



# Alternatives Workshop Summary Report



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Prepared by

**DYETT & BHATIA**  
Urban and Regional Planners



# Contents

|   |  |    |
|---|--|----|
| 1 | Workshop Overview.....                                     | 1  |
| 2 | Key Findings.....  | 3  |
| 3 | Activity #1: Open House.....                               | 5  |
| 4 | Activity #2: Small Group Discussion.....                   | 9  |
| 5 | Next Steps.....  | 15 |
|   | Appendix A: Open House Posters.....                        | 17 |
|   | Appendix B: Transcribed Open House Poster Comments.....    | 25 |
|   | Appendix C: Small Group Brainstorming Flipchart Notes..... | 27 |

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# I Workshop Overview

In June 2017, the City of San Bruno initiated a planning process to develop a Specific Plan for the 98-acre Bayhill district, bounded by Interstate 380, Interstate 280, El Camino Real, and San Bruno Avenue. The Bayhill Specific Plan will outline a cohesive, long-term vision for this key district, which is home to the largest employment cluster in the city.

As one of the first steps in the plan-preparation process, the planning team reached out to the community, property owners, agencies, and other stakeholders in the summer of 2017 to develop a community-driven vision and set of guiding principles for the area. Background research on the key issues and opportunities to be addressed by the Specific Plan was conducted concurrently with community outreach, and summarized in an Existing Conditions Report completed in the fall of 2017.

Four concept Alternatives were developed based on the resulting initial outreach conducted in the Summer of 2017, the resulting Vision Statement & Guiding Principles, and visioning information received from YouTube. Preliminary street design concepts were also developed at this stage to illustrate potential options for changes to various roadways and intersections throughout the Bayhill district with a view to improving street design and multimodal connectivity while contributing to a more vibrant public realm. An Alternatives Report released in July 2018 provided a summary of the alternatives and options as well as their respective transportation, fiscal, and housing impacts.

*The Bayhill Specific Plan will outline a cohesive, long-term vision for this key district, which is home to the largest employment cluster in the city.*



*The objective of the workshop was to introduce the community to the alternatives and streetscape concepts and engage in a dialogue about which best responded to the community's vision for Bayhill.*

On July 31, 2018, these alternatives as well as the corresponding technical analysis of their impacts were presented to the community at a community workshop held at the San Bruno Senior Center. The objective of the workshop was to introduce the community to the alternatives and to the streetscape concepts and engage in a dialogue about which of the alternatives and streetscape concepts or aspects of each best responded to the community's vision for Bayhill. The workshop was designed to help the City and the planning team understand the community's preferences regarding the alternatives and the streetscape concepts.

The workshop was structured to gain feedback from each individual participant, as well as encourage participants to deliberate with one another. Approximately 70 community members attended. The workshop began with a presentation about the project, addressing the specific plan process and project schedule; the four alternatives and their impacts in terms of development, transportation, housing, and the City's fiscal health, and a brief overview of the workshop's two interactive exercises. Each table was provided with maps illustrating the four alternatives and the streetscape concepts for reference during the activities and discussions. The results of the workshop's two activities are summarized on the following pages.



## 2 Key Findings

Key feedback received on the Alternatives is summarized below. Additional detail is provided in Chapters 3 and 4 and in the appendices at the end of this report.

### SMALL GROUP BRAINSTORMING ACTIVITY

A few main themes emerged from the small group discussion and report out that followed. Most tables were concerned about parking and wanted to ensure that there would be adequate parking in Bayhill not just for office uses, but for residential and civic uses as well. Most tables also expressed a desire to maintain Cherry Avenue open to vehicular traffic. Multi-modal transportation connectivity was identified as a priority in some groups, especially improved pedestrian connections along and across San Bruno Avenue.

Most table groups expressed an overall preference for more than one Alternative. Four tables out of six identified Alternative 1, Central Spine, as one of their preferred options. Each of the other three Alternatives was identified as a preferred option by two table groups.

While some table discussions indicated support for housing, gathering spaces, and civic uses to be located within Bayhill, others suggested that these uses might be more appropriate elsewhere in San Bruno so as to maintain Bayhill as an office park. In terms of commercial uses and retail, two tables discussed encouraging Bayhill employees to patronize San Bruno businesses, for instance by restricting employee cafeterias.

### OPEN HOUSE GUIDING PRINCIPLES ACTIVITY

During the open house portion of the workshop, participants were asked to identify which Alternatives best met each of the project’s community-driven guiding principles. Table 2-1 shows a summary of the overall results of this voting exercise. It should be noted that participation in this exercise was relatively low compared with the overall participation at the meeting. More detail on the results of this exercise is provided in Chapter 3.

**TABLE 2-1: SUMMARY OF OPEN HOUSE GUIDING PRINCIPLES ACTIVITY**

|  | <i>Alternative 1:<br/>Central Spine</i> | <i>Alternative 2:<br/>Bayhill Square</i> | <i>Alternative 3:<br/>Cherry Plaza</i> | <i>Alternative 4:<br/>Greenway<br/>Connection</i> |
|--|---|--|--|---|
| <i>Total votes received during<br/>guiding principles activity</i> | 18                                      | 22                                       | 9                                      | 8   |

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### 3 Activity #1: Open House

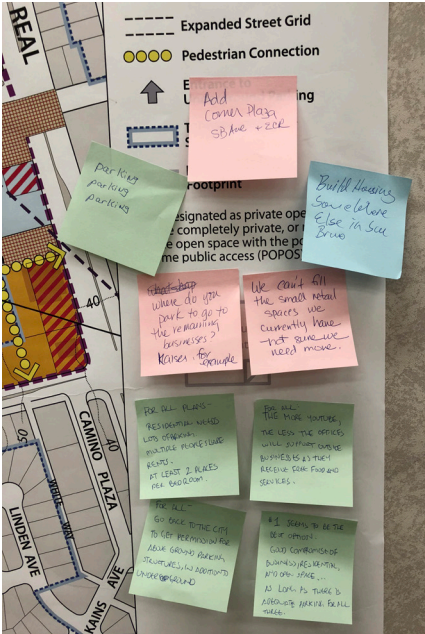
The first activity consisted of an open house, during which workshop attendees were invited to review materials posted around the room and provide written comments using post-it notes. As shown in Appendix A, materials included the project schedule, diagrams of the four alternatives, a summary of the impacts of the alternatives, and renderings of the streetscape concepts for Cherry Avenue, San Bruno Avenue, and El Camino Real. Two posters also displayed a matrix with the alternatives on one axis and the guiding principles on the other, and participants were invited to use sticky dots to indicate which alternative best achieves each guiding principle.

While many community members walked around the posters and asked questions, comments on the posters themselves were somewhat limited. Feedback received during the open house activity is summarized below. A comprehensive list of all comments received is included in Appendix B at the end of this report.



## Alternative 1

One commenter expressed that Alternative 1 was the best option, stating that it was a “good compromise of business, residential, and open space.” Another suggested that a corner plaza at San Bruno Avenue and El Camino Real be added to this Alternative. Others expressed concern about the viability of small retail spaces in Bayhill’s interior and that a potential YouTube cafeteria would reduce employees’ patronage of San Bruno dining establishments. One comment stated that housing should be built elsewhere in the city, and several identified the provision of “adequate parking” as a primary concern.



## Alternative 2

Comments on the central square proposed for Alternative 2 included one expressing a liking for the square, stating that it “gives a new public identity to Bayhill,” and another asking whether the square would be open to the public. Again, there was a suggestion to include a corner plaza at San Bruno Avenue and El Camino Real, a statement that housing should be built elsewhere, and a question about where people living in Bayhill or visiting its businesses will park.

## Alternative 3

The majority of the comments on the Alternative 3 poster focused on a desire to keep Cherry Avenue open to vehicular traffic. Comments received included, “Don’t like the idea of reduced access between San Bruno Avenue and Sneath Lane” and “Don’t block Cherry. [It would make it] hard to get to the Bayhill Shopping Center for Peninsula Place and Cherry Villas [residents].” However, one comment thought improving crosswalks across Cherry Avenue should still occur, even without Cherry Plaza. Two comments emphasized housing, one relating that Alternative 3 represents a “very good way to locate housing and create a real neighborhood” and the other wondering “how to ensure housing to get [a] jobs/housing balance?”

## Alternative 4

Two commenters, who identified themselves as San Bruno residents, stated that they liked Alternative 4 the best. One person wondered, “What benefits does the community get from the added office space if allowed?” Other comments expressed a concern that this Alternative would generate “too much traffic” and an appreciation that “Cherry Avenue is still usable.”

## Housing and Fiscal Impacts

Comments on the housing and fiscal impacts poster wondered “Who will police this place?” and whether Bayhill could be the location for a new police substation. One commenter asked about the work hours of Bayhill employees, wondering if people would be coming and going “24/7.” Another wanted to see a new “library of the futures.” A final comment stated that property owners should be able to decide whether to build housing.

## Transportation Impacts

Comments on the transportation impacts poster were varied. Four comments highlighted the need for “better transit planning,” including coordination with Bart and Caltrain and providing improved shuttle service and bike connections to transit stations. One commenter even suggested a potential “pedestrian/bike bridge over El Camino Real.” Others expressed concern about vehicle volumes, including two commenters who recommended evaluating the intersection at Elm and San Bruno Avenue for traffic impacts.

*The desire to maintain Cherry Avenue open to vehicular traffic was expressed by several workshop participants.*

## Streetscape Concepts

The following feedback was provided on the streetscape design options for Cherry Avenue, San Bruno Avenue and El Camino Real:

- **Cherry Avenue:** Maintain Cherry Avenue open to vehicular traffic.
- **San Bruno Avenue:** Improve pedestrian safety by adding sidewalks along San Bruno Avenue and a “white stripe” crosswalk at the Traeger Avenue intersection.
- **El Camino Real:** One comment wanted to see housing along El Camino Real, while others expressed a concern for potential “canyons” created by tall buildings and the displacement of existing businesses (“Where will Chili’s go?”). Another commenter wanted to maintain three travel lanes in each direction on El Camino Real.



## Guiding Principles Activity

At this station, participants were asked to place sticky dots on the Alternatives that best met each of the project’s guiding principles. Below is a summary of the results of this voting exercise. It should be noted that participation in this exercise was relatively low compared with the overall participation at the meeting.

**TABLE 3-1: SUMMARY OF GUIDING PRINCIPLES DOT EXERCISE:  
WHICH ALTERNATIVE BEST MEETS EACH GUIDING PRINCIPLE?**

|   | Alternative 1:<br>Central Spine | Alternative 2:<br>Bayhill Square | Alternative 3:<br>Cherry Plaza | Alternative 4:<br>Greenway<br>Connection |
|---|---------------------------------|----------------------------------|--------------------------------|--|
| 1. Promote a vibrant mixed-use walkable district          | 5                               | 4                                | 1                              | 1  |
| 2. Enhance the Public Realm and Promote Quality Design    | 4                               | 4                                |                                | 1  |
| 3. Improve Multimodal Mobility                            | 3                               | 3                                | 1                              | 2  |
| 4. Foster Housing Development                             | 2                               |                                  | 3                              | 2  |
| 5. Integrate Bayhill with the Greater San Bruno Community | 1                               | 3                                | 1                              |  |
| 6. Incorporate Public Amenities                           | 2                               | 4                                |                                |  |
| 7. Ensure Net Positive Fiscal Impact                      | 1                               | 1                                | 2                              | 2  |
| 8. Promote Optimal Long-term Development Patterns         |                                 | 3                                | 1                              |  |
| <b>Total</b>  | <b>18</b>                       | <b>22</b>                        | <b>9</b>                       | <b>8</b>                                 |

Note: Figures in this table indicate the number of sticky dot votes that each Alternative received for each guiding principle.

One written comment was placed on the guiding principles board, recommending that a hybrid plan that take best elements of each Alternative be developed.

## 4 Activity #2: Small Group Discussion

In the second activity, participants were asked to gather around tables and engage in small group discussions about the alternatives and streetscape concepts. Topics for discussion were displayed as a presentation slide and included the following:

- Vision/Preferred Concept:
  - How do the alternatives respond to the Vision/Guiding Principles?
  - Which concept or combination of alternatives do you best like?
  - Are there additional things you want to add or change?
  - What key concerns or issues do you have?
- Input on streetscape possibilities





## COMMON THEMES

A few main themes emerged from the small group discussion and report out that followed. Most tables were concerned about parking and wanted to ensure that there would be adequate parking in Bayhill not just for office uses, but for residential and civic uses as well. Most tables also expressed a desire to maintain Cherry Avenue open to vehicular traffic. Multi-modal transportation connectivity was identified as a priority in some groups, especially improved pedestrian connections along and across San Bruno Avenue.

*Most tables were concerned about parking and wanted to ensure that there would be adequate parking in Bayhill not just for office uses, but for residential and civic uses as well.*

Most table groups expressed an overall preference for more than one Alternative. As shown by the green check marks in Table 4-1, four tables out of six identified Alternative 1, Central Spine, as one of their preferred options. Each of the other three Alternatives was identified as a preferred option by two table groups.

While some table discussions indicated support for housing, gathering spaces, and civic uses to be located within Bayhill, others suggested that these uses might be more appropriate elsewhere in San Bruno so as to maintain Bayhill as an office park. In terms of commercial uses and retail, two tables suggested encouraging Bayhill employees to patronize San Bruno businesses, for instance by restricting employee cafeterias.

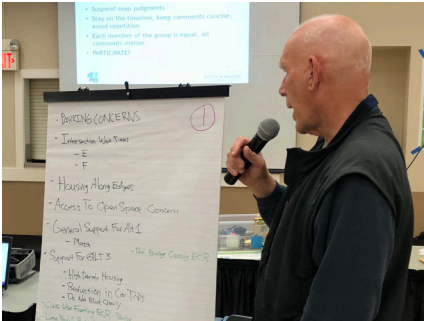
A brief summary of key discussion points at each table follows. Refer to Appendix C for a complete transcript of each table's flipchart notes.

TABLE 4-1: SUMMARY OF SMALL GROUP BRAINSTORMING ACTIVITY

|         | Alternative 1:<br>Central Spine  | Alternative 2:<br>Bayhill Square   | Alternative 3:<br>Cherry Plaza   | Alternative 4:<br>Greenway Connection  |
|---------|--|--|--|--|
| Table 1 | ✓<br>Pros:<br>• Gateway plaza<br>• Civic uses fronting El Camino Real  |  | ✓<br>Pros:<br>• High-density housing<br>• Lower traffic impacts<br>Cons:<br>• No Cherry Plaza<br>• No Housing at Bayhill |  |
| Table 2 | ✓<br>Pros:<br>• Smaller block sizes<br>Cons:<br>• Housing along San Bruno Avenue (should be along Bayhill Drive instead) | ✓<br>Pros:<br>• Central gathering space<br>Cons:<br>• Too much traffic<br>• Bayhill Drive alignment is complicated | Cons:<br>• Cherry Plaza  |  |
| Table 3 | ✓<br>Pros:<br>• Maintains status quo<br>• Street connectivity  | ✓<br>Pros:<br>• Central gathering space<br>• Civic use   | Pros:<br>• Plaza at El Camino Real and San Bruno Ave.<br>Cons:<br>• Cherry Plaza   | Cons:<br>• Not enough of a use mix   |
| Table 4 | ✓<br>Pros:<br>• Smallest amount of development   |  | Cons:<br>• Cherry Plaza  | ✓<br>Pros:<br>• True office park<br>• No civic use in Planning Area  |
| Table 5 |  |  | ✓<br>Pros:<br>• Amount of residential<br>Cons:<br>• Cherry Plaza<br>• New hotel  | ✓<br>Pros:<br>• Residential mixed use along the length of El Camino Real                                     |
| Table 6 |  |  |  | Pros:<br>• Primarily office park<br>Cons:<br>• Not enough change from status quo<br>• Lacks gathering spaces |

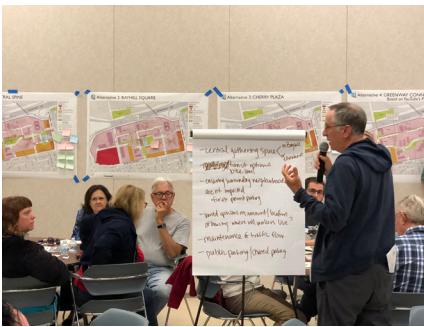
## TABLE 1

- There was **general support for Alternative 1** because of aspects such as the gateway plaza and civic use fronting El Camino Real.
- **Alternative 3** also received some support because of the high-density housing and lower traffic impacts, with the caveats that Cherry Avenue should remain open to vehicular traffic and that the Bayhill Shopping Center should be left alone.
- This table expressed concerns about how parking will be provided, increased wait times at intersections, and whether the public will have access to open spaces.



## TABLE 2

- There was **general support for Alternative 1**, but it was suggested that housing should be located along Bayhill Drive instead of San Bruno Avenue to reduce impacts to the existing residential neighborhood to the south. The smaller block sizes of this Alternative were also favored.
- **Alternative 2** also received support, particularly for the central gathering space, but some thought that it generated too much traffic and that the alignment of Bayhill Drive shouldn't be "complicated."
- There was concern that closing Cherry Avenue would present significant access issues, particularly for senior citizens who drive.
- Some participants indicated that developing housing, parks, and/or civic uses in Bayhill is a good idea, while others thought these uses would be better located elsewhere in San Bruno.
- Shared parking was discussed as a parking solution as was instituting permit requirements for surrounding residential neighborhoods to prevent overflow.
- Improving transit and active transportation facilities was suggested to address vehicular congestion.
- Other concerns raised included displacement of the existing businesses along El Camino Real and the need for affordable housing in San Bruno.



## TABLE 3

- There was a **general preference for Alternatives 1 and 2**. Alternative 1 was liked for its maintenance of the "status quo" and improved street connectivity, while the central gathering place and civic use were raised as positive attributes of Alternative 2.
- Table members expressed that Cherry Avenue should be kept open to vehicular traffic, but the plaza at San Bruno Avenue and El Camino Real was highlighted as a positive attribute of Alternative 3.
- Alternative 4 was described as having "too many eggs in one basket" given its high proportion of office development relative to other alternatives.
- Other topics of discussion included keeping retail uses in their current locations, widening freeway exits and/or creating a new Bayhill exit, extending bicycle connections beyond Bayhill, and including a hotel for the revenue it would generate for the City.

**TABLE 4**

- Table 4 expressed a **general preference for Alternative 4**, stating that it preserves Bayhill as a true office park. In the same vein, it was expressed by some members of Table 4 that Bayhill was not an appropriate place for a civic use.
- Others liked the smaller amount of development associated with **Alternative 1**.
- Some liked the idea of a new hotel, while others wanted to see the existing Marriot hotel expand.
- It was also suggested that all green spaces should be combined into a single large park, the intersection of Elm and San Bruno Avenues should be evaluated for traffic impacts, and internal cafeterias should not be allowed so as to encourage employees to patronize San Bruno establishments.
- Table 4 participants also shared concerns raised at other tables about ensuring adequate parking and maintaining Cherry Avenue open to vehicular traffic.



**TABLE 5**

- At Table 5, there was some preference for combining the residential uses of **Alternative 3** with the mixed use development along the length of El Camino Real of **Alternative 4**. However, it was asserted that Cherry Avenue should remain open to vehicular traffic and that no new hotel should be included.
- Housing was identified as a critical need, though there was no clear consensus as to whether this should be provided within Bayhill, elsewhere in San Bruno, or both. There was also concern about how best to take property owners' concerns into account.
- The provision of walkways and open space were seen as important.
- It was suggested that the City explore opportunities for locating a new police station within the Planning Area.
- As with other tables, ensuring adequate parking was a key concern, as was consideration of the potential impacts of increased development on the surrounding neighborhoods. In particular, this group wanted to see intersection improvements along San Bruno Avenue at Traeger and Chestnut.



**TABLE 6**

- **Opinions regarding the Alternatives were varied.**
- Some participants indicated that Alternative 4 didn't present enough change from the status quo and lacked gathering spaces, while others highlighted that Bayhill should remain primarily as an office park to "bring in money to the City."
- Some thought that traffic on San Bruno Avenue is "too fast," and that safety for senior pedestrians trying to access the medical facilities and offices within Bayhill is a concern.
- There was also a suggestion that residential development should include at least two parking spaces per bedroom.
- This group had mixed feelings about closing Cherry Avenue to vehicles, but generally agreed that the closure would result in a "traffic nightmare."

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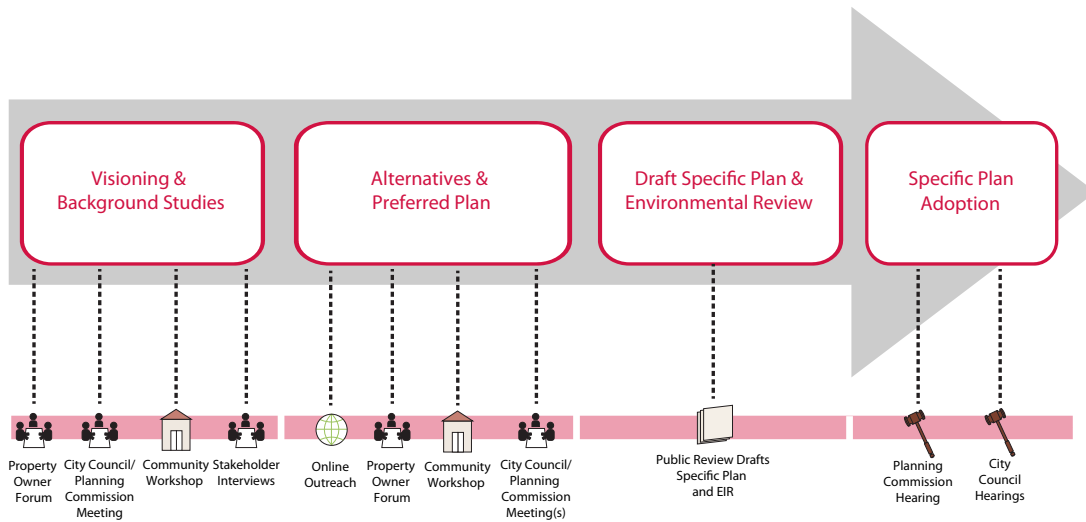
## 5 Next Steps

Community outreach on the alternatives continued with an online survey, which closed on August 12, 2018. Feedback received from the second round of community outreach will be shared at a joint session(s) of the City Council and Planning Commission. Input received from the City Council and Planning Commission will help define the Bayhill Specific Plan Environmental Impact Report (EIR) Preferred Alternative. Using the input received from the Planning Commission, the City Council will identify a Preferred Alternative to be studied in the EIR at a future meeting. The EIR Preferred Alternative will ultimately be what is studied in the Environmental Impact Report and will inform the subsequent development of the Specific Plan.

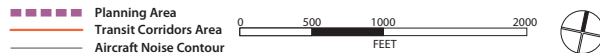
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# Appendix A: Open House Posters

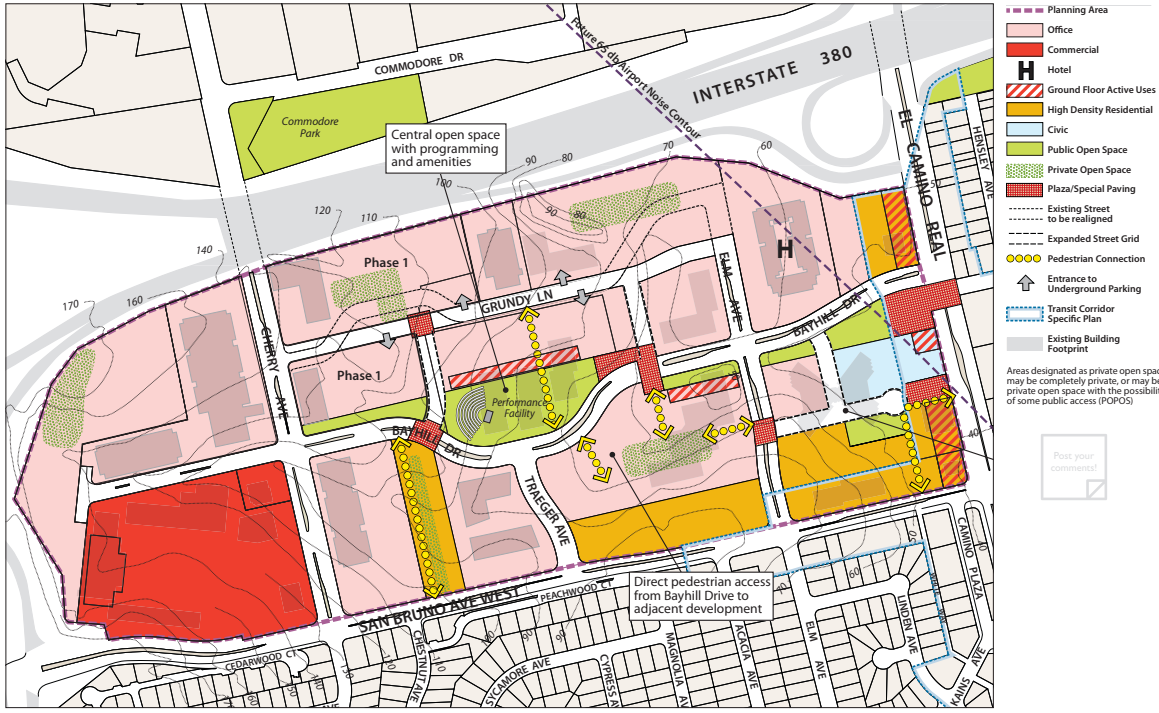
## PROCESS OUTLINE



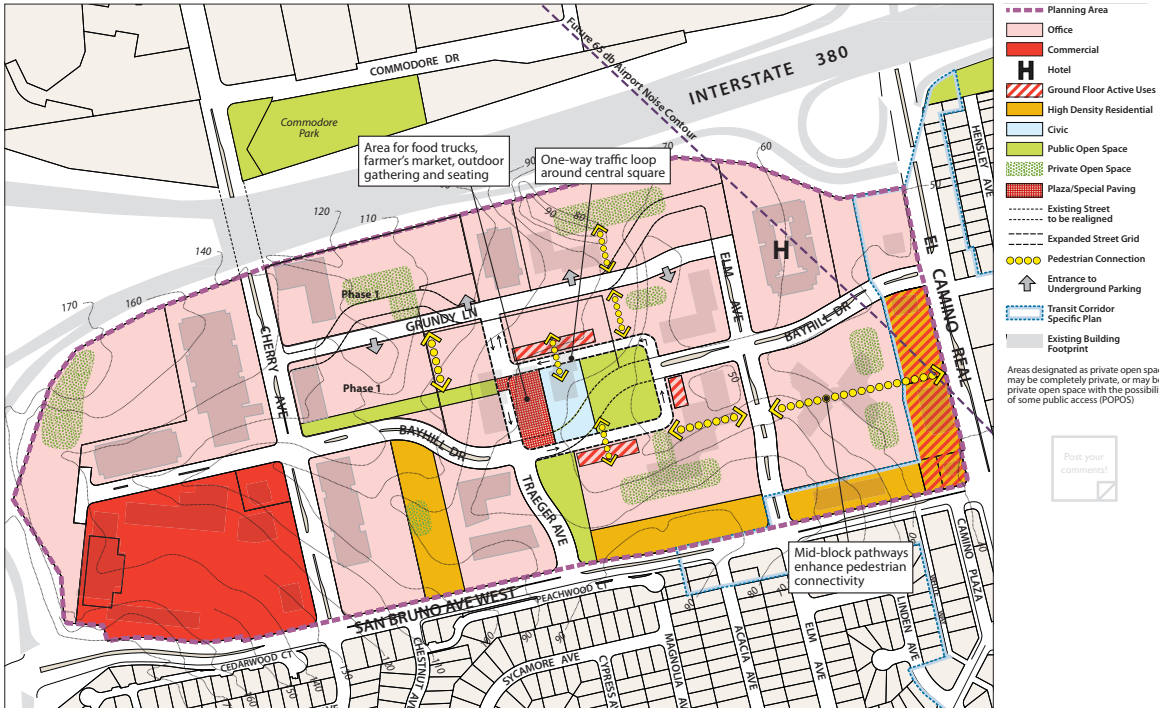
## CONTEXT



## Alternative 1: CENTRAL SPINE



## Alternative 2: BAYHILL SQUARE



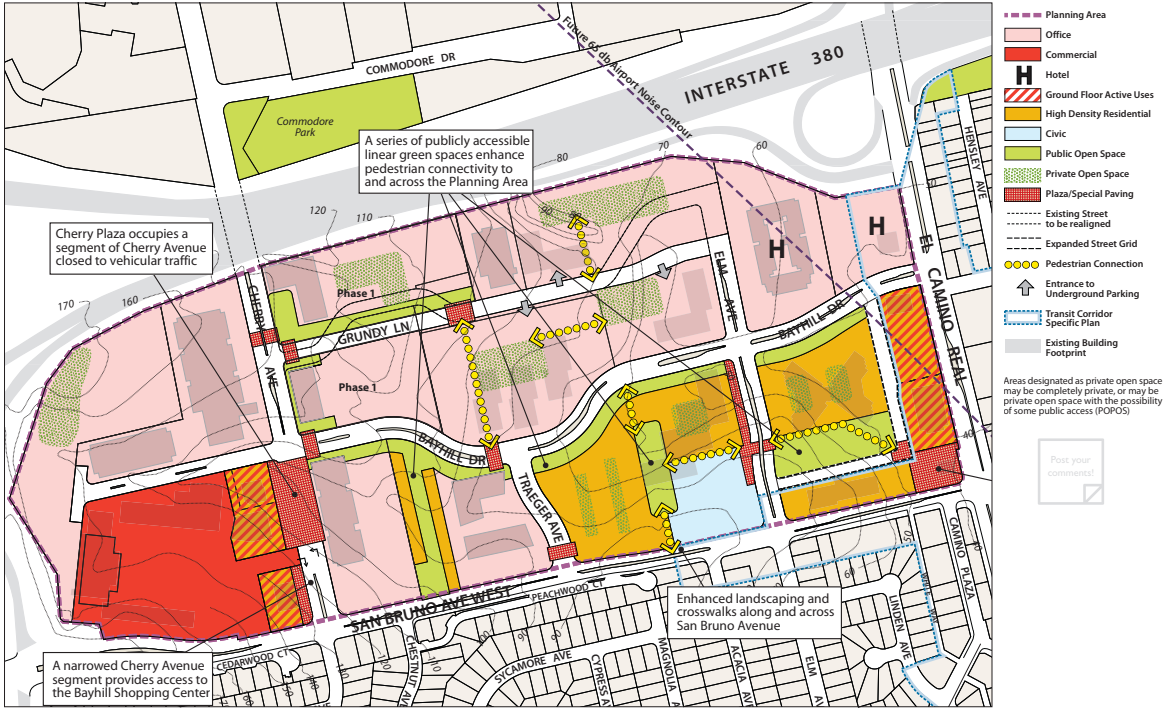
- Planning Area
  - Office
  - Commercial
  - H Hotel
  - Ground Floor Active Uses
  - High Density Residential
  - Civic
  - Public Open Space
  - Private Open Space
  - Plaza/Special Paving
  - Existing Street to be realigned
  - Expanded Street Grid
  - Pedestrian Connection
  - Entrance to Underground Parking
  - Transit Corridor Specific Plan
  - Existing Building Footprint
- Areas designated as private open space may be completely private, or may be private open space with the possibility of some public access (POPOS)

Post your comment

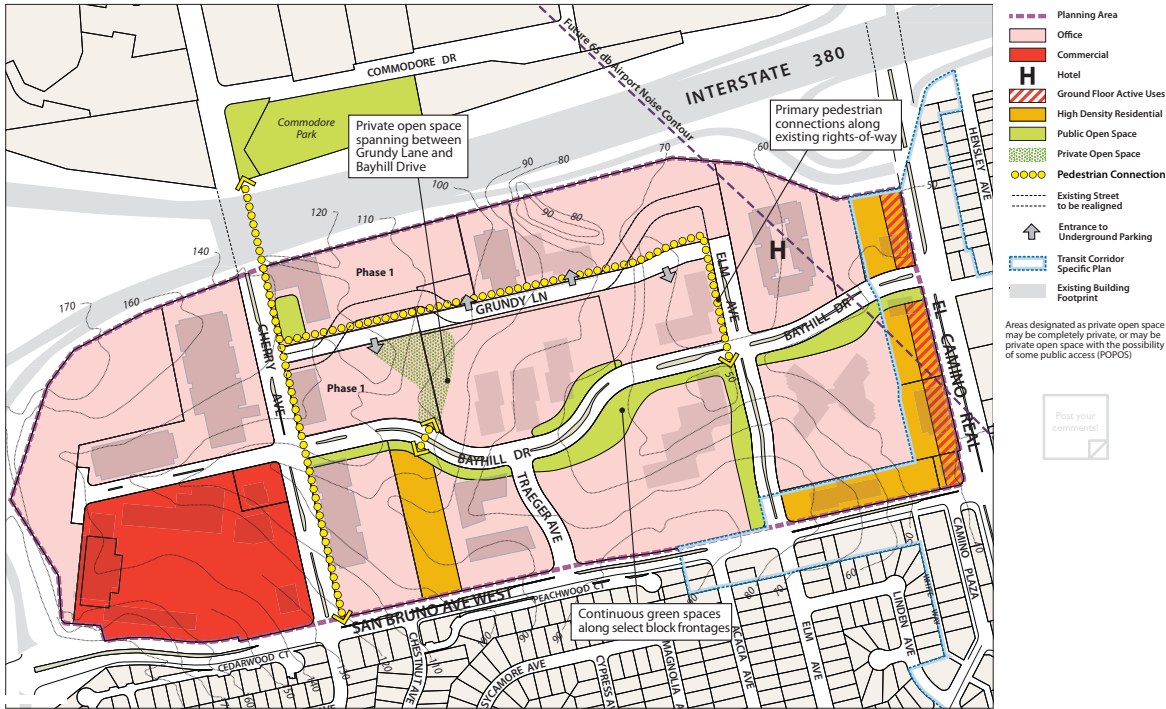
- Planning Area
  - Office
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  - Transit Corridor Specific Plan
  - Existing Building Footprint
- Areas designated as private open space may be completely private, or may be private open space with the possibility of some public access (POPOS)

Post your comment

**Alternative 3: CHERRY PLAZA**



**Alternative 4: GREENWAY CONNECTION**  
*Based on YouTube's Proposal*



# HOUSING AND FISCAL IMPACTS

## Non-Residential Development (s.f)

|                           | Existing  | Increase in Development |               |               |               |
|---------------------------|-----------|-------------------------|---------------|---------------|---------------|
|                           |           | Alternative 1           | Alternative 2 | Alternative 3 | Alternative 4 |
| Office                    | 1,594,000 | 1,086,000               | 2,160,000     | 1,472,000     | 2,301,000     |
| Retail                    | 145,000   | 9,000                   | 27,000        | 21,000        | 21,000        |
| Hotel                     | 79,000    | -                       | -             | 66,000        | -             |
| Public Open Space (acres) | -         | 6.2                     | 4.2           | 8.4           | 4.5           |
| Civic Uses (acres)        | -         | 1.7                     | 1.0           | 2.1           | -             |

Note: Numbers may not add due to rounding.

## Housing (units)

|  | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|--|---------------|---------------|---------------|---------------|
| New Jobs                               | 4,900         | 9,700         | 6,600         | 10,300        |
| Direct Housing Demand                  | 3,300         | 6,600         | 4,500         | 7,000         |
| New Residential Units in Planning Area | 730           | 570           | 980           | 570           |

## Fiscal

|   |   |
|---|---|
| All Alternatives are estimated to have a positive net fiscal impact on the General Fund | Alts 1,2, and 4 are marginally positive |
|   | Alt 3 is more positive due to new hotel |
| New commercial development is the most important variable                               | Alt 3 has highest fiscal performance    |
|   | Alt 1 has lowest fiscal performance     |
| Most significant General Fund impacts   |   |
| Revenue: Increased property assessed values generated by redevelopment                  | Cost: Need for increased public safety  |

Post your comment!



Total existing housing units in San Bruno in 2018 = 16,062

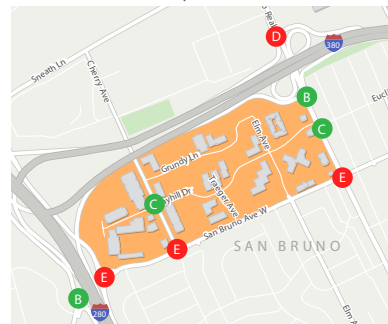
# TRANSPORTATION IMPACTS

Table 3-3: PM Peak LOS and Delay Results<sup>1,2</sup>

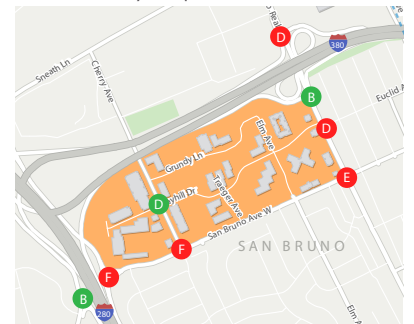
| Study Intersection/Freeway Segment        | Central Jurisdiction(s) | LOS Standard       | Existing |       | 2040 No Project |       | 2040 + Alt 1 |       | 2040 + Alt 2 |       | 2040 + Alt 3 |       | 2040 + Alt 4 |       |
|---|-------------------------|--------------------|----------|-------|-----------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
|   |                         |                    | LOS      | Delay | LOS             | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay |
| 1-280 Southbound Ramps / San Bruno Avenue | Signal                  | Caltrans San Bruno | C/D      | D     | B               | 16    | B            | 17    | B            | 16    | B            | 16    | B            | 16    |
| 1-280 Northbound Ramps / San Bruno Avenue | Signal                  | Caltrans San Bruno | C/D      | C     | 29              | D     | 49           | E     | 69           | F     | 98           | F     | 101          | F     |
| Cherry Avenue / San Bruno Avenue          | Signal                  | San Bruno          | D        | D     | 38              | D     | 45           | E     | 73           | F     | 116          | D     | 55           | F     |
| El Camino Real / San Bruno Avenue         | Signal                  | Caltrans CIGAG     | C/D      | D     | 55              | D     | 49           | E     | 56           | E     | 69           | E     | 65           | E     |
| El Camino Real / Bayhill Drive            | Signal                  | Caltrans San Bruno | C/D      | C     | 32              | C     | 30           | C     | 33           | D     | 45           | D     | 36           | D     |
| 1-380 Eastbound / El Camino Real          | Signal                  | Caltrans San Bruno | C/D      | B     | 17              | B     | 14           | B     | 15           | B     | 19           | B     | 17           | B     |
| 1-380 Westbound / El Camino Real          | Signal                  | Caltrans San Bruno | C/D      | F     | >80             | D     | 44           | D     | 45           | D     | 46           | D     | 45           | D     |
| Bayhill Drive / Cherry Avenue             | Signal                  | San Bruno          | D        | C     | 24              | C     | 29           | C     | 34           | D     | 49           | C     | 31           | D     |

Notes:  
 1. Delay rounded to the nearest second. Delays greater than 80 seconds are typically reported as ">80"; however are shown for comparative purposes.  
 2. Bold Intersection performs below City and/or Caltrans LOS standard. **Italicized** Intersection results in an impact.  
 3. The delay and LOS results for the Existing No Project show poorer performance at a few intersections than the results for the 2040 No Project scenario. This can be explained by the fact that 2040 signal timings and coordination are optimized and existing signal operations are not.

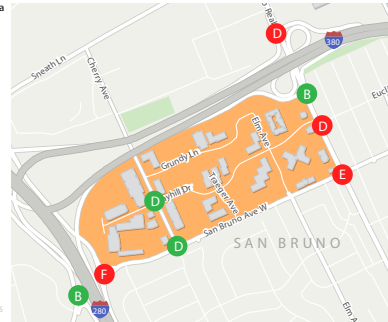
Alternative 1: Central Spine



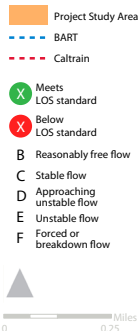
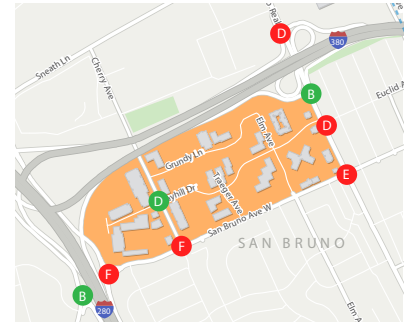
Alternative 2: Bayhill Square



Alternative 3: Cherry Plaza



Alternative 4: Greenway Connection



Post your comment!



WHAT ALTERNATIVE BEST MEETS EACH GUIDING PRINCIPLE?

|                                    | 1 Promote a Vibrant Mixed-Use Walkable District | 2 Enhance the Public Realm and Promote Quality Design | 3 Improve Multimodal Mobility | 4 Foster Housing Development |
|------------------------------------|---|---|-------------------------------|------------------------------|
| Alternative 1: Central Spine       |   |   |                               |                              |
| Alternative 2: Bayhill Square      |   |   |                               |                              |
| Alternative 3: Cherry Plaza        |   |   |                               |                              |
| Alternative 4: Greenway Connection |   |   |                               |                              |

| 5 Integrate Bayhill with the Great San Bruno Community | 6 Incorporate Public Amenities | 7 Ensure Net Positive Fiscal Impact | 8 Promote Optimal Long-Term Development Patterns |   |
|--|--------------------------------|-------------------------------------|--|---|
|  |                                |                                     |  | <br>Alternative 1: Central Spine       |
|  |                                |                                     |  | <br>Alternative 2: Bayhill Square      |
|  |                                |                                     |  | <br>Alternative 3: Cherry Plaza        |
|  |                                |                                     |  | <br>Alternative 4: Greenway Connection |

## Streetscape Concepts: CHERRY AVENUE



Existing

Post your comment!



Option 1: Curbside Parking



Option 2: Protected Bikeway



Option 3: One Lane Each Direction



Option 4: Cherry Plaza

## Streetscape Concepts: SAN BRUNO AVENUE



Existing



Option 1: Bike Lane

Post your comment!



Option 2: Protected Bikeway

 Streetscape Concepts: EL CAMINO REAL



Existing



Proposed

Post your comment

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## Appendix B: Transcribed Open House Poster Comments

### ALTERNATIVE 1

- #1 seems to be the best option. Good compromises of business, residential, and open space... As long as there is adequate parking for all three.
- For all – go back to the city to get permission for above ground parking structures, in addition to underground.
- For all plans – residential needs lots of parking. Multiple people share rents. At least 2 places per bedroom.
- For all: the more YouTube, the less the offices will support outside businesses as they receive free food and services.
- We can't fill the small retail spaces we currently have – not sure we need more.
- Where do you park to go to the remaining businesses? Kaiser, for example.
- Build housing somewhere else in San Bruno
- Add corner plaza SB Ave + ECR
- Parking parking parking

### ALTERNATIVE 2

- Add corner plaza SB Ave + ECR.
- Build housing somewhere else in San Bruno. Let the property owners decide.
- Like the central plaza – gives a new public identity to Bayhill.
- Where will the people in this housing or visiting the businesses park?
- Open to public? [posted on public open space on central square]

### ALTERNATIVE 3

- I don't like Alt.3. San Bruno residents close Cherry Ave.
- Don't like the idea of reduced access between San Bruno Avenue + sneath. Do like plaza idea at ECR + San Bruno Ave.
- How to ensure housing to get jobs/housing balance?
- Very good way to locate housing + create a real neighborhood. [posted on enhanced landscaping and crosswalks across San Bruno Avenue]
- NO!! [posted on Cherry Plaza]
- Don't block Cherry. Improve crosswalks. [posted on Cherry Plaza]
- Don't block Cherry. Hard to get to Bayhill Shopping Center for Penn. Place & Cherry Villas.[posted near Cherry Plaza]
- Do not want to block Cherry [posted on Cherry Plaza]

### ALTERNATIVE 4

- I like this best. I live in San Bruno.
- 4. I like that Cherry Avenue is still usable.

- I've lived in San Bruno since 1958. I choose this one #4.
- What benefits does community get from the added office space if allowed?
- This creates too much traffic problems.

## HOUSING AND FISCAL IMPACTS

- Who will police this place?
- Police substation?
- Library? Library of the futures
- Work hours? 24/7?
- Let the property owners decide about building houses.

## TRANSPORTATION IMPACTS

- San Bruno – Luido Shuttle service?
- Bikes to mass transit – how?
- How many cars will be in San Bruno?
- What is the Bart / Caltrain transit plan?
- Elm + San Bruno Ave is missing from this report.
- Need to mitigate traffic impact.
- Pedestrian/bikes bridge over ECR?!?
- Why no grade on Elm
- Requires better transit planning -> No more Cars!

## STREETSCAPE CONCEPTS: CHERRY AVENUE

- Don't close Cherry! Cherry Ave is a main drive pass.
- Don't close Cherry at all.

## STREETSCAPE CONCEPTS: SAN BRUNO AVENUE

- Live on Peachwood and need sidewalks on San Bruno Ave. Worried about traffic.
- Need a white stripe walking pass to Traeger Ave will help the cars not go so fast.

## STREET SCAPE CONCEPTS: EL CAMINO REAL

- Tall buildings create canyons.
- Keep El Camino 3 lanes each way
- Build housing on El Camino
- Where will Chilis go?

## WHAT ALTERNATIVE BEST MEETS EACH GUIDING PRINCIPLE?

- Recommendation: Hybrid plan that take best elements into 1 plan!

# Appendix C: Small Group Brainstorming Flipchart Notes

## TABLE 1

- Parking Concerns
- Intersection Wait Times
  - E
  - F
- Housing along edges
- Access to Open Space: Concern
- General Support for Alt. 1
  - Plaza
  - Pedestrian Bridge Crossing ECR
- Support for Alt. 3
  - High density housing
  - Reduction in car trips
  - Do not block Cherry
- Civic use fronting ECR: Positive
- Leave Bayhill Shopping Center alone

## TABLE 2

- Concern regarding parking
- Alternative 2
  - ✓ gathering place
  - Potential traffic issues
- Alternative 1
  - With housing on Bayhill rather than San Bruno
  - Need for affordable housing
  - Less impact on neighborhood along San Bruno
  - Shared parking
  - Traffic flow
  - Smaller blocks are good
- Alt. 2 Bayhill square traffic a concern
- Alt.1 better than 2 because ≠complicate Bayhill Drive
- Cherry more of an arterial than Bayhill
- Los of seniors use Cherry Ave, closing it would mean losing access
- Concern regarding housing along San Bruno

- Parking
- Seeing into neighborhood
- More than transit options
- Central gathering space
  - In Bayhill
  - Or elsewhere
- Transit options bike lanes
- Ensuring surrounding neighborhoods aren't impacted
  - For ex. Permit parking
- Varied opinions on amount/location of housing: where will workers live?
- Maintenance of traffic flow
- Public parking/shared parking

### TABLE 3

- How much parking will be provided with each alternative?
- Too many “eggs in one basket” with the highest office Alternative
- Not a fan of blocking Cherry Ave.
- Like the corner plaza A ECR and SB Ave.
- Alt. 1
  - streets stay open
  - More “status quo”
- Not sure the center plaza will be publicly used
- Alt. 2 with library in the middle
- Likes the center plaza – gathering space – food trucks farmers market
- Keep retail uses in (e) locations
- Include a Hotel for city revenue
- Like a lot of open space
- Consider widening Freeway exits of creating a new Bayhill exit
- Consider bicycle connections beyond the office park
- No housing in the Shopping Center

### TABLE 4

1. Don't close Cherry Ave.
2. Like the idea of a new hotel
3. Would like the “Marriot” to expand.
4. Concerned about parking on housing
5. Combine all the green space into one big park
6. Please do not put cafeterias in the building. Come out & buy in our stores

7. Not appropriate use for civic use.
8. Do not tell property owners how or what to do with their properties
9. Business Park to stay a “Business Park”!
10. In favor of smaller development Alternative #1. Less housing & office-balance
11. Residents are concerned in having long-term business
12. Why isn’t there any traffic grade on Elm Ave?

## TABLE 5

- Don’t:
  - No Cherry Plaza
  - Don’t close it!!
  - Hotel
- Yeah!
  - Add residential in all like in Alt. 3
  - Like mixed-use
  - Walkways (open space)
  - Housing close to work
- What is Alt. 5
  - Housing
  - No closing of Cherry
  - Mixed-use
- Concerns/Questions/Comments
  - Parking? – “it affects us most!”
  - Who/ youtube decides the shuttle shifts?
  - Alt.4 -> How do you take property owners concern in account to provide residences along el camino.
  - Not enough space for hotel!!
  - Any oppportunity for new police station?
  - Do you have parking for alt. 2 square open space?
  - “YouTube is not going to give you housing!”
  - Why hasn’t Walmart considered housing? Worst part
  - Create ‘T’ intersection at Trager Ave.
  - Think about people living around the plan
  - More civic activitiy
  - Why would people go to the Bayhill area?
- 4 Things
  1. No cherry plaza
  2. Parking??

3. Housing Housing!!
4. Improving flow of traffic onto San Bruno Ave. from neighborhoods

### TABLE 6

- Traffic especially on SBA into Bayhill & Crossing – SBA is used as a 380 bypass
  - Traffic too fast, unsafe despite traffic signal
  - Safety for seniors on foot accessing medical facilities, offices
- Cherry Ave. is a main thoroughfare
  - Mixed feelings about closure will be traffic nightmare
- Alt.4
  - not intense enough, no gathering spots or pedestrian connections.
  - Not enough change from what is there
- Bayhill is a business park – priority is for area to bring in \$ to city
- New residential needs enough parking
  - At least 2 per bedroom





## Alternatives Workshop Summary Report