there.
- The open space shown in the Specific Plan is more like a boulevard.
- Maximize the opportunities to get to the bay.
- Greenway Project—becoming a model for infill open space (outdoor education center). The whole surrounding area should be retained as a study area and to maintain as open space.
- Extend the concepts of the Greenway down Leland down into the Schlage Lock and Executive Park and Candlestick; from Bayview Hill to the Point, and along the ridge, and down through the Baylands site—have green connection so that there is linkage throughout the whole valley.
- Schlage Lock has a center block park, and then will have a linear connection down to the border from the Arleta Ave stop down to the Caltrain station—it's supposed to connect to the green swath in the Baylands plan.
- McLaren Park has a nice golf course but the rest of the south end of the park is not well kept up. Bayview hill isn't used much, but perhaps will with new development and better access
- Ice House Hill—native plant refuge, similar to Bayview hill.
- Nature study center that could include the whole area/region—urban and natural areas combined; extending educational opportunities throughout the valley/area—share knowledge similar to the Greenway.
- The parks planned for the new housing in the north is not recreational or large passive spaces.

ACTIVE USE OPEN SPACE

- Boating for kids—using lagoon for family recreation (paddle boats).
- The open space should be designed beautifully so that people will want to go there for recreation. People should be able to interact with the open space (For example, North Shore Water Steps in Pittsburgh, PA)
- There should be an area for a farmer's market.
- Within open space should be conservation open space as well as soccer fields, and places people can walk.
- Soccer, baseball fields, walking, hiking, biking.
- Open space: Would prefer usable, accessible open space. Size is not the issue.
- We have almost 200 kids that are playing soccer in town, and we have two fields that we try to stage all the teams at. This isn't enough. The older kids get pushed to the later hours, and there are no lights. And that doesn't count the adult teams that use the fields too. There is money to be made on that field if you were to rent it out!
- Can get some nice winds—could open to surfers—safer.
- Sports complex would be really nice, with turf fields. We seem to have a lack of fields in town. Soccer fields.
- Site should be somewhere so people can get there from town, kids can walk or ride their bikes there. The US Soccer Foundation works with US government on grants and funds and they do have someone who has been working on the brownfields cleanup and funding to develop soccer fields.
- Approximately 4-5 acres for the big field. You could put in a large complex, even some batting cages would be a draw. A big sports complex would be successful.
- Then the other major land use vision we have is the golf course (or any other green use) south of the creek. No buildings. Using recycled water.
- Kayak, picnic, recreation.
- The need for youth sports in town – one major need that is glaring is the lack of a full sized soccer field in the city. Once they are older than 12 we don't have a field large enough to allow them to play home games. We would really like to see a full size soccer field in the area, one that has a track around it so more people can use it for multiple sports. Most stadiums have this. Can be used for other events. Stadium seating nice but not necessary. Down in the blue zone is probably the best place to put it.
- In addition to that we would really like to see a sports complex, three or four baseball softball field where you can run tournaments. We do not have a full sized baseball field (past 7th grade).

- We have seen complexes built where they have four softball/baseball fields, leagues running every night, not just residents, adult teams, high school teams, college teams can play, they run self-sufficiency, lighted, restrooms, pay to get in (reserve time). A nearby one already has 50 of 52 weeks this year booked. The beauty of it is they would come to this area and not necessarily come into town or create a traffic problem. They might come to a restaurant or two, but not really up into the main part of Brisbane. Let them come and spend their money, and leave.
- Fields are not nearly as water intensive as a golf course. These aren't natural grass any more. Allows year round use. Belongs near the bottom of the blue area south of the creek. Could use same parking lot for both venues (sports complex and fields) about 5 acres a field.
- The sports fields and complex will be self sufficient.
- A gym or ice-skating rink, sports fields, a dirt bike trail, other youth recreation activities that are accessible by bike or by foot.
- A mixture of people use and habitat would be good (for water areas).
- Activity Pool with diving boards (ours is over chlorinated).
- Would like to see the Lagoon improved for recreation use—more amenable and beautiful.

4.2 SUSTAINABILITY AND RENEWABLE ENERGY

- I've had a lot of meetings with the owners and they want to make tons of money, silver LEED standards; it could be a showcase to the world.
- Project should be energy neutral or producing energy / energy positive as the goal.
- Green roofs with integrated solar should be examined—green roofs can help collect wastewater, improve look from above, cool temperatures to improve efficiency of solar panels. A novel idea would even be to build green roofs on a network of buildings that are connected, and allow people to walk from roof to roof (idea of a park on top of the buildings). A great company that has a lot of experience with living roofs is Rana Creek (www.ranacreek.com).
- A 1 year wind study should be performed to evaluate the feasibility of large windmills and their aesthetic quality. Consider lower profile windmills.
- Study tidal energy as potential contributor to reach energy neutrality (see how it will affect the Lagoon).
- Consider research campus for renewable energy facility just north of canal.
- Building standards should be LEED Silver or better.
- Regarding sustainability, minimize low-paying dead-end jobs (i.e. no big-box stores).
- Consider using tax increment financing as a redevelopment tool to help fund open space / green projects.
- Green building code adherence for new development.
- Project should be energy-neutral at least, and perhaps generate excess energy.
- Wind and solar power.
- Wind should be developed to the extent possible
- Think in terms of sustainability—locally-produced goods.
- A model of environmentally sound, sustainable, energy-neutral development.
- Energy: Windmill: nice idea, but is it economically feasible? The windmill farm is more appropriate in the canyon in the San Bruno Mountain. Bigger bang for buck: Having this as the base of clean technology businesses. Windmills and solar energy generation will not make the project economically feasible for the developer.
- Limited supply of electrical current up in San Francisco—which is looking at spending 400 million dollars on a cable from Pinole—the demand is there, supplying the energy into the PG&E substation.
- Couldn't meet all the demand, but it could help ease peak demands.

- The numbers need to be looked at in terms of what would be the minimal amount of energy use in the area, and obtaining as much sustainability as possible.
- Looked online at a couple of wind turbines mentioned in the public meeting—the alternate energy panel—one of the wind generators with 50 foot blades put as much energy out as much of a high quality energy panel (portable generator , etc.).
- Takes a year to complete a full wind study to find out what is available on site.
- Would love to know where the real strong wind patterns and how they can be integrated into the uses; see more planning generated more by environmental resources, power.
- We are in a really unique position right now to put something out there that is a world class facility relative to green, solar, all those things, showcase as world class, self sustaining.
- And they could generate enough solar out there to power our entire town.
- Anything that is environmentally forward. It could be something that wins world awards for the design and concept.
- I'm one of those people who believes this whole project should be energy neutral. Passive solar, wind, cancel themselves out.
- Our position is maximizing the energy. Not just sustainable but energy plus.
- Includes a proposal for a wind farm along the wind tunnel route to the ocean, adjacent to PG&E substation.
- Calling for a real year long wind study to see where the winds are, how strong, how tall the turbine need to be, etc. the technology is moving so fast, options should be considered.
- We want to be sure that the EIR alternatives are using the latest technology.
- We feel since we are going to accept development in the Baylands, what's in it for us? The best in it would be electricity for us. We are exploring local power districts. Santa Clara has it, Alameda… should it be private, or public? We are not saying, we don't know. But we'd like to see a real utility that would produce just enough to make the development sustainable but would serve us as well. The power substation is an economic asset in implementing the wind farm.
- We think that if every building is maximized for solar (solar thermal, photovoltaics, passive), the buildings themselves would provide the solar. We think the developer is on board with the solar part, but not the wind farm. The wind farm is important to integrate.
- Makes sense to have that type of development to the south of Geneva; allowing sites north of Geneva for sustainable energy generation.
- Have artists come in and make art from found objects from the site.

- Area just to the north of the site that they developed as a sculpture garden just above the transfer station.
- Smart LED lighting on the northern end and no development south of the canal to reduce electricity costs and light pollution, especially at night.
- Environmental center and green businesses. Would be the kind of place where I can go and find out: solar, green options, green cars, green building materials. One-stop shopping. Earthquake preparedness store. Basic green living survival, camping, etc. REI, etc.
- I am in concert with the people who want to utilize the Martin service center for energy production and getting it to the grid.
- Wind mills—windmills that are integrated into buildings, so that you don't have the big structure out in the field. Visually, they are not attractive, but I like the idea of them. I also worry about birds.
- Real issue with sewage in SF—if there is some bio-digestion process or something akin to the Arcada Sewage Treatment Plant, which is a mix of wetlands and sewage treatment. The transportation and sewage impacts will create some issues with the City (San Francisco).
- Best practices in whatever way is possible—transportation, land use, education.
- The fact that Brisbane is not going to have any housing, and that they want more transportation near the city and sustainability, they can't really justify it.

NORCAL ON ENERGY

- Harness the power of food waste—digestion process for generating energy—generates methane—3mw potential which could serve Baylands or other areas—new wave of waste industry.
- Would need some additional land area for that (10-15 acres) north of Geneva.
- Digestion tanks might look like what you seen on MUD on east side of bay bridge, large windowless building with a generator within.
- Connect to the grid.
- Already collect from 2000 restaurants, and residents can separate food waste—a little over 300 tons of organic material (currently mix together and compost in Vacaville and Gilroy).
- Food waste offers better opportunity to collect energy; and then compost the remaining solids for composting—more stabilized organic material at that point.
- Pure food waste is compostable, but there are some issues in composting it directly.
- Would add an additional 200-300 tons a day of food waste.
- Roof over trucks with solar panels; they would permit that as an outstanding compatible use—especially if there are concerns about looking over garbage trucks.
- Near term—around 5 years—looking at major upgrades of property, replacing existing buildings and constructing new facilities—plan to have that development LEED certified with solar power or green roofs.
- Recently installed solar panels—21,000sf of photovoltaic collection system at Pier 36 facility; in combo with PUC and grant money (on a nice day, generates 1/3 at least of power).
- 401 tunnel, environmental learning center—bring children through for tours of the facilities; and they have a classroom and exhibits about recycling; on top of the building are some photovoltaic panels.
- See continued expansion of use of photovoltaic in future buildings.
- Have also looked at wind on-site; would be a great educational tool but tied to the grid—if there is room on the site; gave a lot of their wind data—ten years of data.
- Could be room in that area—although that would be in the San Francisco side of the property (have visibility and bird issues, but are open to it).

4.3 TRAFFIC AND TRANSPORTATION

- Accessible by bicycle to the lagoon.
- Connecting to transit links would be important.
- The major transportation hub should be created around the Bayshore Caltrain station.
- A second smaller transportation hub should be developed at the southwest corner near the entrance to old Brisbane and the Tunnel Ave. Bridge. There would ideally be a second Caltrain stop here for Brisbane residents.
- There needs to be better development of the east—west corridor around Geneva to tie 3rd street light rail, Caltrain, Candlestick Park, Highway 101, and Geneva together.
- Build the dedicated transportation infrastructure (especially E-W corridor) with Phase I. For example, develop dedicated lanes for public transportation. To design it, hire someone who has experience with successful transportation network such as Alan Hoffman of the Mission Group of San Diego. See if consultants can assist with coordination / integration of existing commuter bus lines (Muni, Sam Trans).
- Design area north of canal to be completely accessible by public transportation without need to drive there. Build in bicycle rental and City Car-Share to help people get around locally. Consider electric bus / train to connect from Caltrain to all points within the Baylands.
- The developer can save money in transportation infrastructure costs if they keep the southern portion of the Baylands as open space.
- There should be no open parking lots. Consider a multi-level parking lot at the transportation hub around the Caltrain station, with a green roof and integrated solar. The multilevel garage should have easy connections to 3rd street light rail, Highway 101, Geneva Avenue, and the upcoming Candlestick development.
- Improve trails (road, walking trail, and biking lanes) around the Lagoon to tie it better to Sierra Point Marina.
- Consider Ferry Terminal near Candlestick development connecting to East Bay and San Francisco Ferry Terminal. A ferry system would also be great for tourism.
- Traffic management: Hate for all the people just going to Home Depot. South City has done everything wrong. One mall after the other. Hate going over there: sometimes that's the only place to go to. They have cute downtowns, but the rest of it is horrible.
- Everyone is in agreement that there need to be transportation corridors and bicycle/walking paths through the site.
- I have concerns about the limited routes into San Francisco –280 and 101—if you pack the Brisbane area, you will choke the access into the City.
- Serve people in the whole region.
- More traffic will be a problem for Brisbane and travelers into and out of the City.

- I think that Caltrain will be providing better service to the station; potentially a stop closer to central Brisbane.
- Transportation: bikeways should be part of any open space development. Public transportation access to the City and the Peninsula: take great advantage of it.
- Public transportation: Getting to Caltrain station (or Third Street rail) is difficult. To station from Brisbane.
- Transportation: would like to see northbound connection to 101 from Brisbane (would Geneva work? Maybe).
- The transit area needs people and east-west transportation.
- there is an access tunnel below 101 near Geneva Ave—could run something like public transit through the area.
- Would need to open some additional roadway through the site.
- There has got to be accessibility from the freeways and Geneva Avenue.
- If we had correct ingress and egress it would be successful.
- The proposed hub/freeway interchange for Geneva should alleviate a lot of traffic impact for Brisbane. Geneva is a big bus route. The third street light rail goes to Geneva… this should be a fabulous transportation hub… there is a need for the systems to connect, though they are not planned now…it should, get people out of their cars, straight to an entertainment center, back to the city without a car. The opportunity is huge. Need to pressure for transportation from Brisbane up to the hub too.
- Now what about all the extra traffic that is going to come to our doorstep?
- We have far too much traffic for our narrow roads and access, so I'm sure others have brought that up.
- Also includes transit-oriented development near the Caltrain station.
- Number one issue – traffic impact. We know that the traffic is going to be the most important impact. We felt that manufacturing uses would be least traffic impacting.
- Geneva Avenue as the thoroughfare.
- Question the traffic implications of having retail and pedestrian use on such a street.
- Trucks would use Geneva to get to the sunset area or to 280.
- The street itself could be a great buffer, especially if 140 feet wide.
- Buffer—green tech business.
- Businesses that could use the byproducts of the waste—paper or plastics.
- Rail line spur off of Caltrain tracks is assumed as gone in the plan—but they have a spur that they use for shipping by rail—leased by up.
- Abandon Beatty Avenue—current access to the interchange (people use Tunnel to Beatty)—since the intersection of Geneva with Beatty at the interchange—would be an issue for traffic/circulation.

- Keep larger development on the North end tied to the E-W corridor and transportation hub, and away from the South end.
- Access: in and out of the City. Will traffic impact. What happens in the case of disaster? Doesn't want it to affect her commute. Lagoon view is nice.
- Railroad is sustainable form of transportation—a lot to learn about it; area is built upon it.
- Would like to see option to ship things by rail, complement the industrial area, see a shipping area as in South San Francisco.
- Realignment of Lagoon Way and the new connection to Bayshore is unwanted. Freeway through the green zone, concrete 70 feet in the air… it's about movement from the freeway to Bayshore and over the mountain.
- A key might be connecting the Caltrain station to the Balboa Park BART station up Geneva.
- Transportation across the Baylands – sky train – also from an amusement park. You wait in line and the thing comes down and you sit on it and it takes you slowly to the other side of the Baylands. There could be check points at different spots, get off at different places. $3 dollars per ride.

- Transportation – different modes once you are there to get around the Baylands because we want to limit car use. Park then take a shuttle or rent a bike, bus schedule, sky train/monorail, once you are there you don't have to drive your car on roads.
- Bike racks in front of each store so people can park them conveniently.
- The 3rd street / Caltrain stations will be an important hub, especially with housing just north of the county line and by Candlestick.
- We need to work together on the Geneva extension, particularly since it will be an 8-lane highway—both counties' problem.
- There will be transportation issues/impacts.
- Geneva Extension to not look like a regular freeway overpass—have a bioboulevard—made for pedestrians too since there isn't access for pedestrians over to the Candlestick area—provide access to the Bay.
- If some of 101 could be "culverted" to open up access to the bay—maybe at some point in the future—doesn't have to be the full stretch.
- The Geneva overpass area really needs to be a beautiful overpass—it's the entry to the bay. Not like the Mountain View overpass that has trees—doesn't push the envelope.
- Perhaps land currently used for the interchange could become open space.
- Car share, shuttles, bikes, etc. from Schlage Lock and Executive Park to the Caltrain station.
- Would like to see a visioning workshop for the three cities—there are transportation issues that go beyond that—perhaps word should get out more to the other cities.

4.4 CREATING A DESTINATION

ENTERTAINMENT

- Family destination that could be regional attraction.
- Think tourist destination. Think aesthetically pleasing and high-class.
- Basically I really think that there is a potential on the northern end to have an entertainment complex where you've got sales tax revenue coming to the city, the exposure to toxins would be minimal because people would come and go, you'd be concreting over a lot of the problems… if we thought about a first class entertainment center, that would replace the Cow Palace. That was serious talk some years ago; spoke with some not even 6 months ago.
- Would be great to have businesses that serve families—the Downtown needs neighborhood-serving retail.
- I know that the Cow Palace is wanting to move. I would support a regional convention center that would fit in with Brisbane being progressive in developing alternative fuels for sustainability. To do a post-carbon institute, some kind of environmentally progressive enterprise zone. I would go as far back as to include recyclable that come through the SF Norcal transfer station.
- Family or children's destination/gathering place (like the Palo Alto Junior Museum or Exploratorium, Discovery Museum in Sausalito,) to spend half the day, demonstration farm (Hidden Valley) Children's museum—east bay, San Francisco.
- Cultural center on the lines of Mission Blue Center; talking about a business hotel/convention center at Sierra Point—but a concert hall, playhouse, etc., could be a logical extension of developing art in the community.
- Make the north end of the Baylands a tourist destination, with sweeping views of the Bay and a large area of open space for everyone to enjoy.
- There would be a lot of collaboration with business people and artists. This could be a model for other sites.
- An area: OTB:(Off track betting), especially since Bay Meadows is closing. Last day Nov. 3. –in place of Bay Meadows—this new venues place with television screens and parking—(aren't replacing Bay Meadows)
- Similar to places like Vallejo, San José fairgrounds.
- People don't like to go to Golden Gate, especially from the peninsula.
- Benefit to the county (San Mateo operation gives to the county).
- A gentleman suggested an entertainment complex including night clubs.

- Points of interest, not just office buildings.
- Create an eco-arts park. Central location: where there would be research for restoration and remediation as well as alterative energy. What would it take to fully remediate a restore a test site?
- This would be a place where people would come from internationally. Brisbane could put itself on the map.
- Would be beautified in terms of art. Would also have sculpture. Differentiate itself from any cultural work. Interactive installations. Lost of people who can be brought in as guests. D&D think tank. Developing it and distributing (but not manufacturing).
- Maybe Baylands could be more for entertainment… maybe the bus should run a route to the Baylands to bring students.

HISTORIC RESOURCES

- Round house—rebuilt or reconstructed—Toronto has a refurbished one with a brewery—preserve a little history in the area, which is rare in the area.
- Would like to see preservation of the southern pacific roundhouse and having the use tied into an employment center/transportation center—the rail yard supported thousands of jobs.
- If the area is preserved as a railroad museum, could turn it into a cultural asset for the community—could put some of the finest historical trains (currently in the rain now) within it. Knows people who would support it.
- Turn off of Caltrain rail line or the abandoned tail track to be continued to bring in historic trains—bringing a display area capability to the roundhouse area.
- If not a museum, would still support the project. 2 years ago, the Golden Gate Museum had submitted an informal proposal—the roundhouse would need some supporting interests/businesses.
- Similar ideas in Sacramento, proposal for Fremont—it's the only surviving roundhouse built by a mainline railroad as opposed to smaller.
- Museum could have a support building, or support space—can rent the space out if needed, especially if a larger building, to allow multiple purposes. 4'8.5 is the width of a rail track.
- Include special celebrations by Southern pacific and Caltrain—including the Christmas Train—brings toys to 10,000 people every year—could be located there and located independent of larger railroad.
- Finance/maintenance—opportunities for grants and preservation of buildings are more readily available—Golden Gate Railroad Museum is looking for grants for places to build engines, etc. Would need a steady core of volunteers to act as docents.

- People do come—had a successful version of this in Hunters Point, and Sacramento is well-done and active.
- San Francisco Trains Incorporated (non-profit to restore a steam engine)—the roundhouse would need a nonprofit to come up with a business plan, test community support.
- Could truck in engines and artifacts—but a railroad track would make it easier and to encourage a change of equipment (CA railroad museum exhibits get stale).
- A history center that tells you want happened before the Baylands. Crissy Field was a place sort of like the Baylands but they cleaned it up and now you can go there for field trips, they have tours.
- Someone should restore the Schlage Lock Building.
- History center–old brick building should be refurbished. (You cannot go in yet) A train museum came up because there is an old railroad track there.

4.5 HEALTH AND SAFETY CONCERNS REMAIN

- The tank farm is an eye-sore and a safety / health hazard.
- The tank-farm should ideally be moved out of the Baylands. If this is impractical, the surrounding area should be shielded with plantings and other aesthetically pleasing barriers to make sure the surrounding area is safe for people who are going to be near the site.
- Consider an encasement with solar panels / living roof to shield the tank farm from sight and also generate energy and biodiversity.
- Kinder-Morgan should have clear safety plans and designs to protect the area in case of natural disaster or accident that could potentially endanger people in the vicinity.
- Highway noise is a problem in Brisbane and would make the site less attractive for both recreation and work. Plantings along the highway or an attractive sound-wall (including along the lagoon area) would help shield noise. The developers should also grade the area south of the canal to be above the highway to reduce noise and improve views. Grading the area will also help in the future if the sea-level rises.
- If they're just going to cap it and not remediated, not going to have kids playing there.
- Should be remediated to the same level as for housing – people spend more time at work than at home. Engineers don't look at long-term impacts. She's a cancer survivor lived in a cancer cluster. Clearsolt pollution. What's going on out there is way worse than that. Most low-wage earners who work in the stores will not have a clue.
- Disaster Plan: Don't have a staging area. Because we are not connected to the rest of the county because of location. Public health facility: could be part of the disaster center. If we have to mass immunize 3,000 people.
- Underground springs diversion: Where does the water go and affect the land.

- Until it's established that the area is cleaned up, it's important that people are not on there in a regular basis until they can prove that the toxins are dealt with.
- Commercial development that would require fewer rather than more people there on a daily regular basis—low density of humans.
- And these buildings move all the time. The Hitachi building I think they have had to replace all the grounds around it no fewer than 5 times because of the amount of subsiding.
- The plume under the Schlage Lock Building extends into Brisbane from San Francisco.
- The tank farm doesn't belong to UPC. It is a target for terrorists, especially if we build nearby and put thousands of people around it.
- They found some components of aviation gas in the ground here, which means there are leaks. How safe is this? Probably not. The byproducts are severely carcinogenic, especially for young people. When they have a leak they cover it up. One night there was one, it is supposed to be found in the log here, but they don't have it. And if you talked to people who moved into town a couple years ago, they'll tell you they want playgrounds and a Safeway, they don't know the history.
- This site was broken up into about 20 different remediation projects. One of the things we want is for them to not fragment the cleanups. When you do the work, you should only have to do it once.
- San Francisco is dealing with their sewer projects. They are claiming they will have to lower the train, which drops the water table. They don't realize the "upstream" or "downstream" impacts of these actions. They were going to dump contaminated soils from Schlage Lock in Brisbane. It's all connected hydrologically, through transportation systems.
- The standards that were presented were the highest standards. Whether UPC will use these standards depends on the use. But I believe we should cleanup for all uses equally well.
- The land at Schlage Lock is different. It is original SF land, not fill. Everything south of the county line is landfill. Future uses should be limited, no matter how clean it is because of the liquefaction potential.
- I think the streets should be engineered like bridges to withstand the damage.
- I'm also concerned about the area around the tank farm. I'm told they are built to implode on themselves. I'm not sure it happens that way all the time.
- Monitoring has not been up to snuff. How do you make the people of Brisbane feel comfortable, confident about the safety of the site. Commissioner said she didn't feel comfortable with anything out there until we know it is safe.

- If you don't compare the long term cost of potential medical issues, other long term costs… how can leaving and environmental contaminant there be "cheaper" than removing it. We environmentalists will bring this to your attention.
- Water board has declared that something is clean and then they discover that it isn't that clean, or they hadn't looked for that particular chemical. It is disconcerting to me that we say "my nest is clean" when any other animal would vacate a foul nest.
- We were at a meeting with Geocentec about the remediation they were doing. They pick a low standard, average all their tests, then divide it by ten (when a toxic hits the water), and compare it to background levels, and therefore we will not achieve any higher standards. We are stuck if we don't look more creatively about how to deal with the toxins in our environment. People who are paid to figure risk assessment and show you everything is fine.
- A whole frustration for us has been this regulatory roulette. I would love having DTSC take over control from the water board.
- Re housing: with the toxins, how long will it take to clean up? 10? 20? I personally got an assignment to do a tract in Martinez, 30 years later, these people have houses they are not allowed to live in, and it's their only asset.
- This is an opportunity on an area prone to liquefaction, all commercial buildings, I believe every building should have a kiosk and people can go and get information on the systems of the building related to fire, earthquake, etc. It can be an example for other places in California as a place at risk of serious shaking.
- I assume it will be cleaned up to the highest possible standards. There is leachate coming out of the landfill and being worked on by regulators. Major roads and utilities should be planned for the whole site, not just Phase 1.
- I would like to see this as an asset to the city's emergency plan rather than another problem to deal with.
- Right now the city's major evacuation point is to sierra point. This new site can be a new evacuation site, the sports fields, for instance.
- Foster City, landfill, earthquakes and flooding…? The risk factor for UPC has to be enormous.
- Contamination – The ink company there is one reason for it. They should reuse the methane gas for energy or something (if they are extracting it) It might be hard to bring wildlife back if the contamination is not fully cleaned up. The methane seems to most threatening. Some stores might not be appropriate if it isn't fully cleaned up.

4.6 LIMITS ON BUILDING HEIGHTS

- Residents would accept some low buildings (1-2 story) with green roofs to support the golf course and park area (small commercial / club house for the golf course, restrooms, community center). A gardening center / arboretum would also be acceptable.
- Development north of the canal should be on a gradient with the tallest and most dense buildings on the far North end. These buildings should not be so tall as to block the view of Downtown San Francisco from central Brisbane. There should be bicycle paths through this development as well. In fact the whole development should be accessible by bicycle.
- Near the canal on the north end should be low buildings, with green roofs to provide the appearance of more open space.
- Building Heights: Mixed feelings about it. Urban planning style of concentrating: makes sense to go higher. Engineered well. Wouldn't want high rise in central Brisbane, but elsewhere depends. We already have high rises at Sierra Point.
- Heights: Something that does not screw up the views.
- Low, 2-3 stories, to maintain views from ridges to the Bay.
- Heights: doesn't want to see 20-story condos. Liked what UPC said about state-of-the-art buildings.
- Building heights: Very low heights. Could see some six-story, but also lot of different sized buildings. Cannot see all six-story buildings.
- I'd like to see taller, more dense buildings in the northern part, around the transit, make people closer (4-5 stories for taller, south end limited to 2)—nice to be able to look in between them (tall buildings on either side of the site).
- Grade has risen by 50 feet so we are already at a two- or three-story building. I could live with higher buildings on the north end. I don't want to see downtown SF sky scrapers, but we could probably go up to 15 or 20 in the north end, but in the south it would be impossible. On the northern end they will hit bedrock a lot sooner. From a financial perspective it makes more sense to have the open space on the southern end anyway.
- Low building heights, everywhere. Three stories is a compromise.
- Good to hear that bigger, taller development is on the north end.
- If taller buildings, depends on what they are
- The joint SF/San Mateo study was looking at moving the Caltrain station farther south; study was done about 2 years ago.
- Can't have a multimodal facility if it doesn't connect with Geneva/101 access.
- People would see some open area handling of recyclables.

- Maintenance areas, bunkers, trucks, but much of the trash is dealt within buildings.
- 3-4 story retail at ground.
- Heights are an issue—people in the area to the northwest don't want to see a wall of buildings.
- Schlage Lock is going to be eight stories tall, which is very high for a two-story scale neighborhood.
- It would be good to get the feel for what people want in terms of heights near the new housing.
- Heights would need to be worked out in a community process.

4.7 CONFLICTING VIEWS ON HOUSING

- Would like to see more of a mix of uses out in the Baylands—especially entry level housing; barring safety issues—housing for young families 300-500s.
- Housing in the north area, affordable low-end range; mixed with retail, filling gaps that the city doesn't have.
- Housing: community pretty much against it. Unless full remediation (not just capping).
- Workforce housing (as opposed to affordable housing—because regular people can't buy. Firemen and police can buy it, but not others). Should be part of the deal (whether on-site or elsewhere). We should have it on the site.
- The newer people would like to see housing. But because of the culture, they're unwilling to say it.
- Toured with UPC and heard from people in town the amount of dumping over the years, I do not think that housing should be there.
- Housing: Would create a third center of population. There are already divisions between the two communities. Adding housing would fracture it even more. Would dilute the small town community spirit. That was one of the reasons the quarry project failed.
- Housing: If there is a choice between mountains and here, build them here.
- I like small family homes, not condos. That's why voted against the quarry plan. Otherwise open to residential (single family homes only).
- Condos above [first floor] are ok.
- I like that housing is not approved for this area in the General Plan.
- I think it should be a decent mix of housing, which I realize is a major contention because of the contaminants.

- I like the idea of it being a community, though there are lots of folks who don't want to see any housing out there. But the housing I see out there isn't the single family house, it's housing for middle class people, kind of temporary, units are smaller, no parking for the unit, but a really tight public transportation system, housing for artists, students, perhaps elderly. Not the long-term housing that people think of, but transitional housing. If people aren't part of the sustainability equation, then you don't really have sustainability.
- Doesn't really see competition with any development currently existing in the town or on the ridge—better than sprawling over the hills.
- Mixed use with some housing too, so that it's not dead at night and on the weekends—more of an integrated use pattern, with things bleeding back and forth (like housing, etc. so that it doesn't just stop south of Geneva).

4.8 FAMILY-SERVING FACILITIES

- Restaurant or café on the water's edge.
- Major YMCA facility would also be great.
- Majority of retail should be small businesses with emphasis on arts (galleries, art supplies, arts and crafts, etc.), educational (museums, book stores, private high school campus, etc), horticultural (flower garden, arboretum, etc.), culinary (cooking stores / school, small restaurants), health (farmer's market, small health clinic).
- Different kinds of restaurants: healthy choice, organics. Organic grocery store.
- Library interested in new site. They donate the land or 100-year library.
- Access to grocery store or drug store: currently go to San Bruno or San Francisco.
- Restaurants, shops, stores.
- We could use a decent pharmacy.
- I would rather have some specialty boutiques than big box stores. Women's clothing.

(Other comments about family-serving facilities are included elsewhere.)

4.9 LIMIT PARKING

- No surface parking (or not much) more grassy areas/open space.
- Parking garage near mass transit station—will make it convenient for them; car lots, no.
- Adequate parking.
- There should not be acres and acres of parking lots. People at higher elevations in Brisbane can see the whole area and we want to see it green.
- Be clever about parking and put it in buildings when you can.

4.10 USE GOOD DESIGN PRINCIPLES

- Many people would like a European character (beautiful old town look with pedestrian pathways and central plazas), with small village like developments just north of the canal, and the taller / larger buildings at the far north end centered around the Caltrain stop.
- Regardless of what is chosen, design is key for both buildings and open space.
- Buildings should be designed to withstand the test of time (i.e. artistically / aesthetically pleasing over time). The developers should hire architects like James Wines to help design spaces to be usable—this will also help sell the project and make Brisbane a tourist destination.
- Weave design of buildings into landscape with interesting topography to limit impact of views in Brisbane.
- If they could recreate one of those beautiful Venice street buildings and jaguar show rooms, you've got me. But don't talk to me about Santana row and an auto mall in the same sentence… I have fears of stucco box… just that there is more thought process that went in, you could still have something very special out here that could attract travelers and tourists and day-trippers.
- I object to the very pedestrian architecture they propose. What they have shown is not "singular" just what is popular today, generic of this time, and I think when you make a project that stands out you are more likely to have people want to come here.
- Their idea for putting retail together was a good idea. But Visitacion Valley is a high crime area so you have to design for that. Clever about security in your parking lots. No narrow isles where I can't see and there is nobody else around. If they want to use little spaces between buildings they better make businesses face that space.

- They want to build an auto mall – it is not fair to put a lot of cars out, we don't want to look at them. So the cars should be stored for the most part inside the buildings, not parking lots. Also true for the security part of the retail. I don't object to the sports complex, entertainment and sports somehow combined is important. Some were interested in a railroad theme park.
- Need to be a little more detailed on what they are presenting, particularly in the roads.
- Why not have a landscape architecture design me the basis for the whole thing. For the economic vitality of it you are better off having something unusual. Are you going to impress your client by where you are?
- Most people in Brisbane would like this to be at human scale. Orientation should be from the streets, not from the 10th story window.
- I have read the Specific Plan—the area along the freeway, which is noisy—the plan shows buildings set back by open space away from the freeway—who would want to go on the open space in that area? Why not put the buildings closer to the freeway and let them create a sound barrier.
- Higher building is ok, if it's beautiful –not something like the building on the side of San Bruno Mountain.
- Should include design review—to include community members and experienced professionals. I'm pushing for that at Schlage.

4.11 MAINTAINING COMMUNITY CHARACTER

- We love our sleepy town. I live in a country town 5 minute from an airport, San Francisco, the opera, we have this very special place that some people want to turn into everywhere else Burlingame, so what happens out here or anywhere around us many people would agree as long as they can divert the traffic, so we don't bear the brunt of event traffic or shopping traffic,
- Look at the hardware store here in town. Gets a lot of business because it's personal. We want to keep that. Markets, stores, restaurants. A car dealership, I don't know. Probably have pretty low impact on the community. We don't have a full sized supermarket, but we don't want it.
- A casino was proposed at the marina, all the jobs, black jack dealers and janitors… stuff like that that keeps encroaching on our town. Then it's nothing like it intended to be.
- More of the people now in Brisbane are liberal in their bent. Unfortunately I'm not. Once upon a time we had a swamp where the Bank of America is located… I don't want all this stuff taking what little land and oxygen we have left.
- People can be very apathetic and quiet until all of a sudden, whoa! You are going to do what, in my backyard! Well… politicians say we will keep Brisbane a small community while they make more and more.

- A place where people are comfortable and it is clear that there is a respect for the land and the water.
- 2/3 people here self identify as environmentalists.
- Gateway into San Francisco—heart of a very environmentally aware region.
- Use to be the only time the traffic was backed up was after a rodeo at the Cow Palace.
- The big thing for me is to still keep the area less densely populated. During prohibition I heard about everything that was going on in Brisbane, them my parents heard I was moving to Brisbane and they said, no way!
- Not many people know where Brisbane is – maybe more people will know if something popular comes to Brisbane that isn't in San Francisco. Some people feel they don't want other to know about Brisbane, they like it small and quiet.
- Brisbane needs to keep some uniqueness about it.

4.12 GOOD JOBS AND ECONOMIC BENEFITS FOR BRISBANE

- Want to make sure that jobs get created provide good salary and jobs. We are active participants in land use deliberations and processes. For example, plan to rezone large sections of San Francisco: actively involved with that. Interests extend just beyond the workplace.
- Jobs should be union jobs and pay living wages, offer great benefits.
- For any project the City is a participant in some way, the City should ensure a fair process where workers are able to join unions.
- In Brisbane, currently a fair number of people who belong to unions. We represent the lower tier of workers (the dishwashers and cleaners). There are only a couple of dozen members who can live in Brisbane. It's critical that jobs may not be bottom of the heap. Hopefully employ current residents or offer opportunities for workers to live in Brisbane.
- Precedents: Building industry: in San Francisco and increasingly in San Mateo County increasingly free process for workers to join unions. Rules covered by agreement and administered by third party, with binding arbitration. That would go for hotels, restaurant workers, etc. In San Francisco: if the City has proprietary interest (owns land, or is using bonds), then the City could require labor piece to serve the community better. UNITE currently have agreements with major hotel operators, etc.
- Support the local economy.
- What we are aware of is, even with our mini mall, people don't support what is right here in their town.
- How much tax revenue is this going to generate? What are we going to do with it? Can we get a descent sized library? If we are going to be inconvenienced by the traffic, what are we getting in return?

- We see this as a job site that does not need to provide its own housing. We can use redevelopment funds to provide housing on the parcel outside the project site adjacent to Bayshore Blvd. and the power substation.
- There is concern in the town that long-time businesses in the City can survive—like Brisbane Hardware—which could be threatened by Home Depots, etc.
- Same developer is proposing hotel/condo in Sierra Point (city owns some land. Land swap). I have a hard time envisioning two hotel developments in Brisbane (given one is proposed in Sierra Point).
- We strongly encourage the City to undertake a rigorous review of developers financing, and that review is available to the entire community. The last thing we want is developer bailing out.
- Some form of community benefits agreements result from this process. The City will have to figure out what to get from the developers: there are models from around the country.
- Tax Increment Financing: Something like this will unlock huge value for the developer. As well as TIFs: the City can share in the tax value. Kinds of benefits: fair workplace. Developer identifies stakeholders in the community and then works to identify benefits: arts center, affordable housing, youth center, etc.

- We have empty hotels along Brisbane and South San Francisco marina (does not think there is market, but not opposed to it).
- We were hoping this could be a green center, solar panel manufacturers, R&D for windmills, the Baylands can be known for their green manufacturing, retail and research.
- If lots of things are at the Baylands then Brisbane itself might not get enough business. Hilltop just went out of business, really close to our house, nobody was shopping there any more, Taco the town restaurant went out of business this year too.
- Joint process that provides work for low-income workers in Sunnyvale/Visitacion Valley jobs that could be provided.
- Fought to get Home Depot away from Schlage Lock—the UPC plan shows big box off of Geneva, and there's going to be some planned in Candlestick area.
- Not so commercial on the north—mitigated with open space.
- Would like to see things more integrated.
- Interested in shopping centers, research and development, bio tech.
- Shopping area that is pedestrian oriented, like Emeryville or Santana Row, even though they are not locally-owned businesses. May not be enough of a draw.
- Want development but it needs to be balanced and the [Visitacion Valley] neighborhood paid attention to.

4.13 WHAT TO DO ABOUT "BIG BOXES"

- I would like Trader Joes, whole foods, drug store, gas station—basic retail.
- Big box retail—everyone loves it, but it becomes a class thing—want to look at the community needs—it needs a Walgreens or the like, a good grocery store; the area could support a Walmart because there really isn't one nearby. The design, however, is the issue—if there is someway to have a building type more conducive to walking (not huge parking lots)
- Dense walkable place with the services needed by the city—Costco, Lowes and home depot might even be able to be supported—or offices, even, need to have walkability built into the design
- If that ends up being another shopping mall, that does change the character of Brisbane. No Walmart, Costco, Home Depot. I'm not opposed to Starbucks or Banana Republic.
- I like Trader Joes and Safeway a lot more than Midtown (local grocer), but Midtown is convenient, a snack before dance class, before homework at the library. If I'm really tired after school I wouldn't want to walk all the way to Baylands, but I might ask my mom to bring me down there for awhile when I have more time.
- Brisbane residents are strongly opposed to "big box stores" like Walmart, or auto-malls. Certain stores that do not have a "big box" appearance because they customize their stores locally may be acceptable (e.g. Trader Joes).
- Do not turn Brisbane into a mall with the same stores you could find anywhere else the U.S. (i.e. we don't want a development like the new development in Emeryville, CA).
- Would not want to see any Walmart or big box.
- In South San Francisco, they are placing a Lowe's and Home Depot as well as an additional one on Bayshore—plenty in the area.
- I think some of the other big box stores would cause an immense backlash from the community because of their business practices.
- Limit big box and formula stores. One of the things I hate about Fisherman's Wharf, Seaport Village, etc.—they are always the same. I would like small businesses and unique things.
- I just don't want to see it another big shopping center that has gone amuck.
- Lacking some basic things like a good food store or some retail (Albertsons, Safeway, Trader Joe's, even if it is a retail/big box).

4.14 YOUTH PERSPECTIVE

- Open Space – more parks, gardens, man made lake so we can rent row boats, paddle boats.
- There is a problem with not being able to build on the water, so floating docks or a walking over pass/marina then people with boats on the bay can walk over the overpass to get to the rest of Baylands.
- You could rent boats.
- Restoring animal habitats came up. If we wanted to bring the fox back we'd need chickens, the Salt marsh harvest mouse, SF gardener snake would need tall grasses, and right now the Baylands is just dirt.
- You could have a park with tours to walk you across the Baylands or in the open space.
- A gym or ice-skating rink, sports fields, a dirt bike trail, other youth recreation activities that are accessible by bike or by foot.
- A mixture of people use and habitat would be good (for water areas).
- Activity Pool with diving boards (ours is over chlorinated).
- Transportation across the Baylands – sky train – also from an amusement park. You wait in line and the thing comes down and you sit on it and it takes you slowly to the other side of the Baylands. There could be check points at different spots, get off at different places. $3 dollars per ride.
- Transportation – different modes once you are there to get around the Baylands because we ant to limit car use. Park then take a shuttle or rent a bike, bus schedule, sky train/monorail, once you are there you don't have to drive your car on roads.
- Bike racks in front of each store so people can park them conveniently.
- Maybe Baylands could be more for entertainment… maybe the bus should run a route to the Baylands to bring students.
- A history center that tells you what happened before the Baylands. Crissy field was a place sort of like the Baylands but they cleaned it up and now you can go there for field trips, they have tours.
- Someone should restore the Schlage Lock Building.
- History center – old brick building should be refurbished. (You cannot go in yet) A train museum came up because there is an old railroad track there.
- There needs to be places to hang out there without loitering in a store (store owners might not like it).
- Contamination – The ink company is one reason for it. They should reuse the methane gas for energy or something (if they are extracting it) It might be hard to bring wildlife back if the contamination is not fully cleaned up. The methane seems to most threatening. Some stores might not be appropriate if it isn't fully cleaned up.

- Ethnic Neighborhoods – like at Disney world, it's where you go down a street or two, a certain area that focus on a particular ethnic background. Japantown, for example. You can have a bunch of different countries or areas all on one block or street. Restaurants, shopping, for people visiting.
- Retail – a lot of people said Starbucks, Barnes and Noble/bookstore, Target, but teacher said it wouldn't come because of the contamination. Target doesn't do that.
- Comic book store, video game store, sporting goods, model-making stores, recycled products store, gas station closer than driving to Daly City or South San Francisco.
- Grocery stores, restaurants, from ethnic foods, not just Mexican.
- An old soda fountain like St Francis on 24th street in San Francisco. You can sit down at a counter or table, their menu has sundaes, ice cream…
- We'd like fast food, a bakery, Jamba Juice, Dippin Dots.
- A few people wanted a petting zoo. It would not need a lot of space.
- Places of worship – churches, synagogues, temples, hospital closer than Daly City or South San Francisco.
- College – 4 year university.
- Boardwalk along water (building restrictions?).
- Workshops you can do in the summer – join a swim team, activity center.
- An indoor beach!
- We don't really have any grocery stores.
- I like Trader Joes and Safeway a lot more than Midtown (local grocer), but midtown is convenient, a snack before dance class, before homework at the library. If I'm really tired after school I wouldn't want to walk all the way to Baylands, but I might ask my mom to bring me down there for awhile when I have more time.
- Something for elder people – golf and tennis, day activity center.
- If lots of things are at the Baylands then Brisbane itself might not get enough business. Hilltop just went out of business, really close to our house, nobody was shopping there any more, Taco the town restaurant went out of business this year too.
- Not many people know where Brisbane is – maybe more people will know if something popular comes to Brisbane that isn't in San Francisco. Some people feel they don't want other to know about Brisbane, they like it small and quiet.
- We have to drive to other places to do most things. We have a pool that opens at 5.
- We have the library, our houses, sometimes the pool, there are only two or three restaurants open after school, only two little stores you can shop at, mainly food and groceries, some people who like organic foods might like Trader Joe's.

(Youth comments are also integrated into their respective topic sections.)

4.15 VISITACION VALLEY

- Idea is to increase communication—cross-pollination of information.
- We need regional planning for the three cities and the two counties.
- I have been to City Council meetings and heard that things that people in Brisbane don't want to see will be "dumped" to the north.
- The 3rd street / Caltrain stations will be an important hub, especially with housing just north of the county line and by Candlestick.
- We need to work together on the Geneva extension, particularly since it will be an 8-lane highway—both counties' problem.
- There will be transportation issues/impacts.
- Geneva Extension to not look like a regular freeway overpass—have a bioboulevard—made for pedestrians too since there isn't access for pedestrians over to the Candlestick area—provide access to the Bay.
- If some of 101 could be "culverted" to open up access to the bay—maybe at some point in the future—doesn't have to be the full stretch.
- The Geneva overpass area really needs to be a beautiful overpass—it's the entry to the bay. Not like the Mountainview overpass that has trees—doesn't push the envelope.
- Perhaps land currently used for the interchange could become open space
- Car share, shuttles, bikes, etc. from Schlage Lock and Executive Park to the Caltrain station.
- Would like to see a visioning workshop for the three cities—there are transportation issues that go beyond that—perhaps word should get out more to the other cities.
- Heights are an issue—people in the area to the northwest don't want to see a wall of buildings.
- Schlage Lock is going to be eight stories tall, which is very high for a two-story scale neighborhood.
- It would be good to get the feel for what people want in terms of heights near the new housing.
- Heights would need to be worked out in a community process.
- Higher building is ok, if it's beautiful –not something like the building on the side of San Bruno Mountain.
- Should include design review—to include community members and experienced professionals. I'm pushing for that at Schlage.

- Mixed use with some housing too, so that it's not dead at night and on the weekends—more of an integrated use pattern, with things bleeding back and forth (like housing, etc. so that it doesn't just stop south of Geneva).
- Wind mills—windmills that are integrated into buildings, so that you don't have the big structure out in the field. Visually, they are not attractive, but I like the idea of them. I also worry about birds.
- Real issue with sewage in SF—if there is some bio-digestion process or something akin to the Arcada Sewage Treatment Plant, which is a mix of wetlands and sewage treatment. The transportation and sewage impacts will create some issues with the City (San Francisco).
- Best practices in whatever way is possible—transportation, land use, education.
- The fact that Brisbane is not going to have any housing, and that they want more transportation near the city and sustainability, they can't really justify it.
- Joint process that provides work for low-income workers in Sunnyvale/Visitacion Valley—jobs that could be provided.
- Fought to get Home Depot away from Schlage Lock—the UPC plan shows big box off of Geneva, and there's going to be some planned in Candlestick area.
- not so commercial on the north—mitigated with open space.
- Would like to see things more integrated.
- Interested in shopping centers, research and development, bio tech.
- Shopping area that is pedestrian oriented, like Emeryville or Santana Row, even though they are not locally-owned businesses. May not be enough of a draw.
- Want development but it needs to be balanced and the [Visitacion Valley] neighborhood paid attention to.
- The residents want all the open space down by the Central City, even though the heaviest concentration of housing will be up to the north—would be great to have more open space up there.
- The open space shown in the Specific Plan is more like a boulevard.
- Maximize the opportunities to get to the bay.
- Greenway Project—becoming a model for infill open space (outdoor education center). The whole surrounding area should be retained as a study area and to maintain as open space.
- Extend the concepts of the Greenway down Leland down into the Schlage Lock and executive park and Candlestick; from Bayview Hill to the point, and along the ridge, and down through the Baylands site—have green connection so that there is linkage throughout the whole valley.

- Schlage Lock has a center block park, and then will have a linear connection down to the border from the Arleta Ave stop down to the Caltrain station—it's supposed to connect to the green swath in the Baylands plan.
- McLaren Park has a nice golf course but the rest of the south end of the park is not well kept up. Bayview hill isn't used much, but perhaps will with new development and better access
- Ice House Hill—native plant refuge, similar to Bayview hill.
- Nature study center that could include the whole area/region—urban and natural areas combined; extending educational opportunities throughout the valley/area—share knowledge similar to the Greenway.
- The parks planned for the new housing in the north is not recreational or large passive spaces.
- Would like to see the Lagoon improved for recreation use—more amenable and beautiful.

(Visitacion Valley comments are also integrated into their respective topic sections.)

5 Implications for the Baylands Alternative Plans

The input provided by the stakeholder interviews is a significant contribution to the development of the Baylands Alternative Plans. The planning process will benefit from understanding better the large areas of concern around which many opinions coincide. The process will also benefit from the exposure to unique perspectives or singular issues that were not necessarily shared by many interviewed, but which sometimes help a planner tie other issues together when formulating possible solutions.

The consulting team will closely review and consider the stakeholders' input, along with comments made at the first public workshop on May 12, and use these data as the starting point for envisioning the Baylands Alternative Plans. The results of this visioning process will be returned to the community in the form of Land Use and Urban Design Indicators, and the consulting team and the community will formulate alternatives together in another community-wide workshop later this summer.

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