To: John Swiecki, Community Development Director, City of Brisbane
From: Cris Hart
January 10th, 2011

Dear Mr Swieki,

I would like to see these comments addressed during the Scoping and EIR Process of the Brisbane Baylands Development:

1) Vibration effects of development process on the stability of historic roundhouse. In it's current state the building is compromised by one half of the roof in deteriorating condition and lack of windows framing. Presumably vulnerable is the southern end wall and perimeter wall which has no roof and is therefore no stabilizing membrane. Being built on pilings and having withstood the Loma Prieta Earthquake in 1989 the building seems solid but note the fire which consumed the half of the roof happened after that earthquake. Steps need to be taken to stabilize the roundhouse in the case of man-made vibrations (pile driving, heavy equipment) that would threaten the building during the development.

2) Alternative transportation by rail. The rail access to the baylands should not be eliminated. It is a sustainable form of transportation for goods and people. Currently the Sierra Point Lumber Company receives goods by railcars on the eastern side of the development, and Recology re-opened their rail connection several years ago to provide for moving materials out by rail.. Since those industries/businesses are either staying where they are or being relocated in the redevelopment plans, they should continue to be able use rail transportation. The clean tech center being suggested for that area may want to include rail transportation improvements in their studies. Although it would not likely be a manufacturing facility, a rail connection would allow a convenient place for boarding or testing.

3) As shown in the executive summary, the road(two lanes with parallel parking spaces

on both sides) around the roundhouse will create noise and distraction in an area that is designated a “cultural envelope”. Having 360 degree roadways circle around the cultural center will make it pedestrian unfriendly, unable to transition into open or park space, instead placing it in a vortex of noise which will discourage any outdoor activity.

4) Cultural significance of the Roundhouse appropriate use. The highest standard of preservation is to use a building for it’s originally intended purpose. Should an opportunity to establish a museum of railroad technology and culture at the Roundhouse be presented, a connection to the national rail system would enable display, commemoration, demonstration of crafts, and restoration of railroad artifacts to take place. Only a single track right of way from the rail system to the turntable needs to be considered, but the minimum curve and change in grade needs to allow for the connection to be used by equipment of national importance which would make the venue viable for that kind of operation.

Please call or email with any questions. Thank you for your consideration.
Sincerely,

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