Brisbane Baylands EIR

ALTERNATIVE PLANS



Visioning Workshop #2 Summary

July 2007

Brisbane Baylands EIR

ALTERNATIVE PLANS

Visioning Workshop #2 Summary

July 2007

Prepared by

DYETT & BHATIA
Urban and Regional Planners

Table of Contents

1 INTRODUCTION 1

1.1 Project Background 1

1.2 Scope and Purpose of the Baylands Alternative Plans 1

1.3 Public Workshop #2: Purpose and Organization 2

2 ALTERNATIVES CONCEPTS 4

2.1 Major Themes 4

2.2 Comparison Measures 10

2.3 Conclusion and Next Steps 11

APPENDIX A: WORKSHOP AGENDA 13

APPENDIX B: GROUP CONCEPT MAPS 15

APPENDIX C: GROUP DISCUSSION COMMENTS 25

Group 1 25

Group 2 25

Group 3 26

Group 4 27

Group 5 28

Group 6 29

Group 7 30

APPENDIX D: COMPARISON MEASURES TABLE 31

[Page left intentionally blank.]

1 Introduction

1.1 PROJECT BACKGROUND

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.

1.2 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.

The first phase in developing the Alternative Plans includes several opportunities for the public and decision makers to contribute their visions and ideas for the Baylands site. An initial round of stakeholder interviews and visioning workshops with decision makers is summarized in two separate documents: *Initial Stakeholder Interviews Summary* and *City Council & Advisory Board Visions.* This report summarizes community input from the second public workshop. The information gathered from the workshops will serve as a valuable reference to guide the project team in formulating the Alternative Plans.

1.3 PUBLIC WORKSHOP #2: PURPOSE AND ORGANIZATION



Group Discussion

Following a successful visioning workshop with the Brisbane community in May, 2007, the second community workshop for the Brisbane Baylands Alternative Plans was held on Saturday, June 23, 2007, at the Brisbane Community Center. Over 30 community members participated in this hands-on two-hour event. The purpose of this workshop was to build upon the visions already established in the first community workshop by allowing groups of participants to create their own alternatives for the Baylands site. Workshop participants in each group collaborated and developed a physical diagram of what they would like to see in the Baylands, which included the location and intensity of land uses, circulation, and the physical character of development. They were also encouraged to share their thoughts on what base measures might be used to compare the final alternatives for the EIR. Together with the overall visions of the previous workshop, the planning components developed from this workshop will ultimately form the basis for the Alternative Plans for the EIR.

The workshop was publicized using a variety of methods to maximize participation. These included:

- Announcement in the City of Brisbane newsletter sent to all addresses citywide;
- Notices and postings on the City website and several city locations (library, City Hall, City Sign Board); and
- Mailings to individuals outside Brisbane who have expressed interest in the Baylands and/or participated in stakeholder interviews.

The workshop was structured to foster an open, free-flowing dialogue among community members. While signing in, attendees were randomly assigned to tables accommodating groups of five to six people. Each table was matched up with a neutral facilitator—a consulting team member—whose job was to initiate and moderate the dialogue, guide the group through the exercises, and encourage all participants to contribute equally to the discussion. The public workshop agenda (see Appendix A) consisted of three major components:

- ***Overview.*** Review of the purpose and scope of the Brisbane Baylands Specific Plan EIR, process and schedule, and key findings from public input gathered from the first community workshop.
- ***Summary of Constraints.*** Presentation of major constraints to development and land uses, including geology, biological resources, contamination, and views.

- ***Group Activity: Alternatives Concepts.*** This exercise involved two elements—the first being a short discussion on comparison measures for the Alternatives. Groups were asked to suggest additional measures that would be relevant in comparing Alternatives once they are developed. Following this discussion, each group spent the remainder of time developing their own concept. Using scaled, colored post-it notes representing a variety of land uses, markers, stickers, and verbal description, community members mapped their ideas for land use and circulation on large base maps. Meanwhile, facilitators recorded verbal descriptions of character and use on notepads. The final maps and discussion points were presented by each group to the rest of the workshop (see Appendix B for photos of the concept maps and Appendix C for comments from each group dialogue).



Concept map taking shape

2 Alternatives Concepts

This chapter provides an overview of the alternatives concepts produced during the group mapping exercise, as well as the potential measures for comparison of future alternatives. Common ideas and components are identified as they relate to the major themes that emerged in the concept drawings—open space, sustainability, land use, building heights and design, and circulation. Photos of each concept and a complete list of group comments are included in Appendix B and C, respectively.

2.1 MAJOR THEMES

Major areas of agreement among the concept maps revolved around the location and type of uses and plan elements. Although each concept map was unique, some elements were included in multple maps. The following discussion highlights these elements among the major themes addressed in the concept plans.

OPEN SPACE

Overall, workshop participants shared a similar vision of open space in the Baylands. Several open space components were mapped similarly by a majority of groups, often with comparable locations and types of uses. The major components of each group concept—including general open space, habitat conservation, and wetlands areas, are compiled in Figure 1 to show the areas most commonly identified as open space and wetlands.

In almost unanimous agreement, all of the groups designated the area south of Visitacion Creek and north of the Lagoon as some form of open space. Within this area, suggested uses varied, from passive uses like a green cemetery, marsh, and habitat area to active uses like a golf course, park, and ball fields. Two groups designated minimal development—one above-ground with two stories of office/R&D and retail/entertainment space surrounded by open space, and the other below-ground with parking, R&D, and restaurants. Just south of this area, in the Lagoon, the majority of groups suggested the lagoon be used for active, though non-motorized, boating-related uses that would be compatible with various wildlife and their habitats.

The expansion of wetland areas throughout the Baylands was also an important plan component in the concepts—five of the seven groups specifically called for wetlands or marshlands in multiple areas in the site. Groups placed particular emphasis upon the wetlands along Visitacion Creek, with six groups offering a wide swath of wetlands along both sides of the creek. Five of these groups extended the wetlands west of the



Discussion of open space at small group table

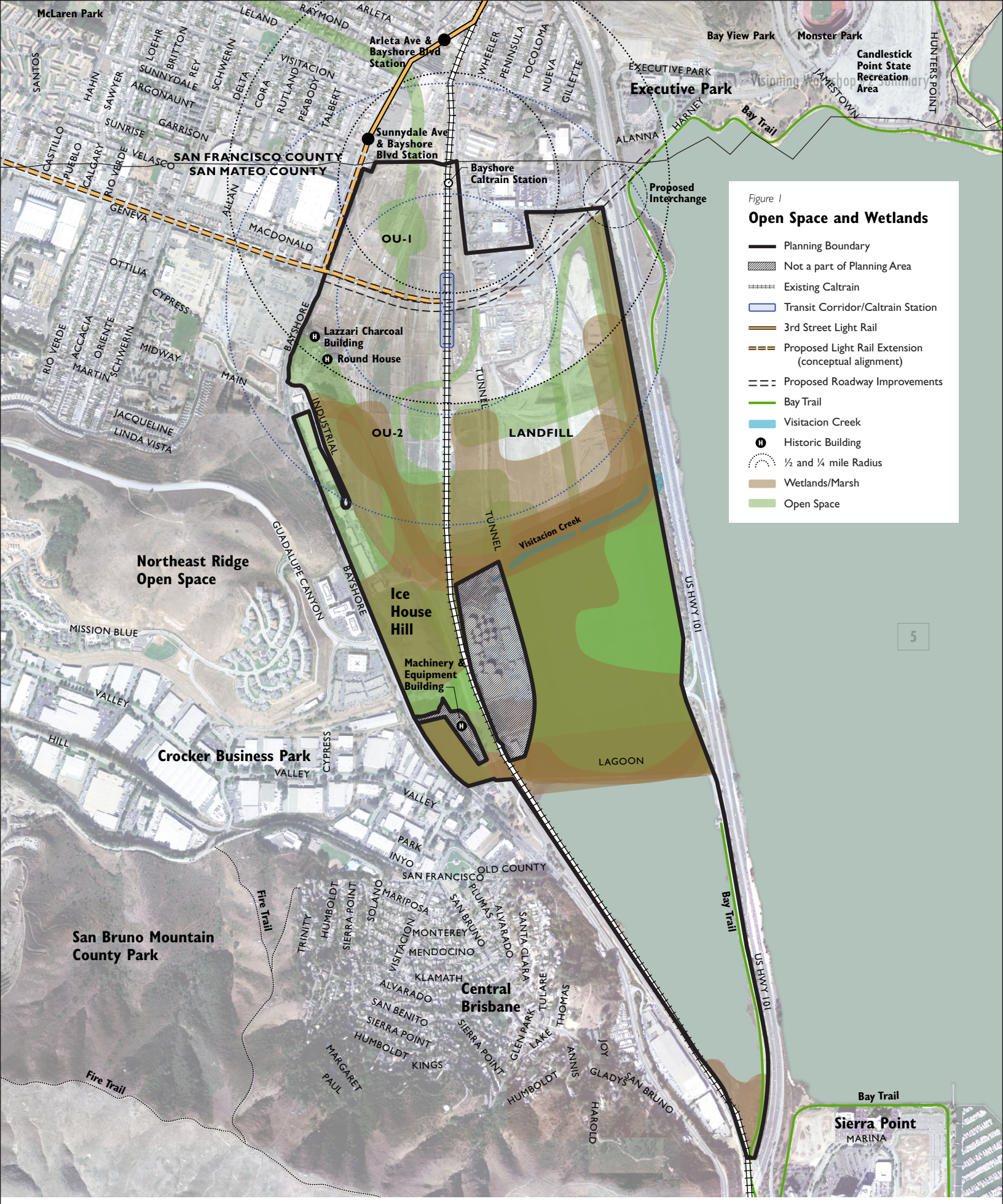


Figure 1
Open Space and Wetlands
Planning Boundary
Not a part of Planning Area
Existing Caltrain
Transit Corridor/Caltrain Station
3rd Street Light Rail
Proposed Light Rail Extension (conceptual alignment)
Proposed Roadway Improvements
Bay Trail
Visitacion Creek
Historic Building
½ and ¼ mile Radius
Wetlands/Marsh
Open Space
SAN FRANCISCO COUNTY
SAN MATEO COUNTY
OU-1
OU-2
LANDFILL
Lazzari Charcoal Building
Round House
Machinery & Equipment Building
Arleta Ave & Bayshore Blvd Station
Sunnydale Ave & Bayshore Blvd Station
Bayshore Caltrain Station
Proposed Interchange
Executive Park
Bay View Park
Monster Park
Candlestick Point State Recreation Area
Northeast Ridge Open Space
Ice House Hill
Crocker Business Park
San Bruno Mountain County Park
Central Brisbane
Sierra Point
MARINA
LAGOON
TUNNEL
US HWY 101
Bay Trail
Fire Trail
BAYSHORE
INDUSTRIAL
GUADALUPE CANYON
MACDONALD
ALANNA
HARNEY
JAMESTOWN
HUNTERS POINT
MISSION BLUE
5
0
0.25
0.5
Miles
DYETT & BHATIA
Urban and Regional Planners

railroad tracks along the original creek alignment, with several also highlighting a swath of wetlands just south of Ice House Hill. Additional opportunities for open space west of the tracks were identified by all groups, including a habitat and conservation area on Ice House Hill, sports fields, and a new lagoon.

More than one map also suggested extending the open space network northward, either along the periphery of the site or amidst the new development. The latter scheme emphasized a more distributed open space and land use network, influenced by group members from nearby Visitacion Valley and Daly City who wanted to share and access amenities in the Baylands. Additionally, four groups emphasized the need to extend the Bay Trail through the Baylands, although the alignment and connections to existing trails varied by group. For instance, three groups utilized the Bay Trail extension into the Baylands as an opportunity for an open space buffer along the freeway. Finally, additional elements that were more specific to just a few schemes included provision of access to the bay, extension of open space into a transition zone with public and open space uses, and continuation of the Bay Trail along the Lagoon.

SUSTAINABILITY AND ENVIRONMENT

Incorporating a sustainable methodology to development and energy production in the Baylands has been a key focus of community members throughout the planning process. Workshop participants emphasized this element of sustainability in their inclusion of a renewable energy source within the site. All groups agreed that energy production should be incorporated into future development of the Baylands, whether through a dedicated solar or wind farm, or by incorporating energy-producing elements into buildings or parking structures. All of the group maps illustrated energy production with wind farms or a wind "channel"—primarily located along the future Geneva corridor and north of Visitacion Creek, as shown in Figure 2. Four groups also mentioned a wastewater treatment plant, which was located in various places including the northeastern corner of the Planning Area, just north of Visitacion Creek, and west of the tracks, north of Ice House Hill.

Many participants were also very interested in green building and development, addressing issues of site development as well as natural and ecological systems. Suggestions included using permeable pavement, landscaping with native plants, and designing a "bio-boulevard" along Geneva Avenue with ample trees and pedestrian and bicycle facilities. Planning for future sustainability of the site and Brisbane was also important for many, with examples including planning for a rise in sea level by requiring raised ground floors and providing underground water cisterns for future Brisbane water supply. In tandem with this concern for the future environment of the Baylands, was the desire by several groups to implement alternative methods for remediation. Rather than capping the existing landfill, they suggested researching the possibility of using plants or other bioremediation solutions.

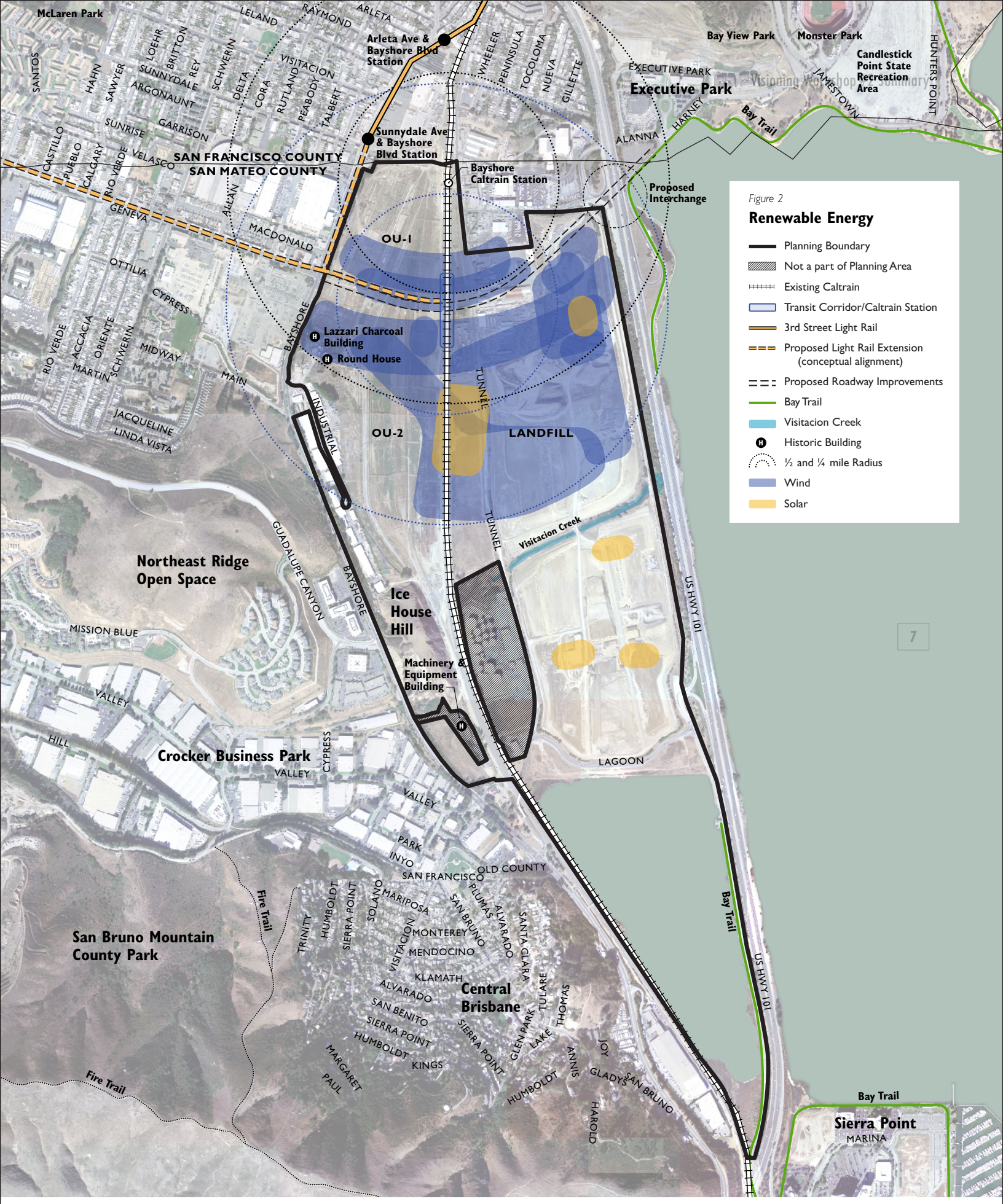


Figure 2
Renewable Energy
Planning Boundary
Not a part of Planning Area
Existing Caltrain
Transit Corridor/Caltrain Station
3rd Street Light Rail
Proposed Light Rail Extension (conceptual alignment)
Proposed Roadway Improvements
Bay Trail
Visitacion Creek
Historic Building
½ and ¼ mile Radius
Wind
Solar
OU-1
OU-2
LANDFILL
Lazzari Charcoal Building
Round House
Machinery & Equipment Building
Arleta Ave & Bayshore Blvd Station
Sunnydale Ave & Bayshore Blvd Station
Bayshore Caltrain Station
Proposed Interchange
SAN FRANCISCO COUNTY
SAN MATEO COUNTY
Executive Park
Bay View Park
Monster Park
Candlestick Point State Recreation Area
Northeast Ridge Open Space
Ice House Hill
Crocker Business Park
San Bruno Mountain County Park
Central Brisbane
Sierra Point
MARINA
LAGOON
US HWY 101
Bay Trail
Fire Trail
TUNNEL
BAYSHORE
INDUSTRIAL
GUADALUPE CANYON
Visitacion Creek
0
0.25
0.5
Miles
DYETT & BHATIA
Urban and Regional Planners

LAND USE

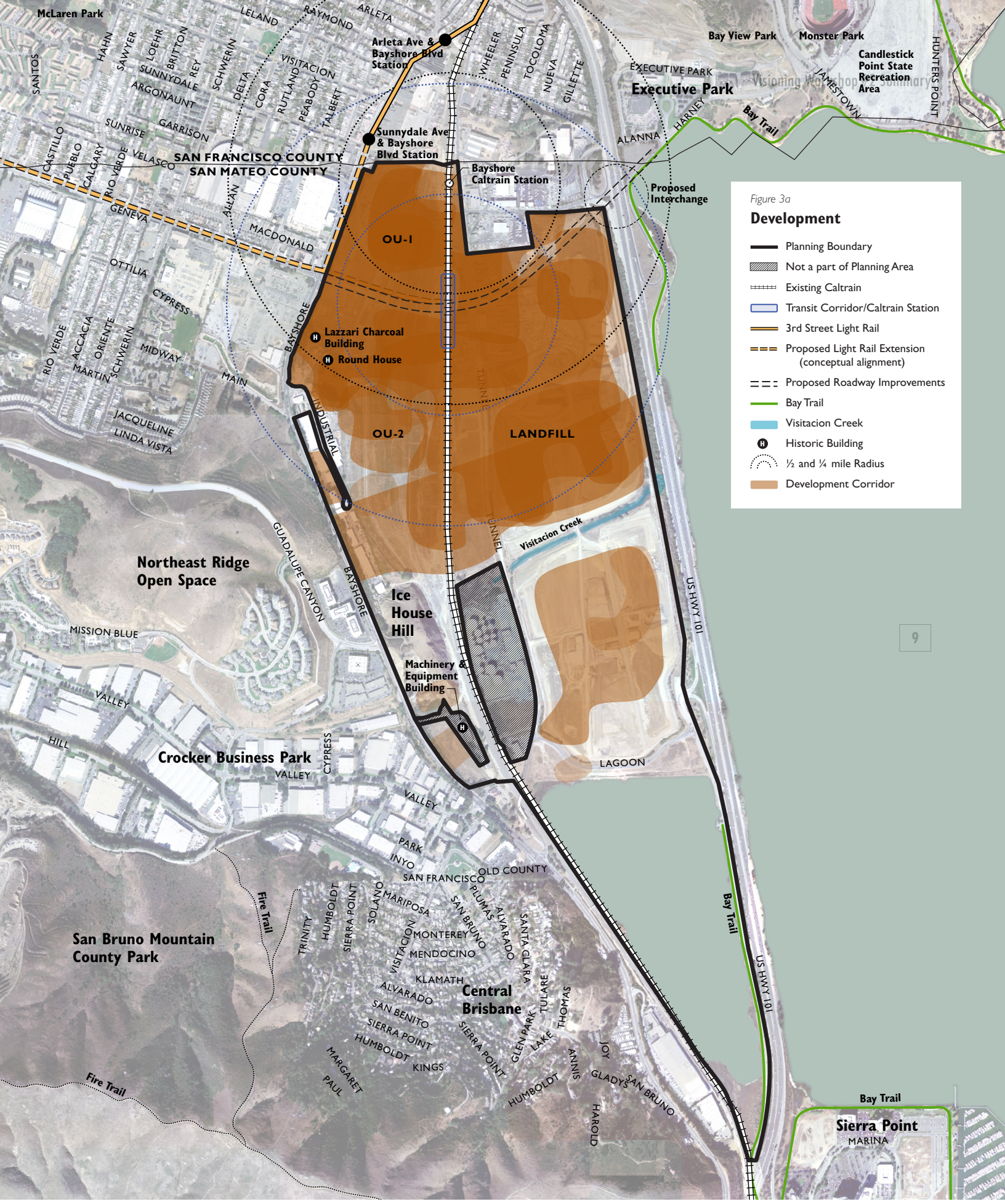
Although specific land uses and intensities varied, the overall structure of development was similar in all of the concept maps. Groups almost unanimously clustered development to the north around the transit corridor and future Geneva Avenue extension, as shown in Figure 3a. However, two groups did express concern over placing too much development at the northern end of the site, citing the need for sensitivity to the Visitaciton Valley area in San Francisco and cautioning that the wind channel along the Geneva corridor could create a wind tunnel effect through development.



Participants discuss their concept maps

For the most part, uses within a quarter-mile of the transit corridor were comprised of some form of mixed-use development, with a combination of commercial, office, hotel, retail, and entertainment uses. However, specific uses varied, with two groups indicating the possibility of wind farm facilities just north of the Geneva Avenue corridor, and three groups identifying a small residential component. Uses outside of the quarter-mile area varied to a greater extent, and included additional mixed commercial and entertainment uses as well as "green-technology" office and R&D uses, and a diverse mix of public and entertainment venues. Figure 3b catalogues the locations and types of uses suggested by all of the groups. The most popular suggestion of the potential venues in the Baylands was an educational or learning center, which was located in the Round House by a few groups and near the Lagoon by another. Other suggestions included large entertainment venues such as a football stadium or Cow Palace, and smaller venues such as a town square/farmer's market, bike and boat rentals, greenhouse, and community performance center. One group also suggested the possibility of food production, such as mushrooms or other plants that could be grown in facilities above-ground.

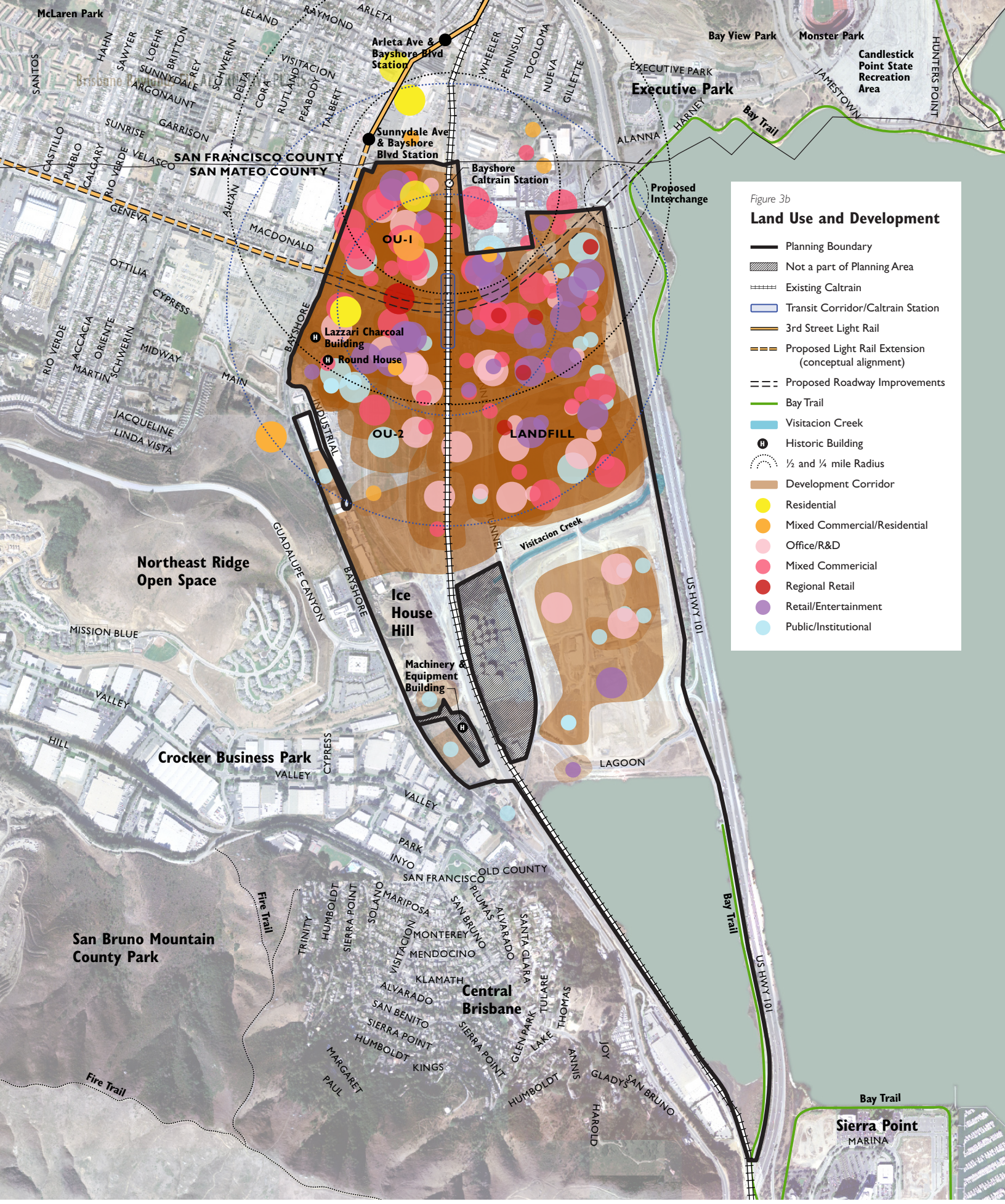
Specific comments by groups regarding land uses referred to both retail and residential uses. Almost all groups agreed that retail should be smaller in scale, with emphasis on pedestrian orientation. The big-box retail typology was explicitly rejected both on maps and in group discussions. Residential development remained under debate; although three groups included a small component of residential uses in the transit corridor area, four groups stated that they do not want residential development at all. The major reason cited at this meeting for rejecting additional residential development was a fear that it would create a "second Brisbane" and cause fragmentation of the community and sense of place, although soil contamination was also presented as a reason.



DYETT & BHATIA
Urban and Regional Planners

Brisbane Baylands

Development



0 0.25 0.5 Miles

DYETT & BHATIA
Urban and Regional Planners

Brisbane Baylands

Land Use and Development

BUILDING HEIGHTS AND DESIGN

Although not every group tackled issues of building height or design, those that did suggested a range of low to medium-height buildings, ranging from four to eight stories around the station area, and between two to four stories further south. One group clustered taller, five- to eight-story buildings close to transit in order to maximize open space and views throughout the rest of the site. Of the groups that proposed development south of the creek, one specified buildings to be below-grade and another proposed buildings of around two stories high; both scenarios were designed to maintain existing views from Brisbane to the Bay and beyond.

Discussion of urban design was focused on quality—of the surrounding environment, as well as the massing and efficiency of built structures. For some, maintaining the night sky was very important—lighting would therefore have to be properly designed and mitigated in new development. At the building scale, groups mentioned the need for articulation of building massing and use of green construction methods, potentially making provision for green roofs, solar panels, and wind energy production.

CIRCULATION AND PARKING

Minimizing vehicular use, coupled with access to transit, were key components in almost all of the Baylands concepts. Participants expressed concern over the potential for traffic congestion in Brisbane, poor circulation through the site, and the safety of new road infrastructure over the landfill area. Some wondered whether the Geneva corridor extension would be adequate to accommodate increased demand on the roads; others felt that Tunnel Avenue should remain as a two-lane road or serve as a key emergency route for Brisbane. Shuttles and expanded transit service were a very common solution, with groups suggesting frequent service from Brisbane, Baylands, and Sierra Point to intermodal transit modes like Caltrain and the San Francisco International Airport. On the maps, three groups identified possible routes and stops in the Baylands site that included both shuttle and light rail service. These routes are shown in Figure 4 in conjuction with suggested road, bicycle, and pedestrian networks identified in the group concept maps.

In addition, several groups felt that parking should be consolidated—either in "green" or "high-rise" parking structures, underground, or in specific locations, such as the western periphery of the site—in order to emphasize pedestrian, bicycle, and shuttle movements within the Baylands site.



Group Discussion



0 0.25 0.5 Miles

DYETT & BHATIA
Urban and Regional Planners

Brisbane Baylands

Circulation

2.2 COMPARISON MEASURES

An initial list of comparison measures to analyze alternatives concepts was presented to workshop participants. These measures included land use intensity and building area; amount and type of open space as well as distance to parks; traffic generation and transit; building heights and FARs; and sustainability, and are included in Appendix D.

Group discussions of these measures generated additional concerns to be addressed in the analysis of the alternatives. Several issues were mentioned, including the phasing of soil cleanup, availability of water supply and treatment capacity, potential rise in sea level, and the safety and feasibility of development on the site. Specific measures were also suggested, which focused on the sustainability of the environment, as well as the quality of life and viability of development:

- Jobs to building area ratio (large format versus small scale);
- Projected revenue and cost comparison by use of energy-neutral development;
- Emissions produced by more cars and other vehicles;
- Paved area and resulting added run-off to the Bay; and

As the alternatives comparison measures are revised, they will be refined to be as measurable and specific as possible given the information available through the EIR process.



Workshop participants present their group plans.

2.3 NEXT STEPS

The ideas and information gathered from the first two Visioning Workshops will be used to facilitate the next step—the generation of Alternative Plans to be analyzed for the EIR. These alternatives will be based on Stakeholder Interviews, Decision-Maker workshops such as with the City Council and Planning Commission, and the two Community Visioning Workshops; as well as the issues, opportunities, and constraints identified in analysis of site conditions.

Several major plan components emerged as part of the visioning process for the alternatives, sharing many of the same characteristics including intensity, specific uses, and location. Some of the major components—those that were mentioned and mapped most often by the community—will likely be incorporated into one or more of the alternatives. These components include:

- Alternative energy sources such as a windmill farm and solar panels;
- Open space south of Visitacion Creek for both active and passive uses;
- Cluster of mixed-use commercial, office, and retail development to the north near transit;
- Expanded wetlands along Visitacion Creek; and
- Lagoon with active uses (such as non-motorized boating or kayaking).

Additional land use components with support from at least half of the groups included a wastewater treatment plant, consolidated parking and shuttle system, golf course, and wetlands and park space west of the railroad tracks, among others. These may also be incorporated into one or more of the alternatives. An additional item that will require direction from decision-makers is whether residential uses—suggested by three of the seven groups—should be explored in at least one alternative.

Once preliminary Alternatives have been drafted, a community workshop will be held to discuss and compare the plans. Participants will focus on specific issues and measures of comparison, and will be involved in an interactive discussion to determine which alternatives have community support. This input will guide the planning team in further refining and drafting the final Alternatives for the EIR.

Appendix A
Workshop Agenda

BRISBANE BAYLANDS COMMUNITY VISIONING WORKSHOP

Saturday, May 12, 10am-12pm
Brisbane Community Center

I. Welcome from City of Brisbane

II. Presentation of project context

Workshop Purpose and Agenda

Key Findings from Public Input

Constraints

Synthesis of Constraints

III. Small Group Exercise Overview and Ground Rules

Rajeev Bhatia, Dyett & Bhatia

IV. "Alternatives Concepts"

Indicator Preview and Feedback—Review and feedback on preliminary list of indicators that will be used to create and evaluate alternatives.

Alternatives—Participants in small groups will collage together their preferred vision.

V. Group Report of "Alternatives Concepts"

VI. Next Steps and Adjournment by City of Brisbane

Appendix B
Group Concept Maps

Concept maps are presented in order of table numbers. In the interest of clear organization of information, Table 8 is presented as "Group 7" both in this appendix and Appendix C. The legend for the post-it notes used on the maps is included below.

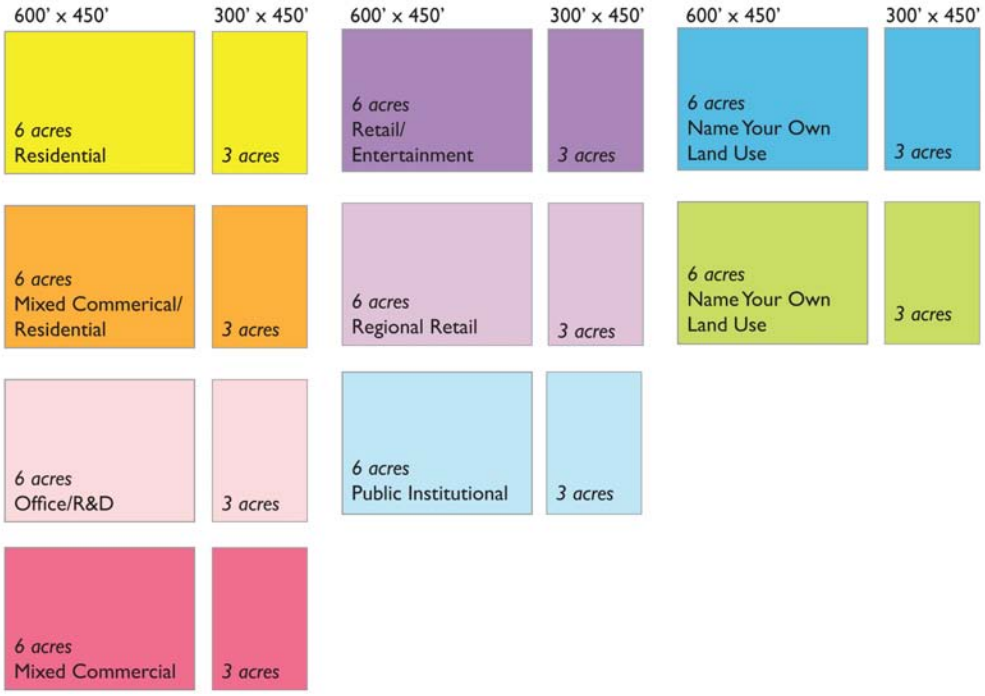



TABLE
LEGEND
Executive Park
Baylhore Caltrain Station
Proposed Interchange
SAN FRANCISCO COUN
SAN MATEO COUNTY
Northeast Ridge Open Space
Ice House Hill
Machinery and Equipment Building
Crocker Business Park
San Bruno Mountain County Park
Central Brisbane
2+ story
ACTIVE USES
OPEN SPACE
Land Use

Group 1


Executive Park
Sunnydale Ave & Brisbane Blvd Station
Baylands Caltrain Station
Proposed Interchange
LEGEND
Lazzari Charcoal Building
Round House
Northeast Ridge Open Space
Ice House Hill
Machinery and Equipment Building
Crocker Business Park
San Bruno Mountain County Park
Central Brisbane
LAGOON

Group 2


TABLE 3
Executive Park
SAN FRANCISCO COUNTY
SAN MATEO COUNTY
Proposed Interchange
LEGEND
LANDFILL
Northeast Ridge Open Space
TRANSITION ZONE
Ice House Hill
Machinery and Equipment Building
Crocker Business Park
TRAIL
San Bruno Mountain County Park
Central Brisbane
Land Use
Name Your Own Land Use

Group 3

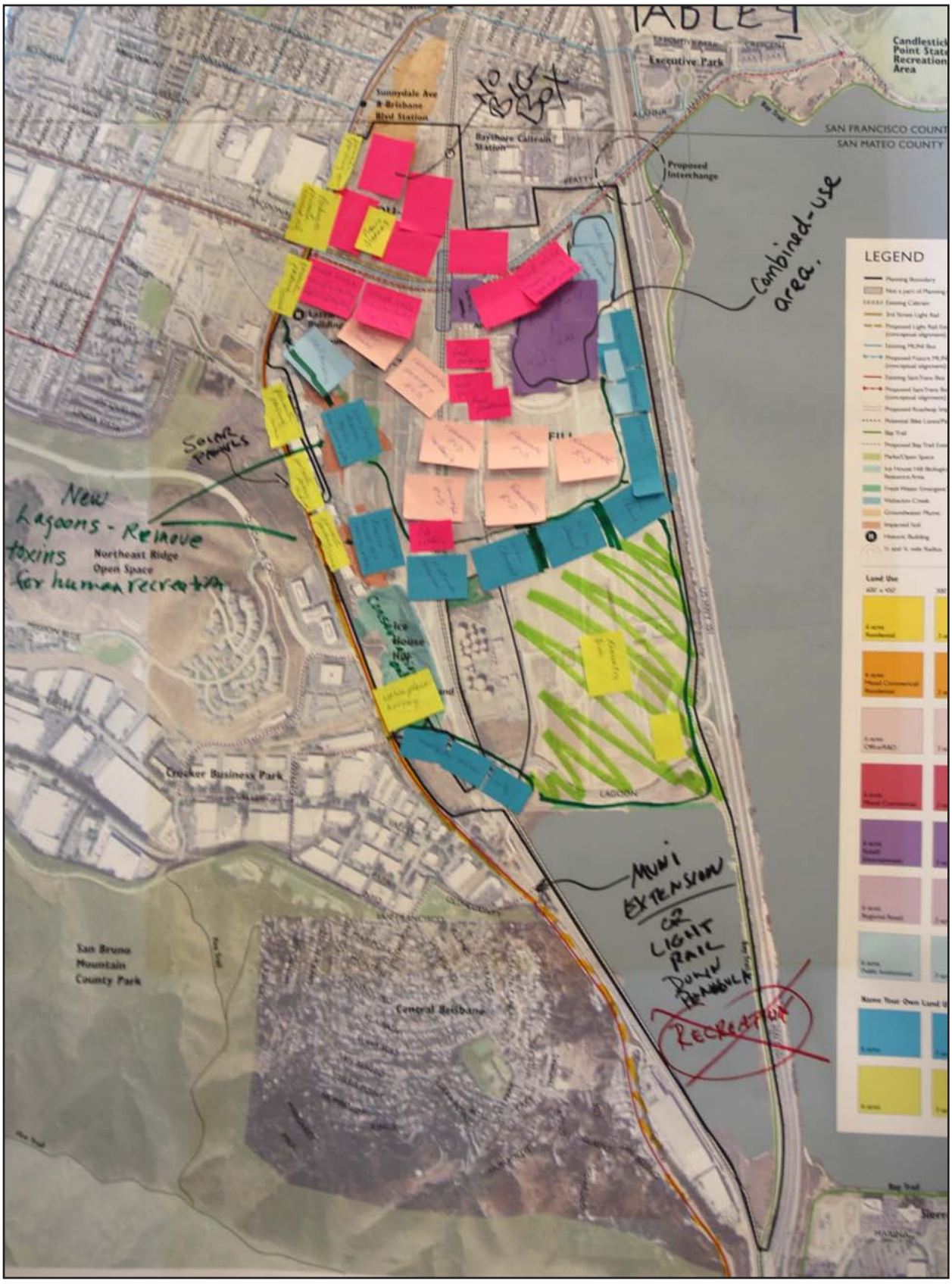
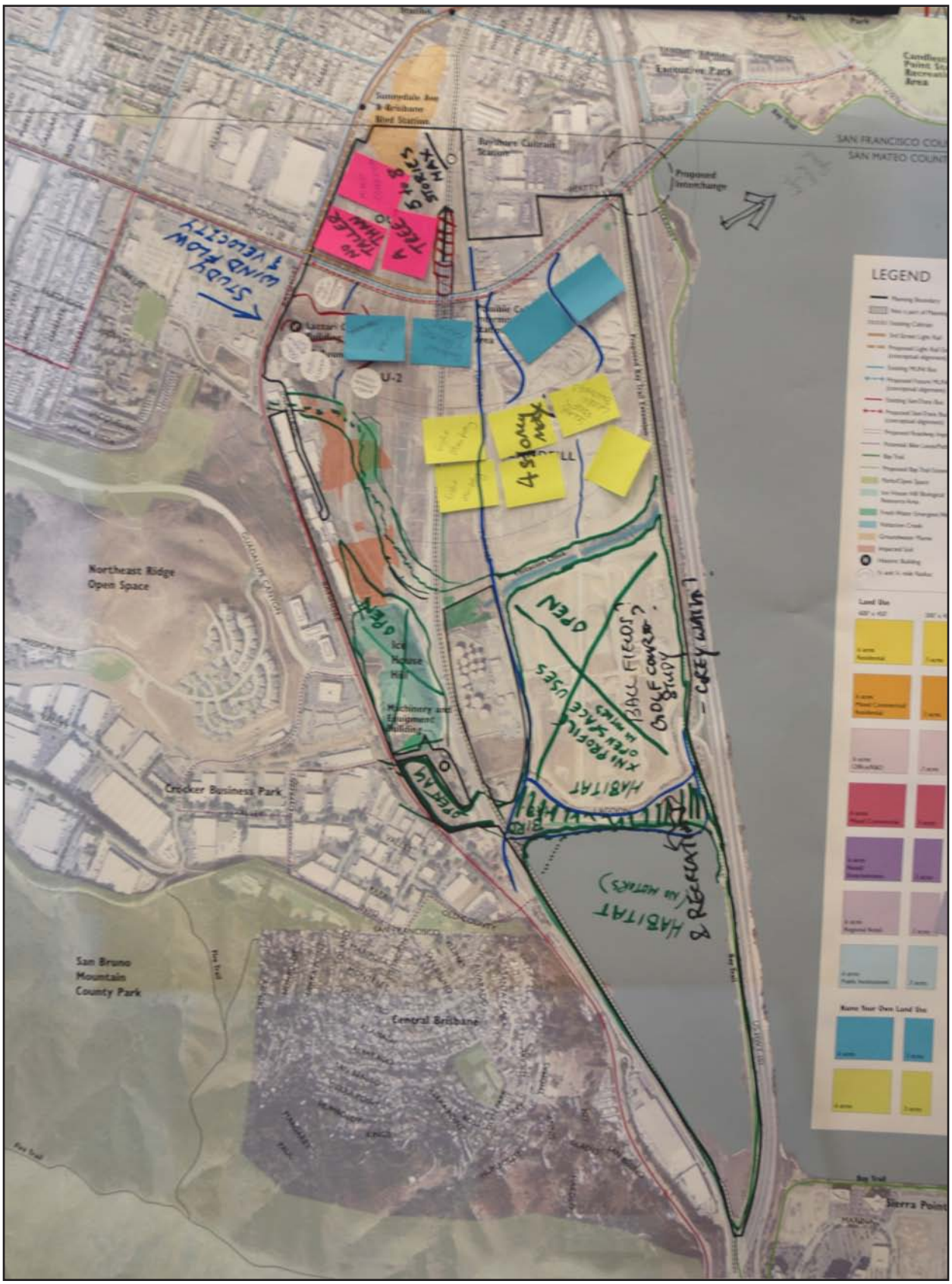


TABLE 4
NO BIG BOX
Executive Park
Candlestick Point State Recreation Area
Yunnydale Ave
Brisbane Blvd Station
Baythore Caltrain Station
SAN FRANCISCO COUNTY
SAN MATEO COUNTY
Proposed Interchange
Combined-use area.
LEGEND
SOLAR PANELS
New Lagoons - Remove toxins for human recreation
Northeast Ridge Open Space
Crocker Business Park
LAGOON
MUNI EXTENSION OR LIGHT RAIL DOWN PENINSULA
RECREATION
San Bruno Mountain County Park
General Brisbane

Group 4


Executive Park
Recreation Area
SAN FRANCISCO COUNTY
SAN MATEO COUNTY
Sunnydale Ave & Brisbane Blvd Station
Baylshore Caltrain Station
Proposed Interchange
TABLE 5
5
LEGEND
Land Use
Northeast Ridge Open Space
Ice House Hill
Machinery and Equipment Building
Crocker Business Park
San Bruno Mountain County Park
Central Brisbane
LAGOON
BIRD SANCTUARY
Wind Tunnel
Energy
Sewage Treatment Plant
Open Space
Name Your Own Land Use

Group 5


LEGEND
Northeast Ridge
Open Space
Crocker Business Park
San Bruno
Mountain
County Park
Central Brisbane
Sierra Point
Proposed
Interchange
U-2
OPEN
HABITAT
BALL FIELDS?
GOLF COURSE?
STUDY
WIND FLOW
& VELOCITY
4 STORY MAX.
6 to 8
STORIES
MAX
A
TREE
TALLER
THAN
NO

Group 6


Candlestick Point State Recreation Area
Executive Park
Sunnydale Ave & Brisbane Bird Station
SAN FRANCISCO COUNTY
SAN MATEO COUNTY
Proposed Interchange
TABLE 8
LEGEND
Land Use
Northeast Ridge Open Space
Crocker Business Park
San Bruno Mountain County Park
Central Brisbane
Sierra Point
Bay Trail

Group 7

[Page left intentionally blank.]

Appendix C
Group Discussion Comments

This appendix catalogues the comments shared and recorded during group dicussions. These comments are actual written statements contributed by workshop participants and have not been edited. For document consistency and clarity, Group 7 comments represent Table 8 and thus correspond with the Group 7 concept map in Appendix B.

GROUP 1

- Wastewater treatment facility
  - Either conventional or natural (natural preferred)
- Geneva=bio boulevard (trees, bike, and pedestrian friendly)
- New remediation concepts needed–no caps
- All roads bike- and pedestrian- friendly
- Don't put all development at north end
- Access to bay
  - Trails
  - With or without water
- Study salt water infiltration
- Possible wind energy farm and solar power
- Educational venues
  - One at Round House?
  - One at Lagoon for science/resource center
- No big box
- TOD development at multi-modal hub
- Clustered height okay if more open space (maximum 5-8 floors)
- Table map

GROUP 2

- Less than 10 minute walk to parks
- Historic building preservation
- Access to rail/transit

- Jobs to building area ratio (large format v. small scale)
- Projected revenue
  - Cost comparison by use of energy-neutral development

GROUP 3

BUILDING HEIGHTS

- Keep buildings low
- Don't block any views

OPEN SPACE

- Keep open space toward the south near lagoon (south of Visitacion Creek)
- Some areas active, some passive
- Like idea of laying back Visitacion Creek
- And more open space north of Creek (picnic areas near creek, in open space)
- Public uses/facilities north of creek
- Transition zone between OS and PF
- Retail
- "Small retail": not regional
  - Retail, entertainment, restaurants

DEVELOPMENT

- Build in OU-2 area
  - Not landfill area
- No residential
  - Keep Brisbane small
- Office/research and development in northern OU-2
  - Green technology
- Keep office/mixed commercial near proposed station area
- No regional retail ("big box")

ALTERNATIVE ENERGY

- Solar on commercial buildings
- Windmills (between Geneva and office/commercial area)

LAGOON

- Maintain as wildlife habitat and lagoon
- Open to non-motorized recreation
- Extend Bay Trail along lagoon

HISTORIC PRESERVATION

- Preservation of Round House/Lazzari Building not crucial

GROUP 4

- Land and human health
  - Different potential for safety outcomes
- Alternatives that differ in their remediation strategies. Resource mining?
- Cleanup first
- Emissions produced by more cars/trucks/other
- Parking area paved, runoff to the Bay
- Relative levels of food production
- Alternative engineering approaches for roads (like bridges)
- Football stadium
- Marina
- Wastewater treatment
- Town square/farmers' market
- Table

GROUP 5

- Wetlands extend to larger area than shown (many tadpoles)
- Concern about not anchoring in bedrock
- Is Geneva extension definite? (What about timing?)
- South of Visitacion Creek:
  - Should be open space
  - Highly visible
- Potential open space near Industrial Street
- Take natural drainage into account
- Recreational uses generally allowed in open space
- Concern about traffic increase on Geneva (also Bayshore)
- Idea: move Cow Palace to Baylands site
- Take advantage of transportation conjunctions
  - Intermodal/Caltrain
  - Airport
- Use high-rise parking (with solar chargers)
- Retail on north end will be in a wind tunnel
- Don't want housing
- Link shuttles to the town and Sierra Point
- Need frequent shuttle service (also: shuttle from parking, small shuttles)
- Large solar panels on roof of high-rise parking
- Tie the shuttle and parking together
- Integrate Bay Trail into the project (not next to freeway)
- Bike and boat rental
- No "big box" retail
- Don't want housing because it will dilute Brisbane. Fragmented, not part of Brisbane.
- Where will water come from?
- Waste treatment issue

- Water supply
- Development will be inter-mixed with the "wind tunnel" area
- Commercial buildings should have articulated building structures
- Provide emergency access
  - Tunnel Ave.: key emergency route

GROUP 6

- Safety and feasibility of housing?
- Energy production
- Cost of moving Caltrain station
- Direction and velocity of wind
- Golf course near lagoon?
  - Recreation and habitat
- Survey watershed and creeks
- Wind farm? Solar farm?
- Light manufacturers
  - How do we get raw materials to the site?
- Removal of waste from site
- Residential? No
- Bay Trail and Summit Trail
  - Connect–continuous trail
- Ag: greenhouse/nursery at site close to machinery and equipment
- Tunnel not to be widened
- Small/medium performing center
- Energy learning center
- No non-residents down south?

GROUP 7

TOXINS QUESTIONS/MITIGATIONS

- Permeable v. impermeable membrane for caps (use plants)
- Water rise due to global warming–effect on leaching toxins into the bay
- Use wind to harvest volatiles to recycle?

"GREEN BUILDING"

- Eco roofs
- Permeable pavements
- Underground water cisterns
- Native plants for landscaping
- No impermeable caps–USE PLANTS to purify
- Alternative energy: windmills?
- Screened or building-housed parking (underground)
- Plan lower floors for 3-5' water by 2022?
- Solar power
- Keep night sky

Appendix D
Comparison Measures Table

ALTERNATIVES COMPARISON MEASURES	
Land Use	Intensity of land uses and transit ridership generation within 1/4-mile and 1/2-mile radii from proposed intermodal transit station Total building area and jobs by land use
Open Space	Amount of open space by acres and type (parks, recreation, conservation areas, etc.) Percent of residents and employees within a 10-minute walk of open space
Transportation	Quantify various indicators including trip generation and LOS at peak times Anticipate trips by mode, including vehicle, transit, bicycle, and pedestrian modes
Building Heights & Density	Range of building heights by area, overall and specific area FARs
Sustainability*	Examine environmental issues such as waste production, water usage, energy resources, air quality, and water run off. Percent of roof surface area devoted to sustainable practice such as green roofs and solar panels.

*Part of future analysis of Alternatives in the EIR.

DYETT & BHATIA
Urban and Regional Planners