



Alternatives Survey Summary Report

October 2018

Prepared by

DYETT & BHATIA
Urban and Regional Planners

Table of Contents

- 1 Key Findings 1**
- 2 Project Background and Survey Overview2**
- 3 Survey Respondent Demographics.....3**
- 4 Detailed Findings6**
 - 4.1 Open Spaces and Plazas..... 6
 - 4.2 Civic Use..... 8
 - 4.3 Housing Locations and Number of Units..... 10
 - 4.4 Locations and Layouts for Active Retail Uses..... 12
 - 4.5 Circulation Network..... 14
 - 4.6 Overall Evaluation of Alternatives 16
 - 4.7 Streetscape Concepts 17
 - Cherry Avenue 17
 - San Bruno Avenue 19
 - El Camino Real 21
- 5 Next Steps 22**
- Appendix A: Survey 23**
- Appendix B: Full Survey Responses 43**

I Key Findings

While feedback from the survey was varied and covered a range of topics, several themes and preferences emerged:

- No single alternative was overwhelmingly favored by survey respondents. Alternatives 1, 2, and 4 garnered similar levels of support from those who indicated they were residents (130 out of 198 respondents) and Alternative 4 was overwhelmingly favored by those who indicated they lived outside of San Bruno (14 out of 198 respondents) and/or worked in Bayhill (12 out of 198 respondents). Alternative 3: Cherry Plaza was generally the least favored, with respondents disliking the closure of Cherry Avenue due to traffic impacts on the surroundings and because of potential redevelopment of portion of Bayhill Shopping Center, which respondents overwhelmingly desired to be left in retail use.
- Survey respondents favored the location of a central public open space in Bayhill, as well as the inclusion of an onsite civic space. Popular ideas for a civic use included a library, community center, and park or event space. Survey respondents tended to favor a central location for the civic use, but other options (such as a location along El Camino Real, San Bruno Avenue, or elsewhere in the city) also received support.
- Survey respondents generally did not want any streets closed off (such as in Alternative 3) or the broad circulation system altered to introduce one-way streets (as in Alternative 2). Instead there was a preference to largely maintain the existing street system supplemented with greenways (Alternative 4) or with a network of pedestrian connections (Alternative 1).
- Preferences for the amount and location of housing varied, as well as the reasons for these choices. Alternatives 1, 3, and 4 (encompassing the full range of housing units included in the alternatives) were almost equally favored by respondents overall. Some respondents indicated that housing should be provided to balance new jobs generated by office development, while others indicated a preference for not developing housing in an area traditionally identified as an office park. There were also concerns about potential traffic and parking impacts related to housing.
- Potential parking and traffic impacts, including on adjacent neighborhoods, were echoed throughout open-ended responses to several survey questions, and were a key consideration for many respondents.
- Survey analysis revealed a tendency for individuals to favor a single alternative across their responses to the various questions.
- For streetscape improvements, pedestrian-oriented street lights and continuous street trees were the common top choices. Pedestrian crossings and median refuge islands for El Camino Real were also popular streetscape improvements.

It should be noted that the survey was open to everyone, residents and non-residents, without any sampling control. For this reason, survey respondents' demographics are compared to those of the San Bruno population at large.

2 Project Background and Survey 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, including Walmart.com, Kaiser Permanente, and the headquarters of YouTube, which is looking to expand.

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 results of the initial outreach conducted in the Summer of 2017, the resulting Vision Statement and 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.

A range of community outreach activities have been conducted in order to introduce the community to the alternatives and streetscape concepts and obtain feedback on which these alternatives and concepts or aspects thereof best respond to the community's vision for Bayhill. Outreach activities have included a property owner's forum and a community workshop, both held in July of 2018. An online survey was developed in addition to these in-person outreach activities in order to gather additional feedback. The survey was designed to obtain input from community members on their preferences regarding specific features of the alternatives and streetscape concepts, as well as their overall assessment of each.

The survey was publicly available on the City's website from July 18 to August 12, 2018, and received a total of 198 responses. As survey respondents were not required to answer every question, the number of responses varies from question to question. The survey began with a brief description of the Bayhill Specific Plan process and the four proposed land use alternatives. Survey participants were then asked questions about their preferences in terms of the structure, public open space and civic uses; housing; active retail; and circulation aspects of the alternatives, and their overall evaluation of the alternatives. Respondents were also asked to rate different features of the streetscape concepts and the concepts overall. In addition, the survey included optional questions about the respondents' demographics the results of which are summarized below. The full survey results are included as Appendix A.

3 Survey Respondent Demographics

The survey results cannot be extrapolated to represent the entire city, as those surveyed may not have the same traits as those who were not surveyed. For example, the results of this survey are subject to self-selection bias. As this was a voluntary survey, respondents chose to participate in the survey. Generally speaking, some groups are more likely to complete a survey than others. Due to self-selection, there may be a number of differences between the people who chose to participate, and those who did not. Understanding the demographics of respondents can provide insight into potential biases. Charts in this chapter of the report include the percent of respondents who skipped questions. Consequently, percentages displayed here differ from those displayed in Appendix B.

As seen in Figure 3-1 and Figure 3-2, sixty nine percent of the respondents self-identified as residents of San Bruno. Forty one percent commute to work outside of San Bruno. Six percent identified that they work in the Bayhill Planning Area.

Figure 3-1: “Where do you live?”

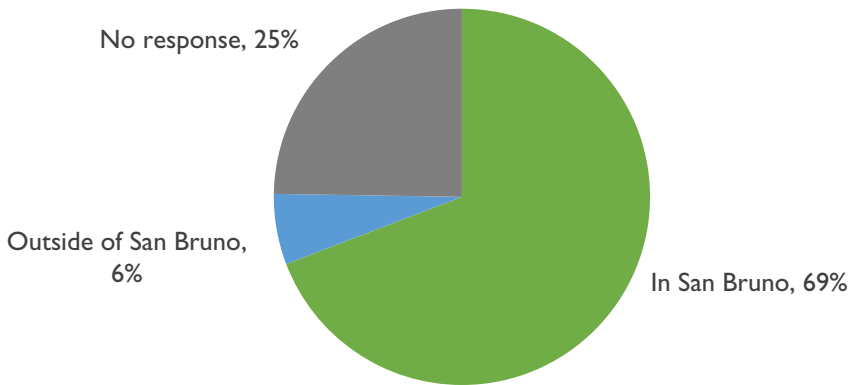
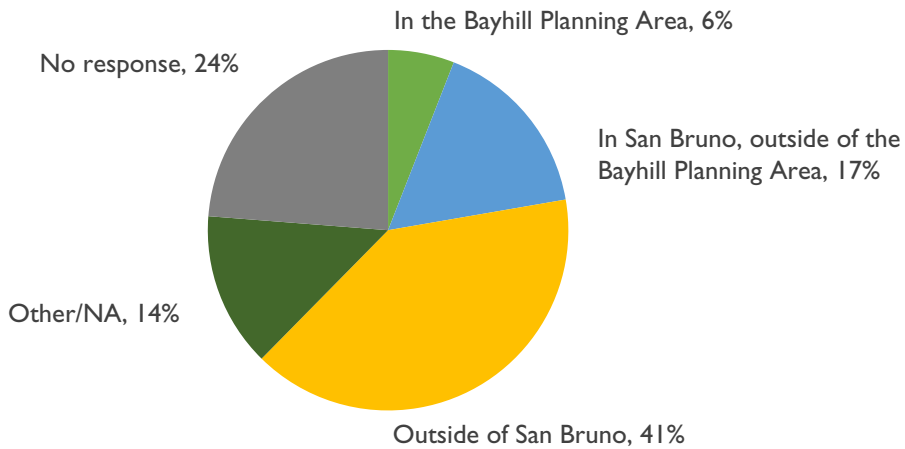
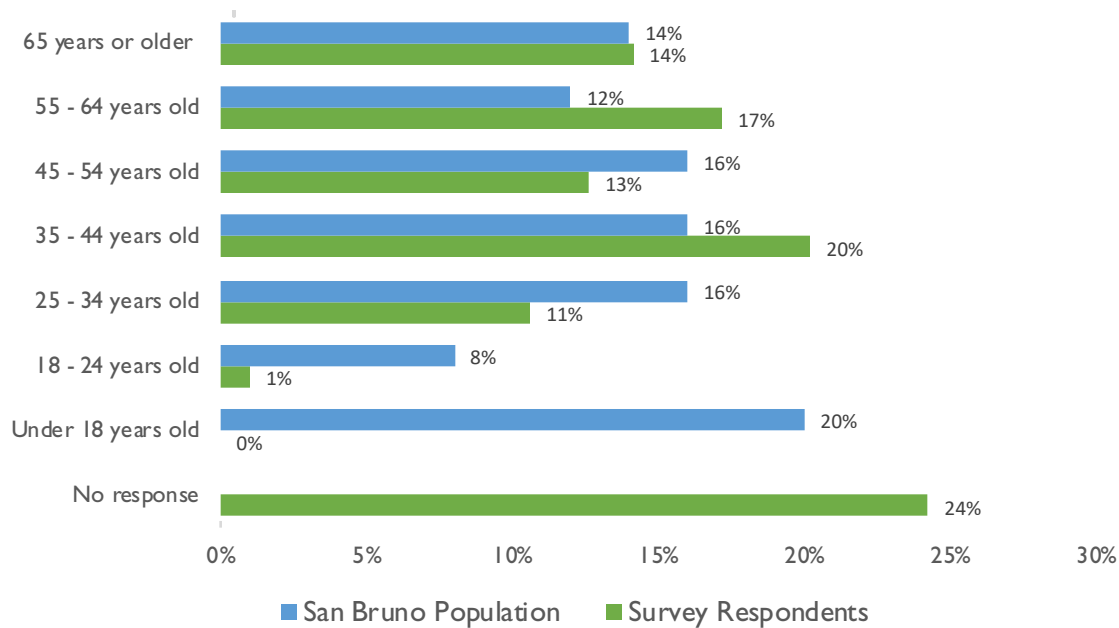


Figure 3-2: “Where do you work or go to school?”



Compared to the age distribution of the San Bruno population, certain age groups were either markedly under- or over-represented in survey responses. Overrepresentation was seen in the age groups 35 – 44 years old, 55 - 64 years old, and 65 years or older. Underrepresentation was more prominent in the younger age groups. Two respondents – about 1 percent of those who answered this question fell in the age group 18 – 24 years old, which makes up 8 percent of the overall San Bruno population. No survey respondent was under 18 years old, while members of this age group comprise 20 percent of the San Bruno population.

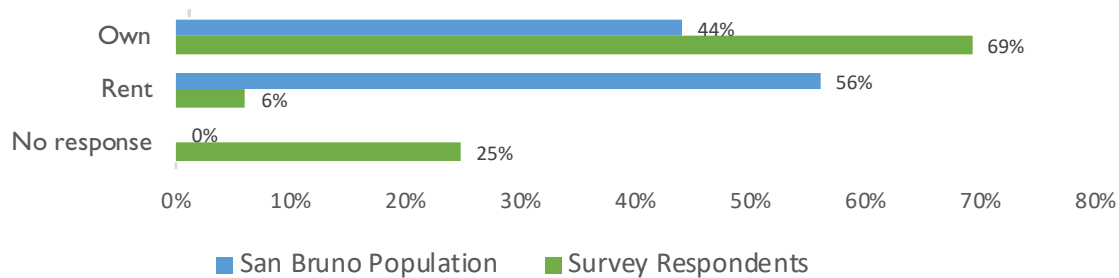
Figure 3-3: Comparison of Age Distribution between Survey Respondents and the Total Population in San Bruno



Source: American Community Survey 2016

Self-identified homeowners comprised approximately 69 percent of the 149 survey respondents while the homeownership of the San Bruno population is closer to 56 percent, as estimated by the American Community Survey 2016.

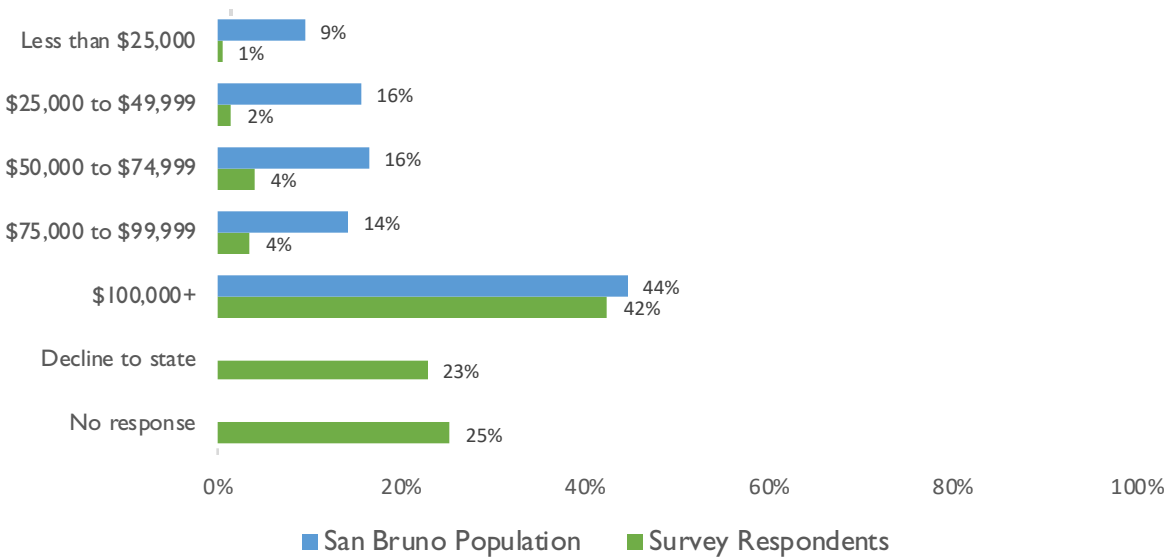
Figure 3-4: Homeownership



Source: American Community Survey 2016

About 42 percent of respondents identified having a total household income of over \$100,000. Households earning less than \$100,000 per year were underrepresented in survey responses, compared to the city’s population as a whole.

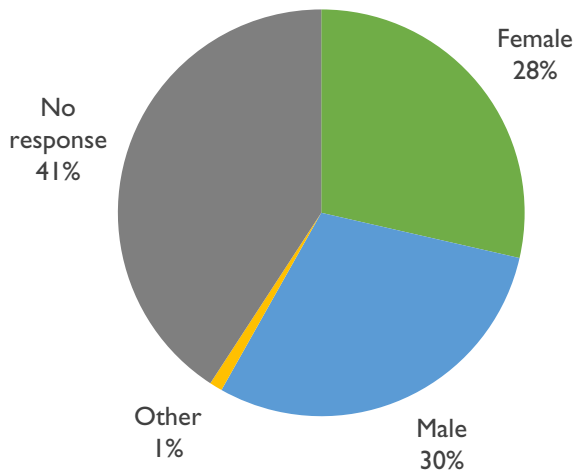
Figure 3-5: Household Income



Source: American Community Survey 2016

Survey respondents reported fairly equal representation in gender.

Figure 3-6: Gender



4 Detailed Findings

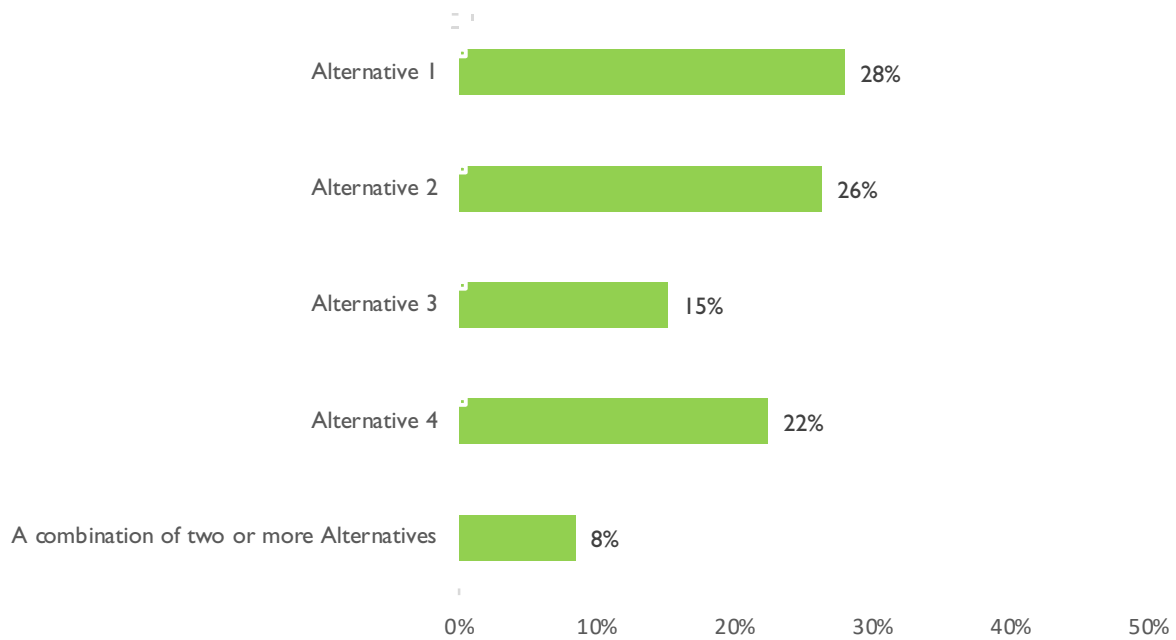
4.1 Open Spaces and Plazas

The first survey question asked respondents which of the Alternatives shows the best mix and location of open spaces and plazas. The options are summarized as follows:

- Alternative 1: Central Spine, with public open space along Bayhill Drive from El Camino Real to Cherry Avenue and a civic open space and plaza at Bayhill Drive and El Camino Real that acts as an “entrance” to Bayhill. The “central spine” would include a wide pedestrian pathway lined with trees as well as a larger open space and plaza opposite Traeger Avenue.
- Alternative 2: Bayhill Square, with a central public open space and civic use located in the proposed “Bayhill Square” as well as complementary linear public open spaces that connect the square to Cherry and San Bruno avenues.
- Alternative 3: Cherry Plaza, with public open space along Bayhill Drive and within the residential areas on the southeastern part of Bayhill Planning Area. Plazas are incorporated at the corner of El Camino Real and San Bruno Avenue as well as over a segment of Cherry Avenue facing mixed-use residential that would be closed to traffic. A civic use would be located at the corner of San Bruno Avenue and Elm Avenue.
- Alternative 4: Greenway Connection (Based on YouTube’s proposal), with a linear greenway along Bayhill Drive and along Elm Avenue south of Bayhill Drive. No plazas or civic uses are designated within the Bayhill Planning Area. As with all of the Alternatives, these types of amenities could be provided outside of the planning area as a community benefit offer.
- A combination of two or more Alternatives – please describe.

Figure 4-1 shows the results pertaining to the question asking which of the Alternatives shows the best mix and location of open spaces and plazas. Of the 179 survey participants who answered this question, more than half (97 respondents, or 54 percent of respondents) selected either Alternative 1 or 2, suggesting a desire for a central public open space among those who answered this question. Alternative 4, which proposed a linear greenway within the Bayhill Planning Area, was preferred by 22 percent of the respondents.

Figure 4-1: Which alternative shows the best mix and location of open spaces and plazas?



In addition, of the 15 respondents who answered that a combination of two or more alternatives would be desirable, 10 specified that they would like to see a combination of two alternatives that included either Alternative 1 or Alternative 2, indicating further support for the central open space concept. For instance, one survey participant stated, “I like the combination of Alternative 2 - Bayhill Square, with the linear greenways of Alternative 4”.

4.2 Civic Use

The survey also asked respondents where a potential civic use should be located within Bayhill, if at all. Possible responses to this question were as follows:

- Along El Camino Real (Alternative 1)
- Centrally located within a central public square or open space (Alternative 2)
- Along San Bruno Avenue (Alternative 3)
- Elsewhere in San Bruno
- I do not have a preference

Figure 4-2 illustrates the overall distribution of responses to this question. Out of 178 respondents, approximately 71 percent expressed a desire to locate a civic use within Bayhill. About half of these individuals wanted to see a civic use centrally located within Bayhill, as suggested by Alternative 2. The remaining responses were split fairly evenly between locating the civic use along El Camino Real and locating the civic use along San Bruno Avenue, as suggested by Alternatives 1 and 3, respectively.

Figure 4-2: What is your preference in terms of the location of a potential civic use within Bayhill?

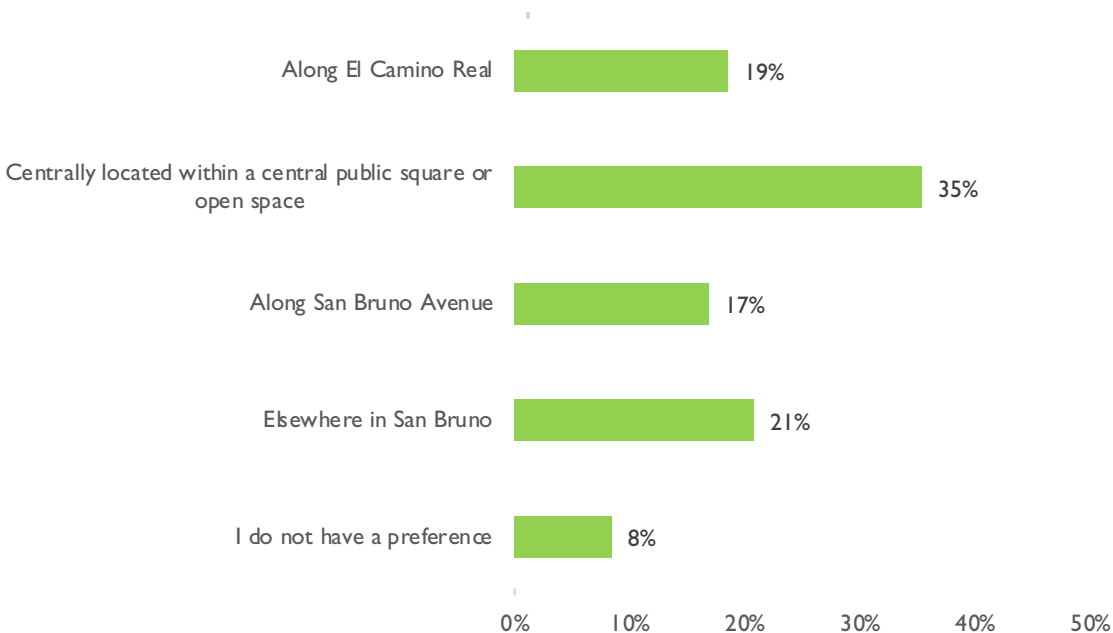
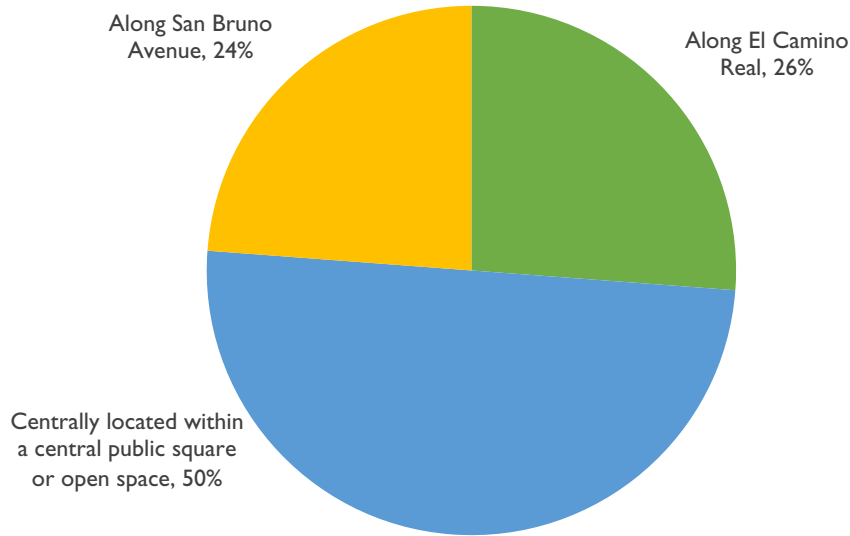


Figure 4-3: Location preference among respondents who desired a civic use incorporated within Bayhill



Survey participants were invited to provide additional input on the type of civic use they might like to see located in the Bayhill district. Of the respondents who expressed a desire to incorporate a civic use within the Bayhill district, popular mentions in the responses to this open-ended question included a library, a community center, a park, and an event space. Additional ideas included a space or plaza for outdoor events such as farmer’s markets and performances, a dog park, and facility focused on the arts. Figure 4-4 below illustrates popular responses to this question.

Figure 4-4: What type of civic use would you like to see in Bayhill?

4.3 Housing Locations and Number of Units

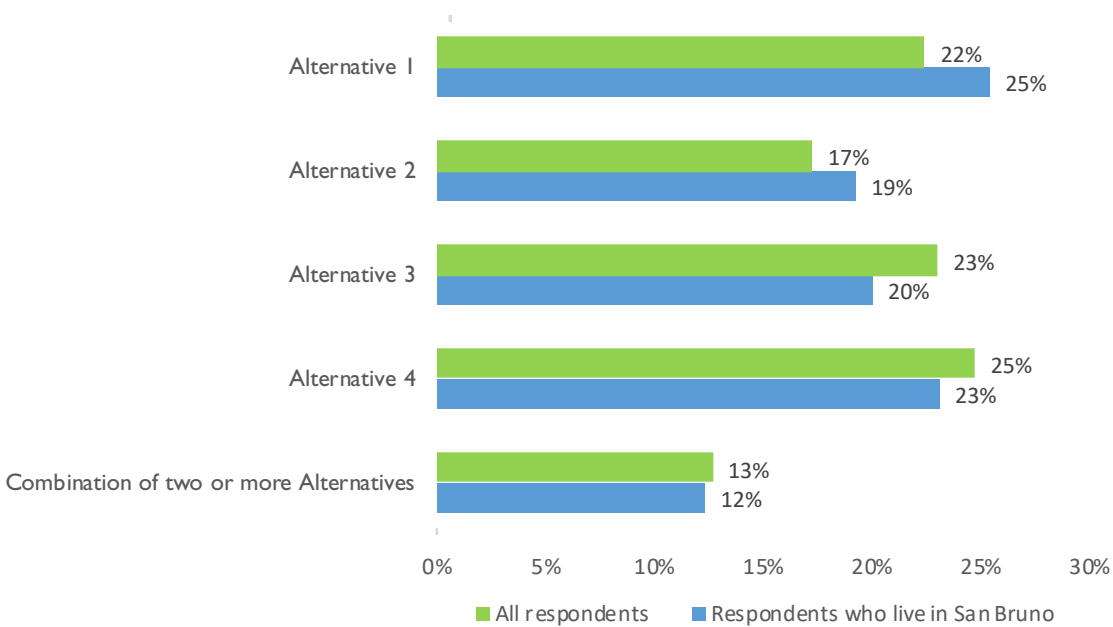
Respondents were asked to examine the housing program proposed under each alternative. Possible responses to the question “which alternative shows the best housing locations and number of units” include the following:

- Alternative 1: Central Spine (730 housing units), with housing located along El Camino Real and along San Bruno Avenue east of Traeger Avenue and between Cherry Avenue and Traeger Avenue.
- Alternative 2: Bayhill Square (570 housing units), with housing located along El Camino Real south of Bayhill Drive, and along San Bruno Avenue east of Traeger Avenue and between Cherry Avenue and Traeger Avenue.
- Alternative 3: Cherry Plaza (980 housing units), with housing located east of Traeger Avenue and south of Bayhill Drive, as well as along Cherry Avenue south of Bayhill Drive.
- Alternative 4: Greenway Connection (Based on YouTube’s proposal) (570 housing units), with housing located along the length of El Camino Real and San Bruno Avenue east of Elm Avenue and between Cherry Avenue and Traeger Avenue.
- Combination of two or more Alternatives, or other comments (please describe below).

Answers to this question were distributed, as Figure 4-5 illustrates. Alternatives 4, 3, and 1 received higher preference (25, 23, and 22 percent respectively), than Alternative 2 (17 percent). In addition, 13 percent of those who answered this question selected “a combination of two or more Alternatives, or other comments”. Written responses accompanying this selection brought up a variety of themes. A number of individuals stated they wanted either less housing than was proposed in the four alternatives, no housing in Bayhill whatsoever, or that housing was best accommodated elsewhere in San Bruno, while others expressed a desire to create housing to match the new jobs being created. Concerns regarding accommodating adequate parking for new residents also surfaced in a number of comments.

When responses to this question were filtered to include only those recorded by individuals who indicated in the survey that they lived in San Bruno, the distribution of responses changed slightly, with Alternative 1 receiving the highest proportion of responses (25 percent), followed by Alternative 4 (23 percent), Alternative 3 (20 percent), and Alternative 2 (19 percent).

Figure 4-5: Which alternative shows the best housing locations and number of units?



Respondents were also given the opportunity to provide open-ended comments on the proposed residential uses in Bayhill. Like written responses from the previous question, these comments revealed a wide variety of opinions. On the one hand, some of the written responses indicated that housing should be maximized in Bayhill. For example, one respondent emphasized that “the high cost of housing should be the number one priority for all local politicians in the entire Bay Area. BUILD MORE HOUSING,” while another highlighted that accommodating on-site housing in Bayhill was crucial given that “we do not have land anywhere else in San Bruno.” On the other hand, a number of respondents expressed concerns through their open-ended comments about building housing in the Bayhill district. Almost half of the 62 open-ended responses raised either traffic or parking concerns. Typically, these comments brought up potential traffic and parking impacts on San Bruno Avenue, the Bayhill Shopping Center, and surrounding residential neighborhoods. Several individuals also suggested that El Camino Real was the most appropriate location for housing, should it be incorporated into the Bayhill district.

4.4 Locations and Layouts for Active Retail Uses

Active retail programming was the focus of another survey question. Respondents were asked which of the alternatives shows the best locations and layouts for active retail uses. Possible responses to this question were as follows:

- Alternative 1: Central Spine, with active retail fronting most of El Camino Real and parts of the “central spine” along Bayhill Drive.
- Alternative 2: Bayhill Square, with active retail fronting El Camino Real south of Bayhill Drive and three sides of the new “Bayhill Square” proposed in this alternative.
- Alternative 3: Cherry Plaza, with active retail fronting El Camino Real south of Bayhill Drive and the west side of the new “Cherry Plaza” proposed in this alternative.
- Alternative 4: Greenway Connection (Based on YouTube’s proposal), with active retail fronting El Camino Real.
- A combination of two or more Alternatives – please describe.

Responses to this question were varied, as illustrated in Figure 4-6 below, with the highest proportion of responses going to Alternatives 4, 2, and 1. However, several trends can be gleaned from the responses. Of the 172 responses to this question, Alternative 3 received the least amount of support (18 respondents, or 11 percent), likely indicating an overall desire to leave the Bayhill Shopping Center as is. Furthermore, as shown in Figure 4-7, of those who answered this question, 91 individuals, or 53 percent, selected either Alternative 1 or Alternative 2, suggesting a desire to incorporate active retail uses around a central open space in addition to the active retail along El Camino Real shown in all four alternatives’ land use diagrams.

Survey participants were also invited to provide written comments on the active retail aspect of the alternatives, which demonstrated a variation of opinions, including to leave Bayhill Shopping Center as is, a desire to ensure that adequate parking is provided for new and existing retail uses, a concern for potential traffic impacts associated with new retail uses, and a preference for locating retail along major corridors on the exterior of the site.

Figure 4-6: Which alternative shows the best locations and layouts for active retail uses?

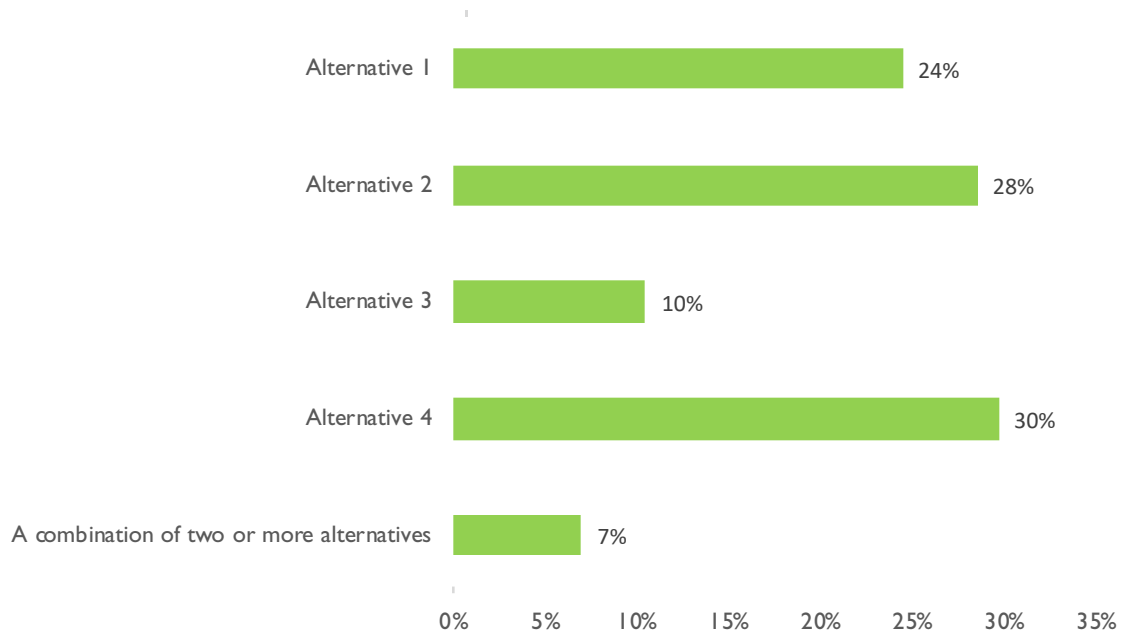
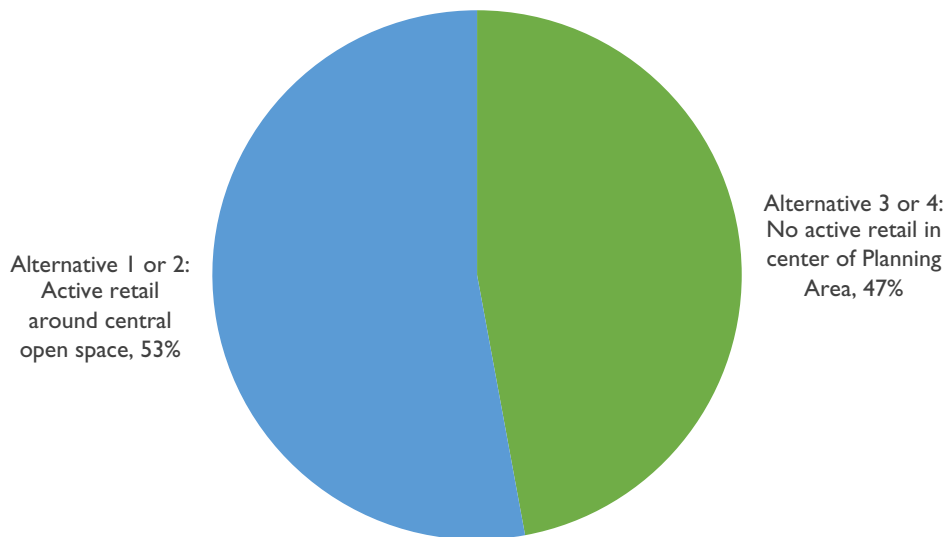


Figure 4-7: Preferences regarding centrally located active retail uses



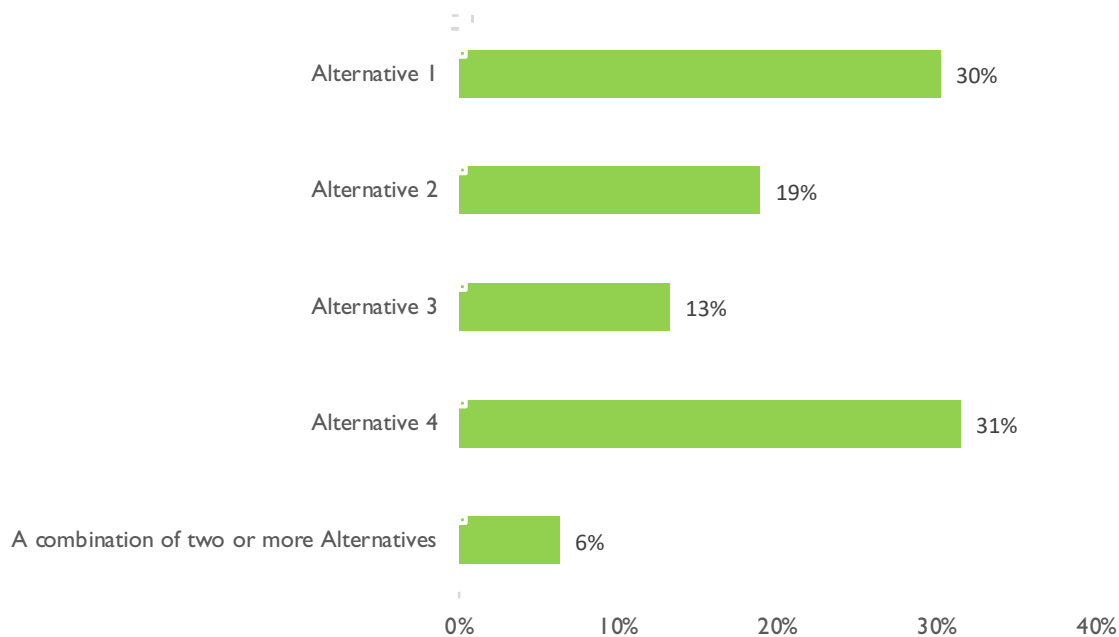
4.5 Circulation Network

Feedback was solicited on circulation within the Bayhill district as laid out in the four alternatives. More specifically, survey participants were asked to evaluate which of the alternatives proposed the best street network. Possible responses to this question were as follows:

- Alternative 1: Central Spine, which expands the street grid to create new links between Bayhill Drive and Grundy Lane and provide access to the civic use and plaza on El Camino Real. Alternative 1 also provides pedestrian connections from Bayhill Drive to San Bruno Avenue and El Camino Real.
- Alternative 2: Bayhill Square, which reconfigures Bayhill Drive to create a one-way traffic loop around the central public square and provides pedestrian connections to the square.
- Alternative 3: Cherry Plaza, which expands the street grid in the southeast corner of the Planning Area to provide access to new housing and closes part of Cherry Avenue to vehicular traffic to create a pedestrian plaza. Pedestrian connections are provided to complement the network of green spaces.
- Alternative 4: Greenway Connection (Based on YouTube's proposal), which does not expand or significantly alter the existing street network, but provides an enhanced pedestrian realm along Cherry Avenue, Grundy Lane, and Elm Avenue, complementing the greenway featured on Bayhill Drive.
- A combination of two or more Alternatives – please describe.

Responses to this question demonstrated varied support for the proposed street networks, as is illustrated in Figure 4-8. A total of 159 respondents answered this question. Alternative 4 and Alternative 1 received the most responses (31 percent and 30 percent, respectively) while Alternatives 2 and 3 received the least responses (19 percent and 12 percent, respectively), with Alternative 2's one-way loop around Bayhill Square and Alternative 3's closure of Cherry Plaza to vehicular traffic being undesirable to many survey respondents. Further discussion of feedback regarding Cherry Plaza is provided in Section 2.6. In open ended responses to this question (see Appendix B), a majority of comments related to enhanced pedestrian circulation and safer street crossings, as well as improving the bicycle network, rather than on the patterns of street layouts shown in the alternatives.

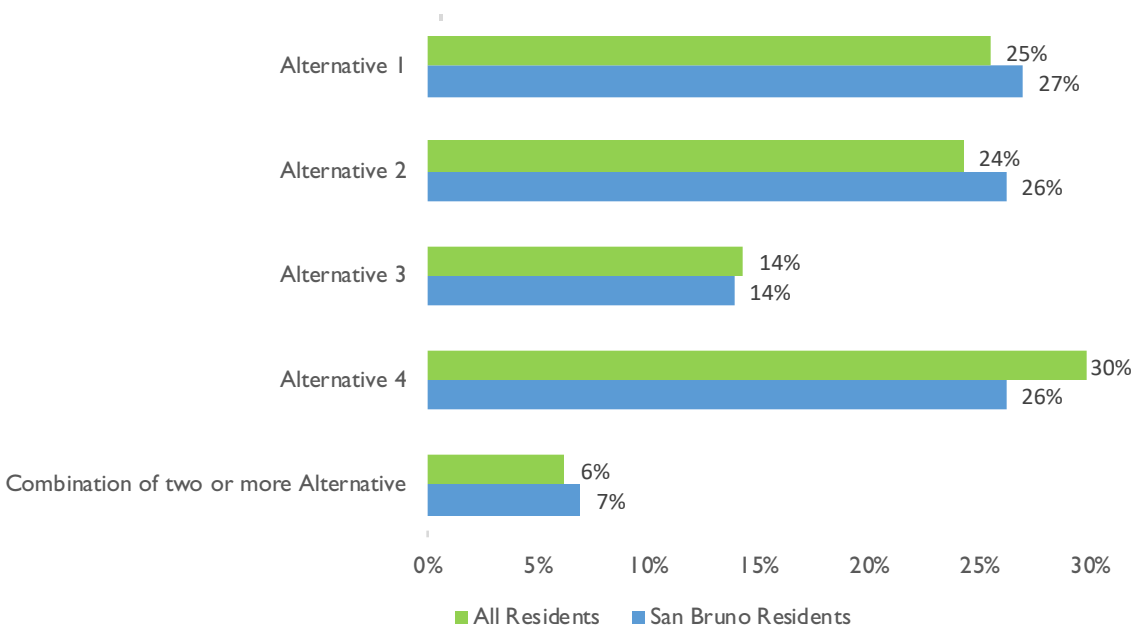
Figure 4-8: Which alternative exhibits the best circulation network?



4.6 Overall Evaluation of Alternatives

Finally, survey respondents were asked to indicate their preference regarding the alternatives overall, in other words taking into consideration each alternative’s respective public open space, civic use, circulation, housing and active retail components. Responses to this question did not demonstrate an overwhelming preference for any of the alternatives. Of the 161 respondents who answered this question, 30 percent selected Alternative 4, 25 percent selected Alternative 1, 24 percent selected Alternative 2, and 14 percent selected Alternative 3. When responses were filtered to include only those selected by survey participants who identified as living in San Bruno, Alternative 1 received the highest proportion of responses (27 percent), followed by Alternatives 2 and 4 (each receiving 26 percent), and lastly Alternative 3 (14 percent). The distribution of the answers provided by all respondents and those who identified as living in San Bruno is illustrated in Figure 4-9.

Figure 4-9: Overall, which of the four alternatives appeals to you most? Please select one.



Further analysis of the survey results revealed a tendency of survey respondents to favor a single alternative across all questions. For example, of the respondents who selected Alternative 2 as their preferred overall alternative, the majority also selected Alternative 2 when it came to individual topics of open space, civic space, housing, active retail and circulation.

Follow-up written responses to the overall evaluation of the alternatives mirrored comments from previous survey questions, including concerns regarding potential parking and traffic impacts, and a desire for a civic use within Bayhill. Written responses to this question reiterated the diversity of opinions regarding housing in Bayhill, with some survey participants insisting on maintaining Bayhill as an office park with no housing, others suggesting housing would be appropriate on El Camino Real, and still others indicating a desire to maximize housing in the Bayhill district.

4.7 Streetscape Concepts

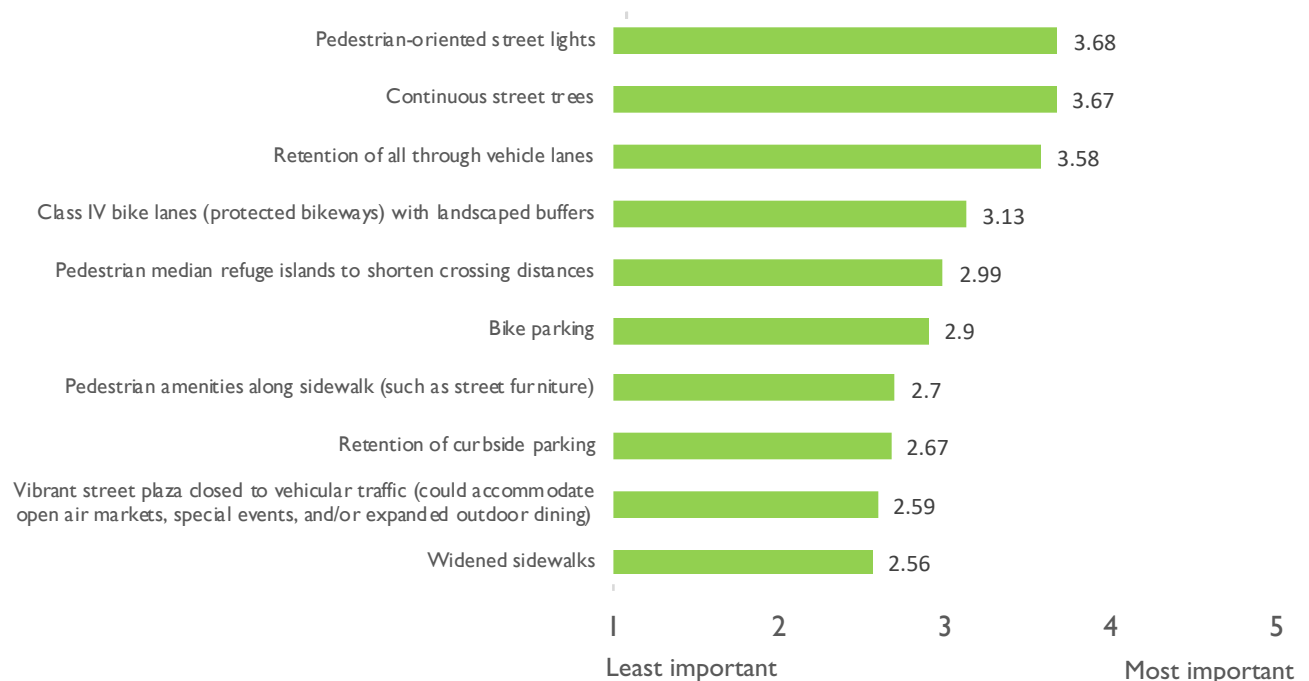
Survey respondents were presented with four streetscape design options for Cherry Avenue, two for San Bruno Avenue, and one for El Camino Real. Respondents were first asked to rate various streetscape features that could potentially be applied to each street, from least important (1) to most important (5). For Cherry Avenue and San Bruno Avenue, which had multiple streetscape design options, respondents were also asked to select the option they liked best. Finally, respondents could provide additional comments regarding the potential streetscape improvements of each street.

CHERRY AVENUE

Streetscape Features

Ten features that address various vehicular, pedestrian, and cyclist concerns and interests were proposed for Cherry Avenue. As shown in Figure 4-10, the feature with the highest average rating was ‘pedestrian-oriented street lights,’ followed closely by ‘continuous street trees.’ ‘Retention of all through vehicle lanes’ ranked third in overall average, but was rated most important by the highest number of respondents, approximately 45 percent of all respondents. Overall, features that could negatively impact vehicle circulation were not favored and ranked the lowest in average ratings. These include ‘widened sidewalks,’ ‘vibrant street plaza closed to vehicular traffic,’ and ‘retention of curbside parking.’

Figure 4-10: Average Ratings of Streetscape Features Proposed for Cherry Avenue



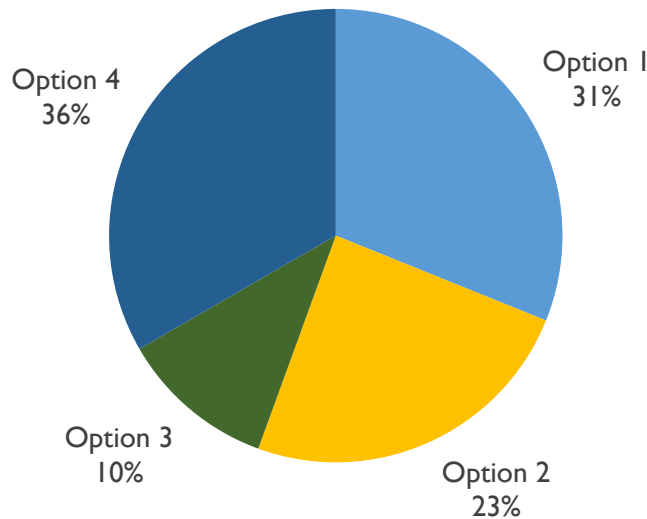
Preferred Streetscape Option

Four options were developed for Cherry Avenue. Option 1 retains curbside parking and proposes pedestrian amenities including a corner bulbout to reduce the pedestrian crossing distance. Option 2 features bike lanes on each side of the road with landscaped buffers, replacing curbside parking. Option 3,

from the San Bruno Walk ‘n Bike Plan, closes two traffic lanes to accommodate both bikeways and curbside parking. Option 4 proposes a street plaza between Bayhill Drive and the existing driveway entrance to the Bayhill Shopping Center, closed to vehicular traffic and providing outdoor programming such as open air markets, special events, or outdoor dining. All options propose widened sidewalks from an increased setback and replace Bott’s dots with lane striping.

Figure 4-11 illustrates the streetscape options that survey respondents identified as their most preferred for Cherry Avenue. The results reflected some inconsistencies with the results from previous questions. A street plaza, which ranked second least important in desired streetscape features for Cherry Avenue, was proposed as a main feature in the most popular streetscape design option, Option 4 – selected by 36 percent of all respondents. Retention of curbside parking, which ranked as the third least important streetscape feature, was a main feature of the second most popular option, Option 1 – selected by about 30 percent of all respondents.

Figure 4-11: Cherry Avenue Streetscape Design Concept Preferences



The discrepancies between the results from the questions about desired streetscape features and the overall preferred streetscape option may have been caused by the visual materials presented in the survey. Option 4 depicted the most amount of noticeable improvements from existing conditions due to lighter color paving materials of the street plaza and amenities for public programming. Option 3 received the least number of votes, which is consistent with previous responses indicating that reducing vehicular access is undesirable. In addition, Option 3 was presented in plan view rather than a perspective view, which could have impacted some responses.

Additional Comments

Additional comments submitted for Cherry Avenue expressed disapproval for the impacts of closing Cherry Avenue to vehicular traffic for a street plaza, as well as retaining curbside parking. The comments about the street plaza in particular expressed strong concerns about not only possible traffic congestion but also the impact to nearby businesses as a result of the street closure. The street plaza was received positively

in two comments. Although curbside parking was generally seen as undesirable in most comments, several comments underscored a need for more parking along Cherry Avenue.

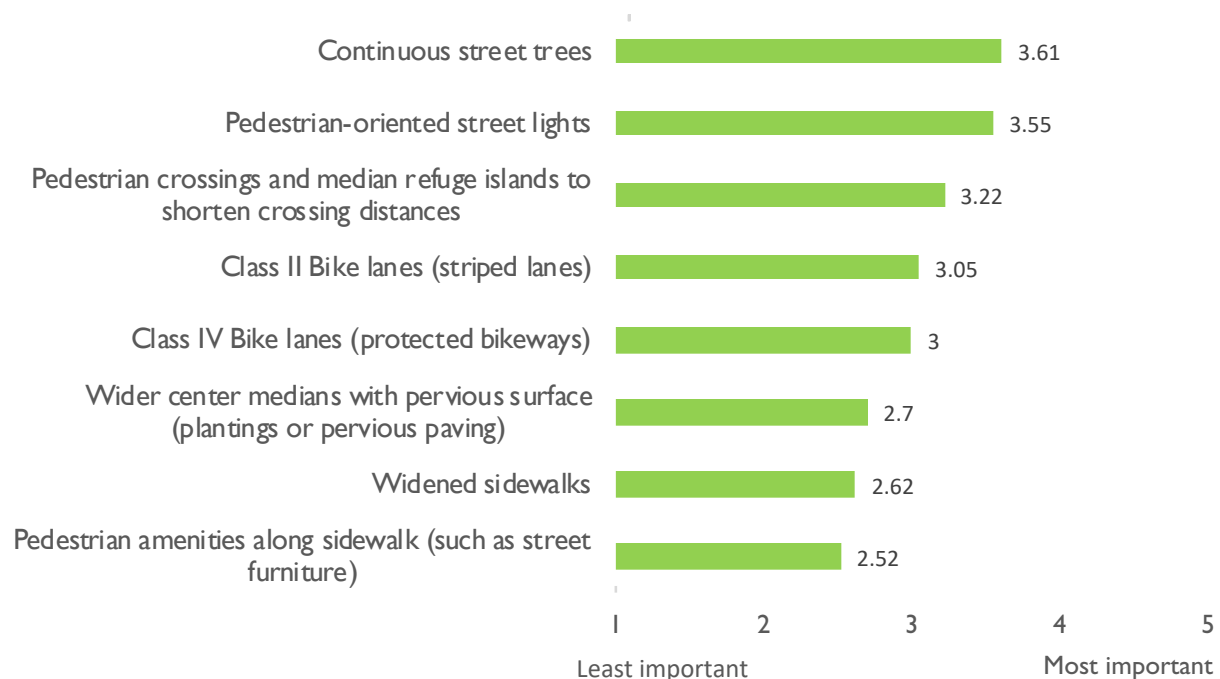
Improvements to bike facilities were encouraged. Several comments expressed the need for a more bike-friendly environment with dedicated bike lanes and improved bike connections. While some comments put pedestrian safety first, others prioritized vehicular circulation, suggesting pedestrian bridges so that pedestrians would not intervene with vehicular traffic.

SAN BRUNO AVENUE

Streetscape Features

Eight features representing pedestrian and/or cyclist interests were proposed for San Bruno Avenue. Similar to Cherry Avenue, the features with the highest average rating was ‘continuous street trees’ and ‘pedestrian-oriented street lighting,’ as shown in Figure 4-12. Perhaps because San Bruno Avenue currently lacks street trees, ‘continuous street trees’ was also ranked most important by the highest number of respondents. Ranked least important by the most respondents was ‘pedestrian amenities along sidewalk,’ which also had the lowest average rating.

Figure 4-12: Average Ratings of Streetscape Features Proposed for San Bruno Avenue

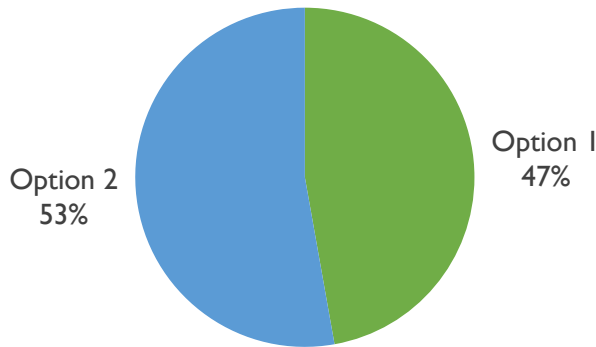


Preferred Streetscape Option

Two options were provided for San Bruno Avenue, both adding corner bulbouts and a median refuge to reduce the pedestrian crossing distance, installing more pedestrian-oriented streetlights, and planting more street trees. Option 1 adds a standard Class II striped bike lane and widens the sidewalk on the Bayhill side of the road for an improved northerly frontage. Option 2 adds buffered bike lanes and widens the sidewalks on both sides of the road for parkway improvements on both frontages.

As shown in Figure 4-13, 47 percent of respondents favored Option 1, while 53 percent favored Option 2, showing a slightly higher preference for Option 2.

Figure 4-13: San Bruno Avenue Streetscape Design Concept Preferences



Additional Comments

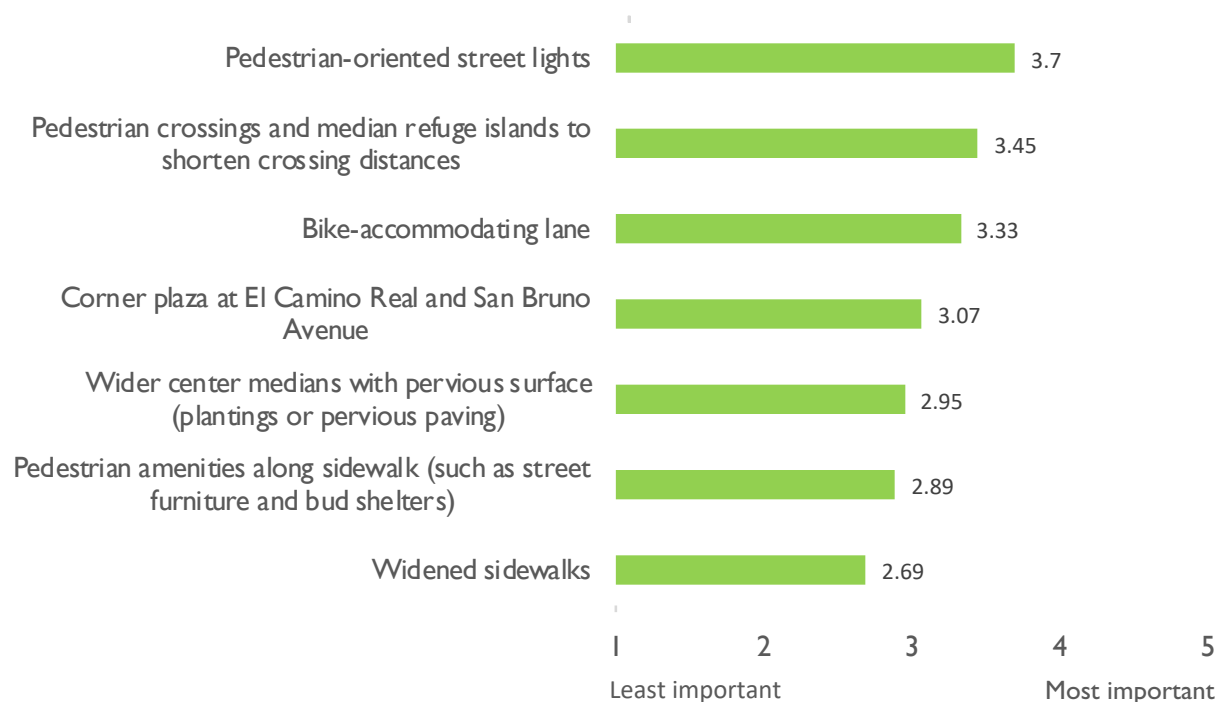
Additional comments provided on San Bruno Avenue expressed a variety of sentiments toward the bike amenities proposed in the two options. About a quarter of the comments expressed disapproval for bike lanes and questioned whether bike lanes are appropriate for San Bruno Avenue, as it is a through street linking I-280 with the city’s hillside neighborhoods and Downtown. Another point of debate was whether the bike lanes needed to be protected, which was one of the main differences between Option 1 and Option 2. Other comments addressed designating bike lane directions and better bicycle connections to public transit.

EL CAMINO REAL

Streetscape Features

Seven features addressing pedestrian and cyclist interests were proposed for El Camino Real. ‘Pedestrian-oriented crossings and median refuge islands to shorten crossing distances’ was identified as the most important feature, both receiving the highest average rating and being rated as most important by the highest number of respondents. The least important feature was identified to be ‘widened sidewalks,’ with the lowest average rating and rated least important by the highest number of respondents.

Figure 4-14: Average Ratings of Streetscape Features Proposed for El Camino Real



Additional Comments

Additional comments regarding El Camino Real addressed various aspects of the suggested improvements. While there was a general consensus on prioritizing pedestrian safety, several comments mentioned that the intersection of El Camino Real and San Bruno Avenue already suffers from slow vehicular flow and that bike lanes and medians might exacerbate traffic. A few comments however demanded protected bike lanes rather than ‘bike-accommodating’ lanes. The corner plaza was also met with concern for its proper maintenance and upkeep.

5 Next Steps

Feedback from community outreach on the alternatives, including the online survey, community workshop and property owner forum, will be presented to San Bruno decision-makers at joint session(s) of the Planning Commission and City Council. 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 from the Planning Commission, the City Council will ultimately 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.

Appendix A: Survey

Bayhill Specific Plan Alternatives Survey

Introduction

The City of San Bruno is undertaking a Specific Plan planning process for the Bayhill area, home to the YouTube headquarters, and other office, retail, and hotel uses. The Bayhill Specific Plan is a collaborative planning process that will outline a cohesive, long-term (to year 2040), community-driven vision for this key San Bruno area. This survey is an opportunity for you to help guide the future of the Bayhill district.

Bayhill Planning Area

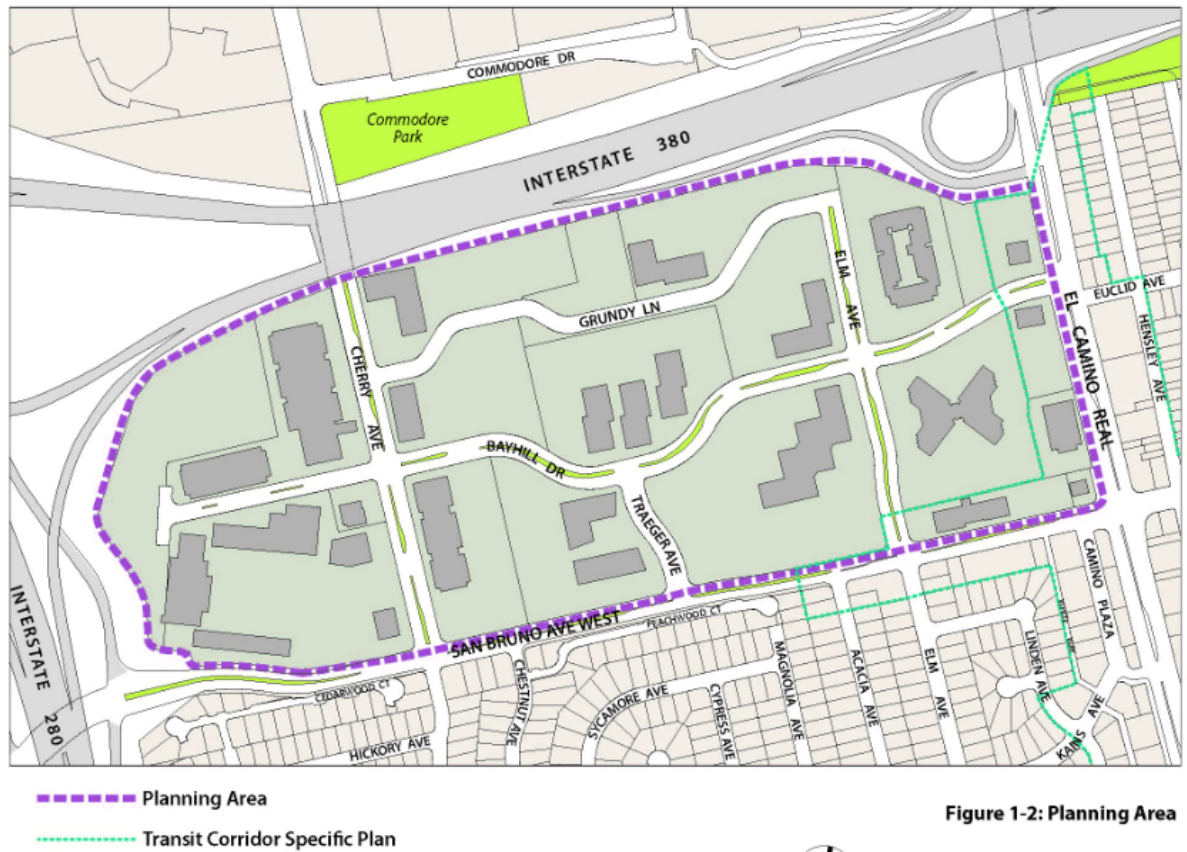


Figure 1-2: Planning Area

Based on the results of the initial community outreach and resulting [Vision Statement and Project Guiding Principles](#), as well as information received from YouTube, the planning team has developed four land use and urban design alternatives to show different ways in which office uses, retail, housing, and public and civic spaces could be supported within the Bayhill area. An **Alternatives Report** detailing each alternative as well as its projected traffic and fiscal impacts is available [here](#).

This survey is designed to solicit your thoughts and preferences on these alternatives. Based on your input and direction from the San Bruno City Council, a single Preferred Plan will be prepared. The survey will remain open until midnight on **Sunday, August 12, 2018**.

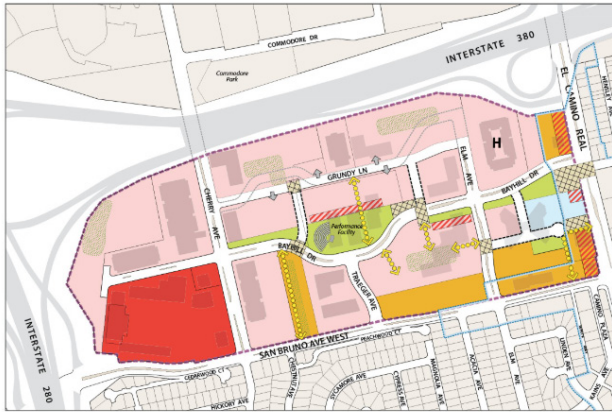
Bayhill Specific Plan Alternatives Survey

Alternatives

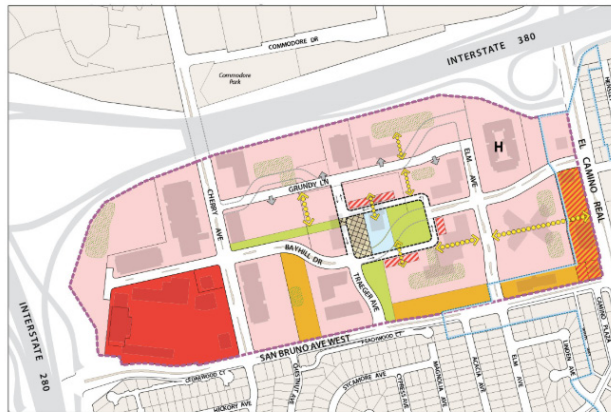
Each of the alternatives sets forth a vision for an office-focused district complemented by residential and supporting retail uses as well as parks and plazas, promoting the Vision and Guiding Principles. Alternatives 1, 2, and 3 (Central Spine, Bayhill Square, and Cherry Plaza) were developed in response to the community outreach effort. Alternative 4 (Greenway Connection) was developed in response from information received from YouTube.

The following questions are related to the four alternatives, shown below.

ALTERNATIVE 1: CENTRAL SPINE

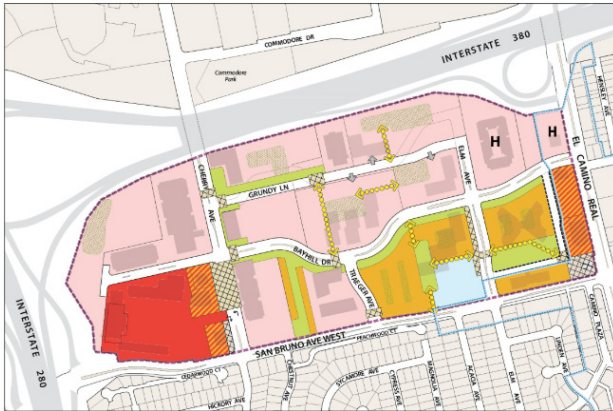


ALTERNATIVE 2: BAYHILL SQUARE

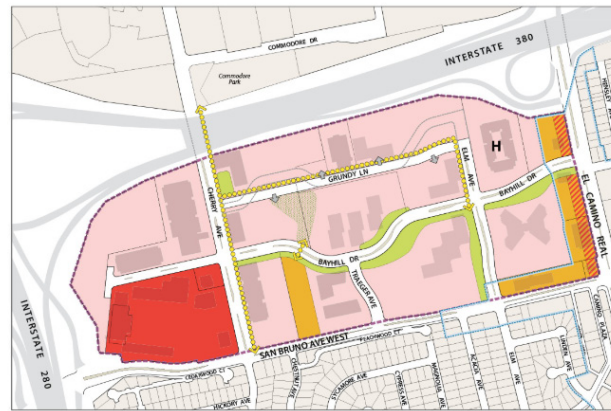


- Legend**
- Planning Area
 - Office
 - Commercial
 - H Hotel
 - Ground Floor Active Uses
 - High Density Residential
 - Civic
 - Public Open Space
 - Private Open Space
 - Plaza/Special Parking
 - Existing Street to be realigned
 - Expanded Street Grid
 - Pedestrian Connection
 - Entrance to Underground Parking
 - Transcendental 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).

ALTERNATIVE 3: CHERRY PLAZA



ALTERNATIVE 4: GREENWAY CONNECTION



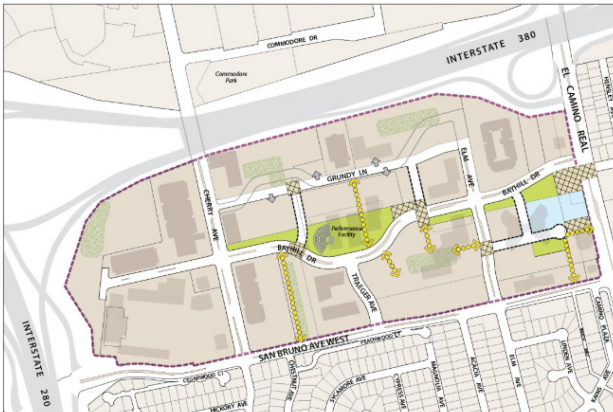
Bayhill Specific Plan Alternatives Survey

Structure, Public Open Space and Civic Uses

All four alternatives include public open spaces and plazas. These spaces are intended to provide opportunities for gathering, recreation and the enjoyment of the outdoors. Civic uses, designated in Alternatives 1, 2 and 3 and shown in blue, are designed to accommodate community amenities such as a library or community center. Note that for any of the Alternatives, it is possible that civic uses, or other community benefits may also be developed off-site.

Public Open Spaces, Plazas and Civic Uses

ALTERNATIVE 1: CENTRAL SPINE

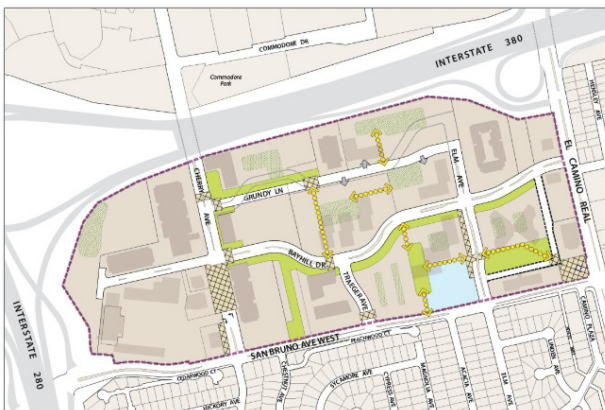


ALTERNATIVE 2: BAYHILL SQUARE

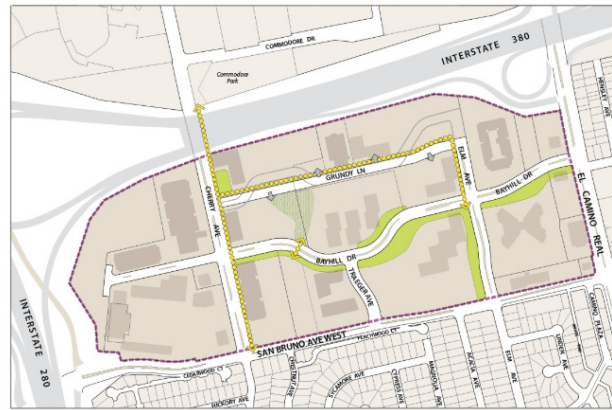


- Legend**
- Planning Area
 - Civic
 - Public Open Space
 - Private Open Space
 - Plaza/Special Paving
 - Existing Street
 - to be realigned
 - Expanded Street Grid
 - Pedestrian Connection
 - Entrance to Underground Parking
- Areas designated as private open space may be completely private, or may be private open space with the possibility of some public access (POPOS).

ALTERNATIVE 3: CHERRY PLAZA



ALTERNATIVE 4: GREENWAY CONNECTION



1. Which alternative shows the best mix and location of open spaces and plazas?

- Alternative 1: Central Spine**, with public open space along Bayhill Drive from El Camino Real to Cherry Avenue and a civic open space and plaza at Bayhill Drive and El Camino Real that acts as an "entrance" to Bayhill. The "central spine" would include a wide pedestrian pathway lined with trees as well as a larger open space and plaza opposite Traeger Avenue.
- Alternative 2: Bayhill Square**, with a central public open space and civic use located in the proposed "Bayhill Square" as well as complementary linear public open spaces that connect the square to Cherry and San Bruno avenues.
- Alternative 3: Cherry Plaza**, with public open space along Bayhill Drive and within the residential areas on the southeastern part of Bayhill Planning Area. Plazas are incorporated at the corner of El Camino Real and San Bruno Avenue as well as over a segment of Cherry Avenue facing mixed-use residential that would be closed to traffic. A civic use would be located at the corner of San Bruno Avenue and Elm Avenue.
- Alternative 4: Greenway Connection (Based on YouTube's proposal)**, with a linear greenway along Bayhill Drive and along Elm Avenue south of Bayhill Drive. No plazas or civic uses are designated within the Bayhill Planning Area. As with all of the Alternatives, these types of amenities could be provided outside of the planning area as a community benefit offer.
- A combination of two or more Alternatives – please describe:

2. What is your preference in terms of the location of a potential civic use within Bayhill?

- Along El Camino Real (Alternative 1)
- Centrally located within a central public square or open space (Alternative 2)
- Along San Bruno Avenue (Alternative 3)
- Elsewhere in San Bruno
- I do not have a preference

3. What type of civic use would you like to see in Bayhill? Examples might include a community center, library etc.

4. Please provide any additional comments regarding public spaces, plazas and civic uses:

Bayhill Specific Plan Alternatives Survey

Housing

The four alternatives assume the addition of between 4,900 and 10,300 jobs, depending on the alternative being considered, as a result of YouTube's expansion and the addition of other office and commercial uses. Many cities strive for a jobs-housing balance, or, put differently, have as an objective to ensure that the housing demand generated by new jobs is met with an adequate housing supply. Theoretically, a balanced jobs-housing relationship would also reduce the need for people to commute in or out of town for work.

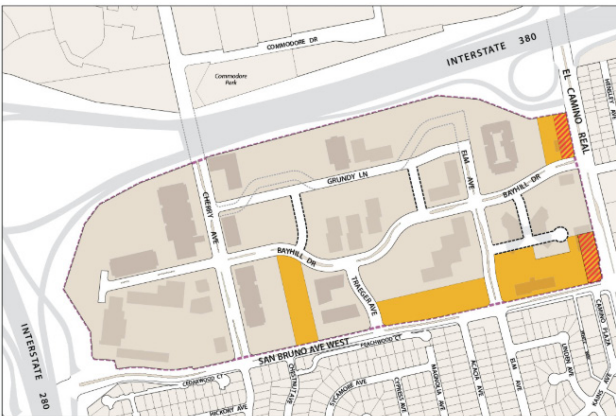
The table below summarizes the number of new jobs, corresponding housing demand, and housing provided for each alternative.

The diagrams below show in orange the location of residential uses in each Alternative. Note that for any of the Alternatives, it is possible that housing may also be developed offsite.

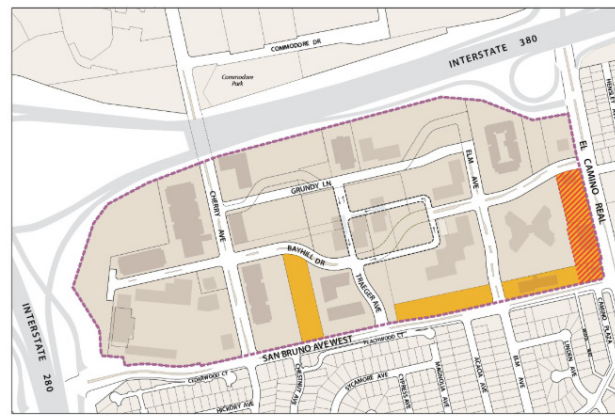
	New jobs	Housing Demand	Housing Provided
Alternative 1	4,900	3,470	730
Alternative 2	9,700	6,930	570
Alternative 3	6,600	4,730	980
Alternative 4	10,300	7,360	570

Note: Jobs are rounded to the nearest 100, and housing units to the nearest 10.

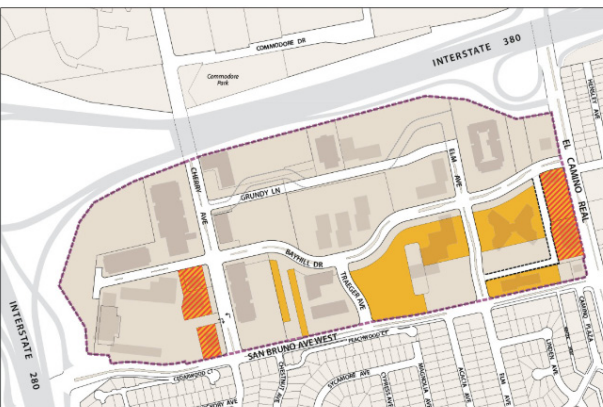
ALTERNATIVE 1: CENTRAL SPINE



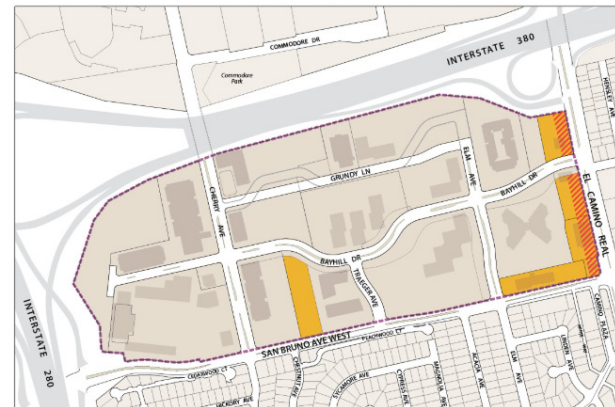
ALTERNATIVE 2: BAYHILL SQUARE



ALTERNATIVE 3: CHERRY PLAZA



ALTERNATIVE 4: GREENWAY CONNECTION



5. Which alternative shows the best housing locations and number of units? Note that for any of the Alternatives, it is possible that housing may also be developed offsite.

- Alternative 1: Central Spine** (730 housing units), with housing located along El Camino Real and along San Bruno Avenue east of Traeger Avenue and between Cherry Avenue and Traeger Avenue.
- Alternative 2: Bayhill Square** (570 housing units), with housing located along El Camino Real south of Bayhill Drive, and along San Bruno Avenue east of Traeger Avenue and between Cherry Avenue and Traeger Avenue.
- Alternative 3: Cherry Plaza** (980 housing units), with housing located east of Traeger Avenue and south of Bayhill Drive, as well as along Cherry Avenue south of Bayhill Drive.
- Alternative 4: Greenway Connection (Based on YouTube's proposal)** (570 housing units), with housing located along the length of El Camino Real and San Bruno Avenue east of Elm Avenue and between Cherry Avenue and Traeger Avenue.
- Combination of two or more Alternatives, or other comments (please describe below):

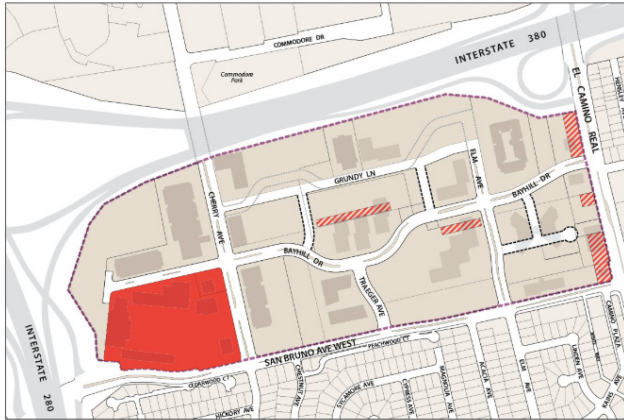
6. Please provide any additional comments regarding residential uses:

Bayhill Specific Plan Alternatives Survey

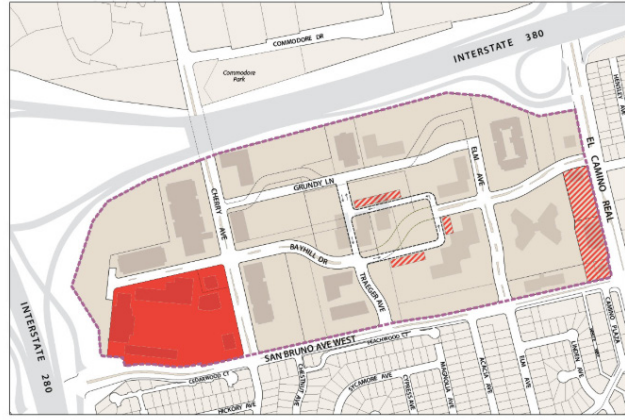
Active Retail

Each alternative features some amount of retail on the ground floor of mixed-use buildings, as well as at the Bayhill Shopping Center. These areas are intended to provide convenient, walkable access for Bayhill employees, visitors, residents, as well as residents in surrounding neighborhoods to retail and other commercial uses.

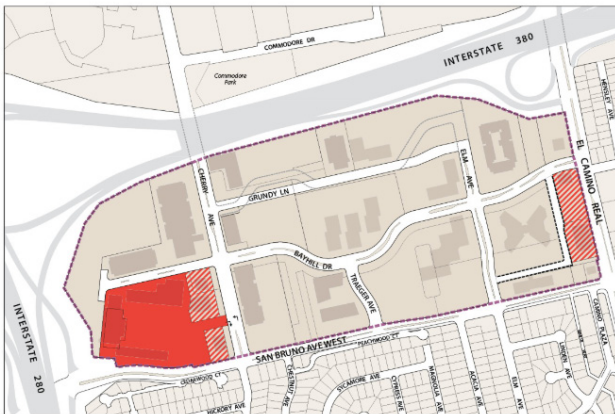
ALTERNATIVE 1: CENTRAL SPINE



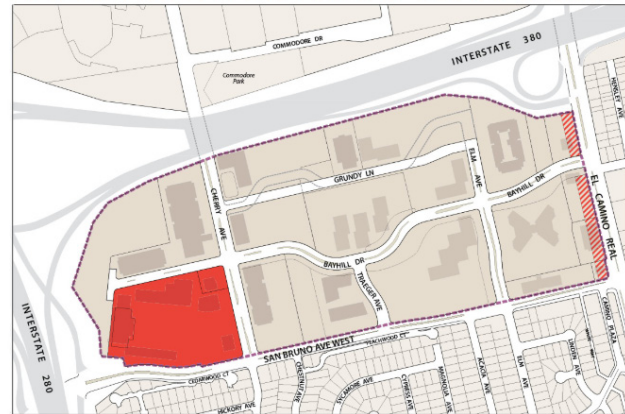
ALTERNATIVE 2: BAYHILL SQUARE



ALTERNATIVE 3: CHERRY PLAZA



ALTERNATIVE 4: GREENWAY CONNECTION



7. Which alternative shows the best locations and layouts for active retail uses?

- Alternative 1: Central Spine**, with active retail fronting most of El Camino Real and parts of the "central spine" along Bayhill Drive.
- Alternative 2: Bayhill Square**, with active retail fronting El Camino Real south of Bayhill Drive and three sides of the new "Bayhill Square" proposed in this alternative.
- Alternative 3: Cherry Plaza**, with active retail fronting El Camino Real south of Bayhill Drive and the west side of the new "Cherry Plaza" proposed in this alternative.
- Alternative 4: Greenway Connection (Based on YouTube's proposal)**, with active retail fronting El Camino Real.
- A combination of two or more Alternatives – please describe:

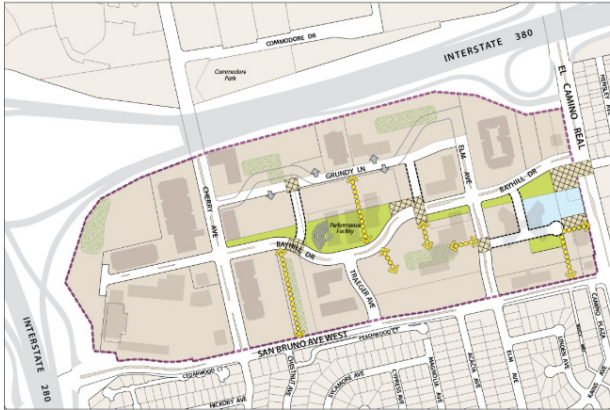
8. Please provide any additional comments regarding active retail uses:

Bayhill Specific Plan Alternatives Survey

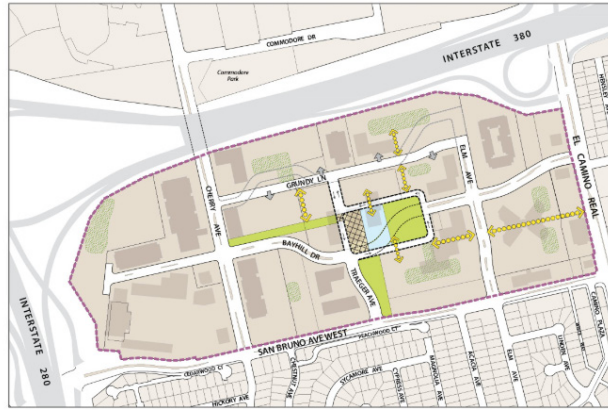
Circulation

Each alternative shows a potential configuration for new streets and pedestrian pathways/trails within Bayhill. All four alternatives realign Grundy Lane to remove the jogs in its current alignment, and incorporate pedestrian connections throughout the Bayhill area, which could take the form of landscaped pathways between buildings or landscaped sidewalks.

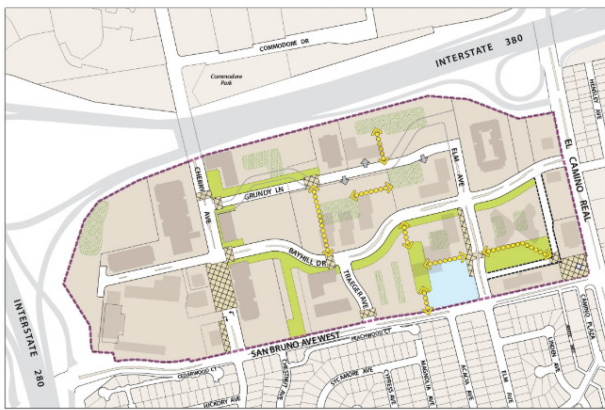
ALTERNATIVE 1: CENTRAL SPINE



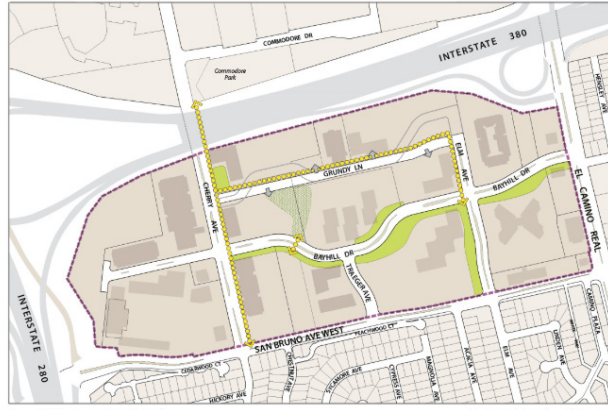
ALTERNATIVE 2: BAYHILL SQUARE



ALTERNATIVE 3: CHERRY PLAZA



ALTERNATIVE 4: GREENWAY CONNECTION



Legend

- Planning Area
- Civic
- Public Open Space
- Private Open Space
- Plaza/Special Paving
- Existing Street to be Realigned
- Expanded Street Grid
- Pedestrian Connection
- ⬇ Entrance to Underground Parking

Areas designated as private open space may be completely private, or may be private open space with the possibility of some public access (POPOS).

9. Which alternative exhibits the best circulation network?

- Alternative 1: Central Spine**, which expands the street grid to create new links between Bayhill Drive and Grundy Lane and provide access to the civic use and plaza on El Camino Real. Alternative 1 also provides pedestrian connections from Bayhill Drive to San Bruno Avenue and El Camino Real.
- Alternative 2: Bayhill Square**, which reconfigures Bayhill Drive to create a one-way traffic loop around the central public square and provides pedestrian connections to the square.
- Alternative 3: Cherry Plaza**, which expands the street grid in the southeast corner of the Planning Area to provide access to new housing and closes part of Cherry Avenue to vehicular traffic to create a pedestrian plaza. Pedestrian connections are provided to complement the network of green spaces.
- Alternative 4: Greenway Connection (Based on YouTube's proposal)**, which does not expand or significantly alter the existing street network, but provides an enhanced pedestrian realm along Cherry Avenue, Grundy Lane, and Elm Avenue, complementing the greenway featured on Bayhill Drive.
- A combination of two or more Alternatives – please describe:

10. Please provide any additional comments regarding circulation:

Bayhill Specific Plan Alternatives Survey

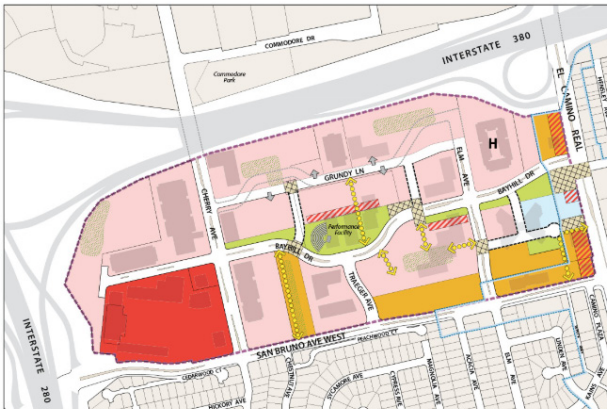
Overall Evaluation of the Alternatives

11. Overall, which of the four alternatives appeals to you most? Please select one.

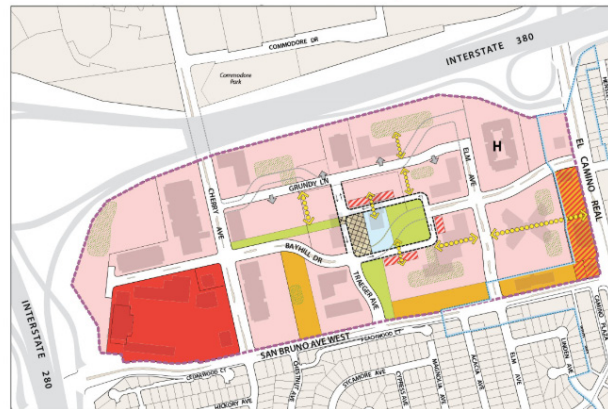
- Alternative 1: Central Spine
- Alternative 2: Bayhill Square
- Alternative 3: Cherry Plaza
- Alternative 4: Greenway Connection (Based on YouTube's proposal)
- A combination of two or more Alternatives

Please provide comments/rationale for your selection above:

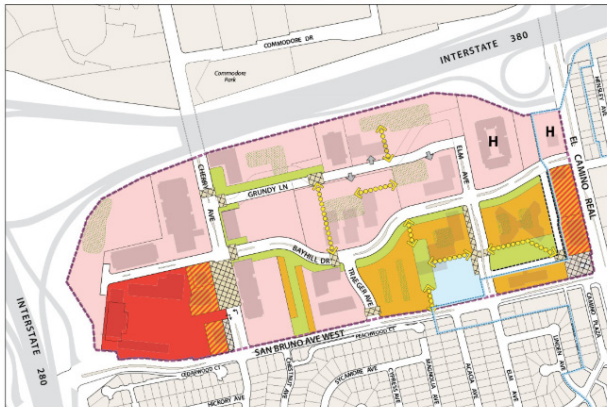
ALTERNATIVE 1: CENTRAL SPINE



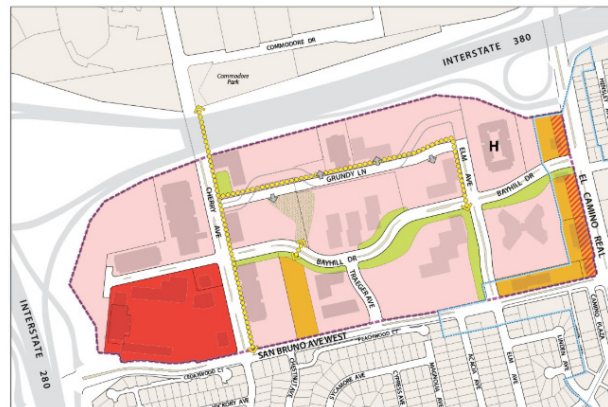
ALTERNATIVE 2: BAYHILL SQUARE



ALTERNATIVE 3: CHERRY PLAZA



ALTERNATIVE 4: GREENWAY CONNECTION



Legend

- Planning Area
- Office
- Commercial
- Hotel
- Ground Floor Active Uses
- High Density Residential
- Civic
- Public Open Space
- Private Open Space
- Plaza/Special Parking
- Existing Street to be realigned
- Expanded Street Grid
- Pedestrian Connection
- Entrance to Underground Parking
- Transit Consider 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 (IPOPAS).

Streetscape Concepts

Preliminary street design concepts were developed to illustrate potential changes to three key Bayhill roadways with a view to improving connectivity and multimodal access and contributing to a more vibrant public realm. The concepts are flexible, meaning that they can be mixed and matched across any of the Alternatives.

Where appropriate, streetscape concepts took direction from existing planning efforts conducted within the Planning Area including the [San Bruno Walk 'n Bike Plan](#) and the regional [El Camino Real Grand Boulevard Initiative \(GBI\)](#). The following questions focus on these concepts.

Bayhill Specific Plan Alternatives Survey

Cherry Avenue Streetscape Concepts

Cherry Avenue currently features two lanes of vehicular traffic in each direction with a center median and turn lane at intersections and into the Bayhill Shopping Center. The existing right-of-way is vehicle-oriented, and lacking in pedestrian furnishings, lighting, landscaping and bicycle infrastructure. Four options shown here improve on this design.

CHERRY AVE EXISTING CONDITION



CHERRY AVE OPTION 3: ONE LANE EACH DIRECTION



CHERRY AVE OPTION 1: CURBSIDE PARKING



CHERRY AVE OPTION 4: CHERRY PLAZA



CHERRY AVE OPTION 2: PROTECTED BIKEWAY



12. Please rate the following proposed Cherry Avenue streetscape concept features from one (least important) to five (most important). You may assign the same rating to more than one feature.

	1	2	3	4	5
Widened sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian median refuge islands to shorten crossing distances	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian-oriented street lights	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian amenities along sidewalk (such as street furniture)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Continuous street trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Retention of curbside parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Retention of all through vehicle lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Class IV bike lanes (protected bikeways) with landscaped buffers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vibrant street plaza closed to vehicular traffic (could accommodate open air markets, special events, and/or expanded outdoor dining)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. Which option for Cherry Avenue appeals to you most? Select one.

- Option I: Curbside Parking**, which retains existing curbside parking and focuses on improving pedestrian circulation and accommodation.
- Option II: Protected Bikeway**, which replaces curbside parking along Cherry Avenue with bike lanes and protecting landscape islands.
- Option III: Protected Bikeway (Single Through Traffic Lane in Each Direction)**, which entails removing a lane of traffic on each side of the street; moving the parking lanes approximately eight to 10 feet away from the curb; and installing bikeways in the space created between the curb and the moved parking.
- Option IV: Street Plaza**, in which the segment of Cherry Avenue between the existing driveway entrance and Bayhill Drive is improved as a "street plaza" that is closed to vehicular traffic, allowing for safer pedestrian crossings and the potential for open air markets, special events, and/or expanded outdoor dining. This option applies only to Alternative 3, Cherry Plaza, while segments of Cherry Avenue to the north and south of the Plaza could be improved per Option I, II, or III.

14. Please provide any additional comments regarding potential Cherry Avenue streetscape improvements:

San Bruno Avenue Streetscape Concepts

San Bruno Avenue links I-280 and the city's hillside neighborhoods with Downtown, BART, Caltrain, and US 101. It is also a barrier between the Planning Area and neighborhoods to the south, providing minimal accommodation for travel modes other than motor vehicles. Two concept options are proposed, both of which narrow existing travel lanes to incorporate bike lanes and promote traffic calming.

SAN BRUNO AVE EXISTING CONDITION



SAN BRUNO AVE OPTION 1: BIKE LANE



SAN BRUNO AVE OPTION 2: PROTECTED BIKEWAY



15. Please rate the following proposed San Bruno Avenue streetscape concept features from one (least important) to five (most important). You may assign the same rating to more than one feature.

	1	2	3	4	5
Widened sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian crossings and median refuge islands to shorten crossing distances	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian-oriented street lights	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian amenities along sidewalk (such as street furniture)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Continuous street trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wider center medians with pervious surface (plantings or pervious paving)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Class II Bike lanes (striped lanes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Class IV Bike lanes (protected bikeways)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

16. Which option for San Bruno Avenue appeals to you most? Please select one.

- Option I: Bike Lane**, which provides standard Class II striped lanes and the northerly Planning Area frontage improved as a parkway/boulevard, with a wide sidewalk, pedestrian-oriented lighting, and continuous street trees.
- Option II: Protected Bikeway**, which is consistent with the Walk 'n Bike Plan's recommendations for San Bruno Avenue, provides buffered bike lanes and parkway/boulevard improvements along the southerly frontage as well.

17. Please provide any additional comments regarding potential San Bruno Avenue streetscape improvements:

El Camino Real Streetscape Concepts

El Camino Real is the commercial and transit spine for San Bruno and the entire peninsula. The roadway is also a barrier between residential neighborhoods to the west and commercial districts and rail transit centers to the east. The street design improvements shown here are informed by the Grand Boulevard Initiative, City of San Bruno General Plan, Transit Corridors Plan, and recently adopted Walk n' Bike Plan.

EL CAMINO REAL EXISTING CONDITION



EL CAMINO REAL STREETScape CONCEPT



18. Please rank the following proposed El Camino Real streetscape concept features from one (least important) to five (most important). You may assign the same rating to more than one feature.

	1	2	3	4	5
Widened sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian crossings and median refuge islands to shorten crossing distances	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian-oriented street lights	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian amenities along sidewalk (such as street furniture and bus shelters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Corner plaza at El Camino Real and San Bruno Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike-accommodating lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wider center medians with pervious surface (plantings or pervious paving)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. Please provide any additional comments regarding potential El Camino Real streetscape improvements:

Bayhill Specific Plan Alternatives Survey

Demographics (Optional)

The following questions are optional, but will help us analyze the survey results.

20. Where do you live?

- In San Bruno
 Outside of San Bruno

If you live within San Bruno, how many years have you lived here?

21. Where do you work or go to school?

- In the Bayhill Planning Area
 In San Bruno, outside of the Bayhill Planning Area
 Outside of San Bruno
 Other/NA

22. What is your age?

- Under 18 years old
 18 - 24 years old
 25 - 34 years old
 35 - 44 years old
 45 - 54 years old
 55 - 64 years old
 65 years or older

23. How many people live in your home?

Adults

Children under 18

24. Do you own or rent your home?

- Own
 Rent

25. What was your total household income before taxes in 2017?

- Less than \$25,000
- \$25,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000+
- Decline to state

26. What is your gender?

Bayhill Specific Plan Alternatives Survey

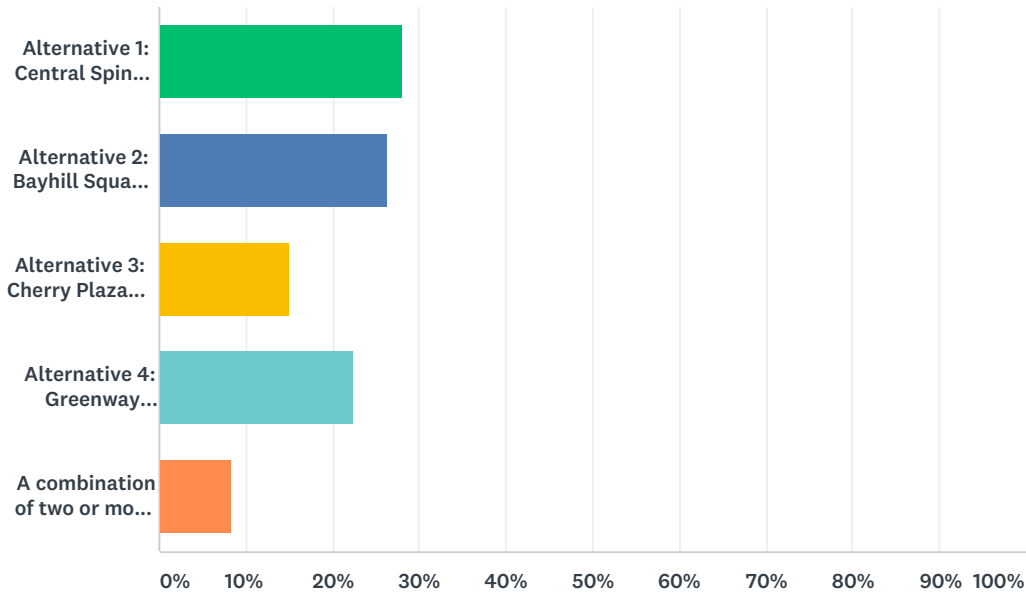
Thank You!

Thank you! Please click "done" below to submit your response.

Appendix B: Full Survey Responses

Q1 Which alternative shows the best mix and location of open spaces and plazas?

Answered: 179 Skipped: 19



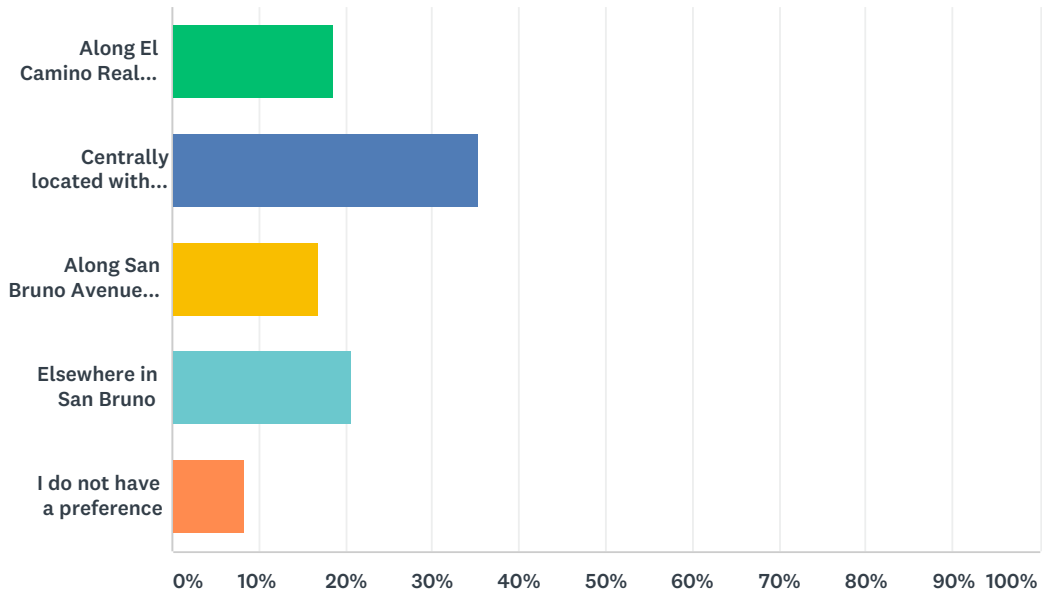
ANSWER CHOICES	RESPONSES
Alternative 1: Central Spine, with public open space along Bayhill Drive from El Camino Real to Cherry Avenue and a civic open space and plaza at Bayhill Drive and El Camino Real that acts as an “entrance” to Bayhill. The “central spine” would include a wide pedestrian pathway lined with trees as well as a larger open space and plaza opposite Traeger Avenue.	27.93% 50
Alternative 2: Bayhill Square, with a central public open space and civic use located in the proposed “Bayhill Square” as well as complementary linear public open spaces that connect the square to Cherry and San Bruno avenues.	26.26% 47
Alternative 3: Cherry Plaza, with public open space along Bayhill Drive and within the residential areas on the southeastern part of Bayhill Planning Area. Plazas are incorporated at the corner of El Camino Real and San Bruno Avenue as well as over a segment of Cherry Avenue facing mixed-use residential that would be closed to traffic. A civic use would be located at the corner of San Bruno Avenue and Elm Avenue.	15.08% 27
Alternative 4: Greenway Connection (Based on YouTube’s proposal), with a linear greenway along Bayhill Drive and along Elm Avenue south of Bayhill Drive. No plazas or civic uses are designated within the Bayhill Planning Area. As with all of the Alternatives, these types of amenities could be provided outside of the planning area as a community benefit offer.	22.35% 40
A combination of two or more Alternatives – please describe:	8.38% 15
TOTAL	179

A combination of two or more Alternatives – please describe:

- A combination of two or more Alternatives – please describe:
- Alternative 2 and 4. Leave Bayhill Dr., as in Alternative 4. Have a central civic plaza as in alternative 2, but move it north between the present Bayhill Dr. and Grundy Lane. Have Traegar Ave. go through as in Alternative 2.
- Alternative 1 if it can also allow for a flex-use space that includes food-truck events.
- Please clarify what the “performance facility” is in alternative 1? I would prefer more open space.
- #1 and 4
- Combining 1 and 4 is my preference. I like the central spine with the Civic building on EICamino and the performance area in the middle while creating a lot more square footage for the primary employer/funder of the whole project. I do not like the Bayhill Square with the “roundabout” in the middle nor the Cherry Plaza. Doesn't seem feasible to stop the flow thru there to me
- This is a Business park where businesses and facilities to accommodate those businesses should be located.
- Combination of 1 and 2 : I like the clarity of the public amenity in Option 2. And I like the fact that Bayhill Drive is interrupted so that it is less AUTO priority down the center of the site. However, I just don't know whether one way traffic around it is easy to get used to. Option 1 has a nice relationship with the adjacent building which has retail on the ground floor.
- There is no compelling need for a Civic space in Bayhill. There is already an underutilized library just a few blocks away in Mills Park. In the decade I have lived in San Bruno I don't think I have ever heard anybody say “we need a civic center”. Regarding the open space options, the Google proposal (Alt #4) is a little weak. Alts #2, 3, and 4 all seem workable though I do like the thought of an open air performance center if it is of sufficient size to allow for events of substance.
- More green as in 2 but less housing as in 4
- Combination Civic Spine and Greenway connection, including performance facility and walkway to Commodore Park and incorporating maximum pedestrian connection for optimal safety in the neighborhood.
- A combination of 1 and 2 but without the one-way system for the square and without the performance area. The performance area noise could be annoying to residents and offices/hotels.
- I like the combination of Alternative 2 - Bayhill Square, with the linear greenways of Alternative 4
- Much of San Bruno is depressed and bordering on blight. This project will benefit the turn around by bringing in skilled workers with good pay that may decide to live here and clean up the blight. C
- None of the alternative make total financial sense and all have a significant negative impact on traffic and the neighboring community (Mills Park---noise, traffic, parking and crime!!!!)
- Since parking is limited due to the businesses and the local community Commodore park, combine Greenway Combination. To add to the community's Youth activities, (our future community leaders) take the companies resources and eliminate the dog park. Create a parking area delegated for the community's Commodore park. On the West side of the parking can create a civic area and/or a Concession area with a walkway through nearest 380 into the park. This would help create a more family and community cooperation and involvement with the businesses and the diminishing parking availability for the citizens of San Bruno.

Q2 What is your preference in terms of the location of a potential civic use within Bayhill?

Answered: 178 Skipped: 20



ANSWER CHOICES	RESPONSES	
Along El Camino Real (Alternative 1)	18.54%	33
Centrally located within a central public square or open space (Alternative 2)	35.39%	63
Along San Bruno Avenue (Alternative 3)	16.85%	30
Elsewhere in San Bruno	20.79%	37
I do not have a preference	8.43%	15
TOTAL		178

Q3

What type of civic use would you like to see in Bayhill? Examples might include a community center, library etc.

Answered: 128 Skipped: 70

- A nice new expanded library would be nice along with a community center for organizations to hold meetings.
- Community center
- Tech library with aging adult training
- Library
- A hall for events (with a stage) and public conference rooms.
- Library with community rooms
- 1. Library 2. Recreation Facilities (Tennis Courts / Swimming Pools) 3. Community Center
- STEM Center, dedicated to enhancing science, tech, engineering and math learning opportunities for youth in the community. Could develop partnerships with YouTube/Google to help create a pipeline of local talent for employment at tech companies. This civic building would make the most sense along El Camino, which would allow the building to benefit from the high traffic and would also be a PR boon for San Bruno by proudly displaying the work we're doing.
- Any civic use is fine with me.
- library and community center
- Park
- public events
- No civic use in Bayhill
- Library with adjacent park or outdoor area
- Library or Outdoor park/plaza for movies and music in the park.
- A community center or library would be great. Any space that has rooms to host community events, including conference rooms of various sizes. For example, a large room with technology/audio/visual capabilities would be nice so community members could host presentations, films, speaking events, etc.
- Community Center with flex-use space for meetings/gatherings in a variety of sizes - local event exhibitions, performance art, etc. type of programming. That is not a great location for a public library - hard for children/families/elderly to safely access as it is likely to be dense and loud near the freeway, main intersections and flight pathways.
- Community center, multi use use gym(basketball court)
- A new library would be nice. The current library is very small and not that nice.
- history museum, library
- A community center for adult education
- small theater for plays, concerts,musicals; or something for young people! small bowling alley or skating rink. Can we care a little more for our youth?
- A space with extremely low cost meeting space for clubs and meet ups.
- Community center
- library
- An updated brand new library would be nice. After all this is the YouTube hub. Why do we have an old out dated library?!
- None, it has always been an office park. If Youtube is going to pay for it, let them do whatever they want, within reason.
- Children's park and area for farmers market
- Obviously state of the art library that serves everyone should be the priority. We blew it with the SBCF project
- None. Why?
- A modern Library would be fantastic
- Library
- library
- Velodrome, skate/bmx park
- A tech museum, a picnic area.
- Literally nothing we already have a community center and library.
- Reading, quiet, community center, library etc.
- I like the food truck, farmers market and gathering space offered in figure 2-4 Alt 2 Bayhill Square Urban Design.
- Library
- Library
- Children's park
- work out facility and pool
- A new community center and library would be nice.
- Library
- Community Center for special events or recreational activities

- Library
- Possibly a Sunday Farmer's Market. This should include shared parking with the businesses. SB City Park already has summer music and other functions with better parking.
- Community center. Maybe an indoor basketball court/rock climbing wall/ bike rental facility/batting cages. Something to promote active lifestyles
- Update the Dog Park at commodore park.
- We desperately need an upgrade to the library.
- None, keep the civic on El Camino
- Library
- Not sure we need a civic use if there will be community center space in the new recreation center. I think if there is a new library, it could just be rebuilt in its current location.
- Outdoor event venue
- Library!!!
- indoor gym or indoor basketball courts available to public
- An auditorium for schools and others to view current and future technological advances.
- A new, modern library would be a great asset to our community.
- community center with facilities for all ages; skate park; more play space for younger children as the population density will outweigh existing Commodore Park facility
- A Theatre
- Children's park with water features.
- Better dog park, bocce ball courts, bike access, community garden, history of San Bruno implemented in pedestrian pathway, outdoor dining options, small businesses (no chains)
- New library with adequate parking. Burlingame and San Mateo main are beautiful, functional libraries.
- Park
- Library, Playground
- The library / internet is great where we have it now.
- Park, dog park, picnic area, aquarium
- Library
- Maybe something focused on the arts? Don't we already have a general community center over at city park, and a library at the historic city hall?
- A park
- Community center with a specific focus. For example, early education, bilingual learning center, young women's leadership center, multicultural education leadership center, etc.
- Dog park
- Community center
- public tennis courts and indoor basketball courts please!
- Library, public park with bball and tennis courts.
- Dog park and kids play grounds
- Library
- library, green field for picnicking, community center, picnic tables with BBQs, trees
- I would love to see a community center for people to gather and play games, a little coffee shop, a place to meet and discuss social issues or just to meet with friends.
- Community center, similar to the one in orange park SSF
- Dog Park
- We have a good park with facilities that could be upgrade less expensively and have less traffic, noise and parking impacts.
- Farmers market, Sunday markets
- senior center (current location was very poorly chosen), meetings (again, due to poor location of senior center), library if a new one will be built
- Meeting room with stage and kitchen as we were promised to be in the hotel (still not built) at the crossing to be available to community groups as well as citizens.
- Nature Discovery Center? If pedestrian walked westward from Caltrain, there is nothing about San Bruno's natural history. What makes San Bruno what it is?
- Library
- Community center. Performance space
- Can place the community center along with a community concession stand on the west side of the proposed parking lot where the current dog park is. The businesses could help support Commodore Park with new technology supported devices to monitor, add adequate automatic lighting, benches, new water fountains, restrooms, etc.. and since their encroachment of their businesses has diminished the parking areas, give "back" to the city of San Bruno residents.
- Library
- Library

- Farmer's market, space for community events. I do not think we need another library so close to the central library.
- None, already too congested
- multiple use outdoor/open air events

Q4

Please provide any additional comments regarding public spaces, plazas and civic uses:

Answered: 91 Skipped: 107

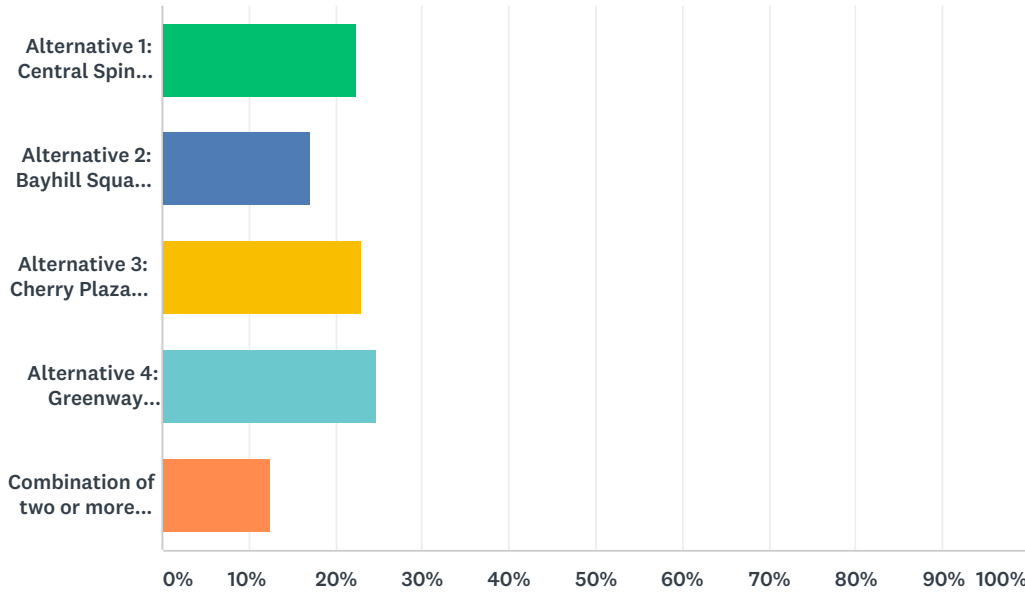
- Please provide any additional comments regarding public spaces, plazas and civic uses:
- Open-Ended Response
- Nice garden with trees flowers etc
- better educated security for YouTube
- Would love a constellation of outdoor fitness stations.
- lots of climate-adapted trees and landscaping
- Plant more trees to replace the ones that will be cut down and try to keep the the lakes / water - they look great.
- I think it's critical to ensure that the heart of the bayhill area gets the core open spaces (alternatives 1 and 2) as opposed to moving plaza's and civic spaces to the outside perimeter (alternatives 3 and 4)...this would ensure that the bayhill "neighborhood" remains integrated as a part of San Bruno culture, as opposed becoming a true YouTube campus where public access to the interior space is limited and restricted and all the community spaces are relegated to the perimeter. In other words, there should be a reason why San Bruno citizens still feel a connection to that space.
- I vote no on it all, what is there is more than enough
- Limit future tech growth
- Please keep bayhill shopping plaza. It serves so many in our San Bruno community and we greatly lack services like that else where in town
- Good public transit access. For example a 'last mile shuttle' to bart/caltrain/downtown/tanforan
- Would like public spaces and plazas maximized in Bayhill with minimal residential housing at this location.
- Location of these areas along San Bruno Ave would be ideal
- Have a public/commercial kitchen attached so events can support catering.
- Any open space to potentially host a farmers market would be great
- Outdoor public space is great, but San Bruno's summer fog and wind makes outdoor events less appealing
- Outdoor use spaces can be great, but San Bruno doesn't always have the best weather for that.
- I do not like the idea of cherry ave to be closed off. a over head connection would make more sense.
- More parking for its residence, guest and visitors
- More trees.
- Im not in favor of any new housing being developed in Bayhill at all! Please keep Kaiser!
- Public spaces should be accessed from El Camino if at all possible. West side should be more private.
- Demolish buildings not in use. Do NOT build
- Can the public area be closer to the shopping center and/or commodore Park? Seems to make more sense to have near these and create a central area
- n/a
- Picnic areas or some space for open air shopping would be nice
- This place is an office park, just keep it that way.
- More green more better
- I wish we had been more visionary and with the sbef funds seeded a tear down of city hall and the library, used the whole footprint including the road behind it and some of the school yard and built a true community facility with lots of ground floor meeting space, new library and lots of public offices on the upper floors. Couldve move the police back in etc. Oh Well, enjoy the pool you couple hundred users!
- It doesn't make sense to plunk a Civic area in the middle of an office park.
- I like the amphitheater in plan 1
- The Bayhill business park should remain attractive to companies. Central public area nice But keep to something quiet and unobtrusive M-F 8AM- 6PM.
- With all the new high density residential, how will parking be accommodated?
- Concerned about the additional traffic and access to freeway entrances. What is the plan to preventing homeless encampments? Transportation issues. Parking of big buses or Uber/Lyft pick up sites, Zip Car, Lime Bike needed.
- Please stop building unnecessary things in our city. It is destroying our town and blue collar community. San Bruno will no longer be San bruno if you continue.
- These spaces should focus on the needs of businesses. The tax revenue from those businesses will be used to support these areas. We have other public spaces, plazas and parks for the residents of San Bruno.
- quiet place to read

- I like the central park idea in Alternatives 1 and 2
- SB really needs a modern library
- We already have a library, and the city is currently in planning for remodeling our community center. Please do not build another. A nice children's park with a rubber surface (not sand or wood chips) would be greatly appreciated.
- I feel like bayhill is an awkward place to put civic space
- as a homeowner a block over I am very concerned about parking and feel you should provide spaces for at least 3/4 of your employees regardless of whether you think they may take a shuttle.
- Please don't forget the parking. Not everyone is able to take public transportation, and people can't spend money at retail places if they can't stop and park their cars. Thank you.
- No high density residential areas!!! Are we trying to be like San Francisco? I hope not -- that's why I live in San Bruno, so we don't live on top of each other and make our City incredibly congested with condos, traffic and parking issues!
- Providing a water feature at the public area which would mask the traffic noise from 380. Also trails that go off the central area, for the public to walk around the campus in something like Google's "Green Loop" in Mtn View's North Bayshore campus- which makes attractive walking and biking, with natural plantings, native flowers and trees and shrubs to attract wildlife. I am assuming that the public can conveniently park here because ALL parking is SHARED parking after office hours . Also some public parking is mandatory in the office buildings for public access to the PUBLIC benefit spaces during business hours
- Parks and more green areas
- higher end restaurants and stores.
- Mixing public spaces, plazas and civic uses will cause unforeseen public nuisance issues in the Bayhill office park.
- The current library could use some extension, perhaps adjacent, but not a complete move to Bayhill. Again, parking would be a problem How about a free shuttle service between San Mateo Drive and Bayhill?
- Consider a catwalk or actual crossing light for the pedestrian crosswalk between @Grundy and Cherry. It is an annoyance to wait 3 minutes for casual strollers on phones to finish crossing the street. There is way too much traffic on Cherry and not safe for San Bruno students to ride their bikes. Also the transit buses that stop in front of 901 Cherry need better access to the Eastbound Bayhill Drive stoplight.
- A bridge for YouTube people to cross instead of 5 different crosswalks. People like me who live on Cherry in the condos have to drive through the mess almost everyday just to get home, or to and from Bayhill shopping center. Not to mention the bus that sit in front of YouTube on cherry blocking the lane for cars to see any other pedestrians or cars coming. Please make a designated bus parking elsewhere. Cherry is just becoming so busy.
- Parking would be impossible for public space on El Camino.
- Get #3 done...GIT ER DONE!
- I think the public plazas should be put in the areas with the most food traffic. They should be adjacent to major roads.
- Possible engineered fabric shade structure(s); Ample distributed hard-scape seating
- Another large, open space like San Bruno Central park would be nice at Bayhill.
- No comments at this time.
- Taco trucks, farmers market,
- Water features are great, plenty of seating, and maybe a monument or 2.
- Please do not block any streets with pedestrian plazas. A lot of local residents use Cherry to get to/ from Sneath for shopping and business.
- If you put a Civic Plaza off El Camino it might be a bit loud for events. Plan 3 has WAYYYY too much housing for the roads that exist. The weather is quite nice in the area so outdoor space would be well utilized there.
- DO NOT TAKE OVER BAYHILL SHOPPING CENTER. DO NOT REMOVE CHILI'S. OTHERWISE I DON'T CARE. KEEP BUSINESS PARK A BUSINESS PARK.
- If YouTube wants to pretend to be part of the community, then give back and completely find something for the whole community. Build a new library and redo the entire commodore dog park. If YouTube is going to contribute nothing to the community they have invaded, then don't waste the public's time pretending to be inclusive.
- Cherry ave and neighborhood is already extremely impacted by all the growing traffic, which it was not originally built to accommodate. Please keep in mind the people and families like mine who live across the street and maintain safety in the area!
- Please focus on building for a mix of pedestrian and bike / scooter / wheelchair usages, while making auto access secondary (look at new urbanist principles about slowing car traffic)
- I am more concerned with having plans to manage pedestrians crossing Cherry Ave, with the You Tuber population already there. Pedestrian access crossing San Bruno Ave to Bayhill is already dangerous - this development will generate even more traffic.
- better plan on parking space for all the office workers and their cars
- Security, safety and easy follow of bicycle and vehicle most all also remain high on the the list for overall transportation necessities.
- Locating the potential civic use area centrally, allows for interaction between the San Bruno Community(SBC) at large with YouTube Employees(YTE). Engagement between SBC & YTE will strengthen the community as a whole, allow for mentor-ship opportunities, and allow for interactions beyond a commuter local. Excellent opportunity for a private enterprise to take a leadership role with building and interacting with a community vs. just planting down a WHQ in a bubble.
- Great place for family oriented festivals

- public tennis courts and indoor basketball courts please!
- A safe space to take a stroll and browse shops/eateries. Place for hosting Off the Grid type events. Side walk seating. Place for Limebike pick up and parking.
- kid-friendly places are very attractive!
- I'd be concerned about the increase in the homeless population and vagrants in creating such a space (there has already been an increase in recent years, bear tanforan)- hopefully there are community plans for supporting homelessness to manage this
- Public space for walking and open space only.
- Need more and better shops. Whole foods!
- Maximize Trees and parks
- Public spaces would be beneficial for outdoor activities or a new library for children to learn at (similar to South SF grand library)
- San Bruno will lose a lot of parking if the Mills Plaza project goes through. How about some parking?
- This part of town is a office space area, keep it that way.
- Keep it an office park
- Plan 1 and 2 Both have public spaces that are big enough to actually use for events. In 3+4 they are too dispersed to use.
- Plazas require persons to park. If the plazas cross Cherry Avenue it would impede a continuous flow of traffic. Many citizens of San Bruno use Cherry Street to avoid traffic along El Camino. In possible projection of 10 years, traffic and parking would become worse along Sneath, Cherry and San Bruno Avenue. It would be in best interest to put pedestrian walkways over the streets of the most pedestrian traffic, like YouTube. Force employees to park in the parking garage, or create another parking structure for them, so it helps the community's parking woes for this area. Can enforce it with 4 hour restrictions so commadore park users can park. Many teams from San Bruno league and Junior Giants teams have a hard time trying to find parking. Also, many who purchase permits to use the recreation sites have limited parking. This would increase community support of the businesses that are evading the parking dilemma.
- We have enough of these spaces down the street with city hall/library, and the main San bruno park
- Because civic uses are a destination, they should not be on El Camino Real. High density residential and mixed use should be within the transit corridor.
- Do NOTHING There is not enough parking as it is and what happens to the existing buildings?
- This is a business park, that is not connected to a mass transit hub. Not sure if this would be a success at all.
- No performance facilities. Too close to existing housing that bought property without this type of facility in mind.
- Open space should be away from fast traffic
- It would be nice to have public spaces that are inviting to San Bruno residents who don't live in the new housing being built as part of this project. We frequently walk from our house in Belle Aire up to the Bayhill Shopping Center and would like to have a nice area to walk through rather than walking along San Bruno ave.
- None, already too congested
- with center square, should try to provide limited parking in adjacent buildings - even though desire to reduce the dependence on cars

Q5 Which alternative shows the best housing locations and number of units? Note that for any of the Alternatives, it is possible that housing may also be developed offsite.

Answered: 174 Skipped: 24



ANSWER CHOICES	RESPONSES
Alternative 1: Central Spine (730 housing units), with housing located along El Camino Real and along San Bruno Avenue east of Traeger Avenue and between Cherry Avenue and Traeger Avenue.	22.41% 39
Alternative 2: Bayhill Square (570 housing units), with housing located along El Camino Real south of Bayhill Drive, and along San Bruno Avenue east of Traeger Avenue and between Cherry Avenue and Traeger Avenue.	17.24% 30
Alternative 3: Cherry Plaza (980 housing units), with housing located east of Traeger Avenue and south of Bayhill Drive, as well as along Cherry Avenue south of Bayhill Drive.	22.99% 40
Alternative 4: Greenway Connection (Based on YouTube's proposal) (570 housing units), with housing located along the length of El Camino Real and San Bruno Avenue east of Elm Avenue and between Cherry Avenue and Traeger Avenue.	24.71% 43
Combination of two or more Alternatives, or other comments (please describe below):	12.64% 22
TOTAL	174

Combination of two or more Alternatives, or other comments (please describe below):

- Combination of two or more Alternatives, or other comments (please describe below):
- This will mean too many commuters, too much traffic for our residential area/district
- Alt 2 and 4
- The first choice is the best traffic wise. San Bruno avenue is already very congested. We don't need anymore bad traffic
- most is best but i dont like the plan
- Develop housing offsite
- This is a business park. Residential units should be on the outskirts of the business park only.
- Again, parking demands need to be addressed. Concerns about increase traffic on the two lane roads going up and down San Bruno Ave.
- Option 3 or 2: There is a limit to continually adding office space with no regard to the housing needs that this generates. The housing need generated by upzoning the office space creates a need for much more housing than shown in any alternative. Not yet discussed is the housing need created by ALL the service jobs that are also created- gardeners, cleaning crews, security, etc etc.
- 2 and 4
- Alt #1 - Too few jobs created to make it worthwhile for Google while too many housing units for the demand. Alt #2 - Too many new jobs for the area to support and too few housing units. Increasing the number of housing units would cause more problems so the number of jobs created would need to be reduced. Alt #3 - Seems like a reasonable of number of new jobs created but too many housing units. Alt #4 - Is this a joke. Suggestion - Would like to see somewhere in the range of 6,600 - 7,500 new jobs created with housing units being 12%-13% of the housing demand based on those jobs.
- There is a ton of high density housing already going up all over mills park. There is not enough parking already being planned. The community meetings by the developers are just for them to check off a box. The developers do not give a █████ about the community they are building on top of. The city council is a joke. The peninsula is being destroyed. At least put in some commuter bus turnouts so they aren't double parked and blocking lanes of traffic for extended periods of time like they do now on both cherry and elm every day.
- One and four....more employment opportunities
- I'd like to see that extra patch of housing off Cherry & San bruno (option 3) added to option 2
- There is no mention of parking. Developments similar to what is being proposed typically are providing little or no parking (1 to 1-1/2 spaces per unit). This is totally inadequate, even considering the proximity to transit this will not work. Neighborhoods up and down the Peninsula with this type of development have bee innondated with cars from these developments parking on the residential streets. Mills Park already suffers from a lack of parking and people using city streets for their personal commercial parking.
- Minimal housing would be my preference. Housing can be build offsite and closer to BART or Caltrain. Then shuttles/bike lanes could be created between Bayhill and those BART/Caltrain transit points AND/OR offsite housing. For example new housing near or/at Melody Toyota Service would be ideal for housing. The widening of San Bruno Ave would be necessary for increased traffic.
- If Grand Boulevard is to be realized, housing should be on ECR. But
- Please make all of this parking self sufficient we have a big parking problem here where neighbors fight with each other and this is no way to build community so we welcome you but your consciousness is required
- No housing between Bayhill and San Bruno Ave
- None - no housing in the office park
- None of the above
- Housing not needed
- I do not like housing inside of the plan area

Q6

Please provide any additional comments regarding residential uses:

Answered: 62 Skipped: 136

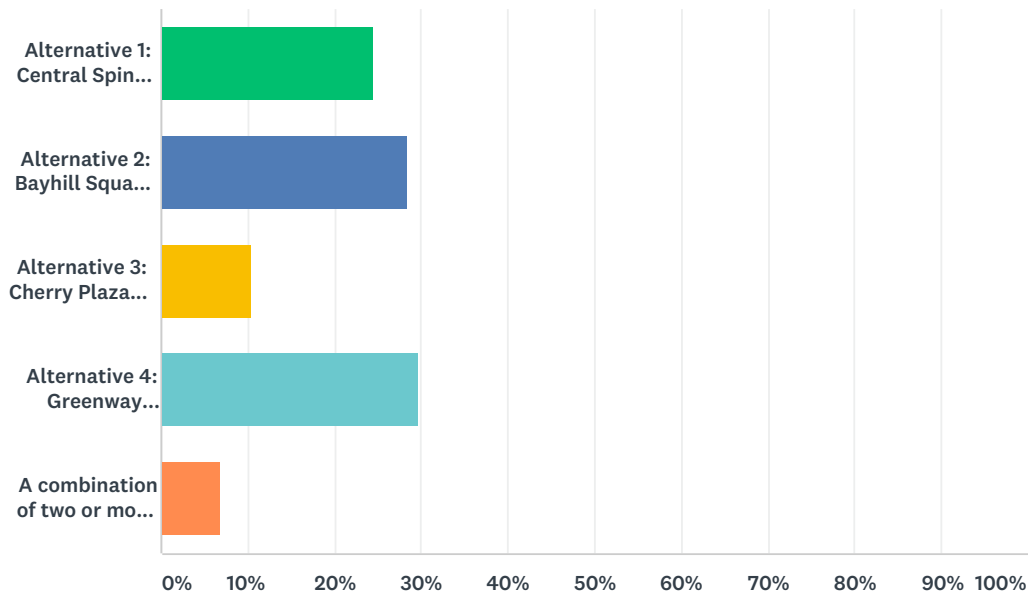
- Prefer less housing
- only if infrastructure is paid by Youtube to accommodate your buildings and no employee parking on Cherry Ave
- I like the idea of using this area to maximize new employment. Now, I like #1 less knowing about #4's potential.
-and more of those huge buses would be terrible, creating additional traffic problems and trying to get to the Bayhill businesses would be a huge problem also.
- Make sure there is sufficient parking
- Needs access to public transportation
- Bubbles come and bubbles go. Don't over build. The impact to the rest of the San Bruno infrastructure needs to be addressed - schools, police, fire department, etc.
- Option 3 which places high density housing in the Bayhill shopping center will make residential parking occupy spaces for shoppers at bay hill. Look at Costco in south city that's directly next door to high density. I cannot use that location because parking is impossible. Option 3 would require additional parking at Bayhill or would hurt businesses there significantly. It's already difficult to park at mollie stone— that lot is very close to full utilization on weekends
- Alternative 3 is best at housing for new jobs created. Although I dislike the idea of housing being added to the Bayhill shopping center.
- No comment
- Residential areas are better when they are not on the main thoroughfares.
- Keeping the housing off of the main thoroughfares (particularly El Camino) is generally nicer for the residents as long as the traffic flow and entrances and exits is adequate.
- One car slot per resident and ample over flow parking for guests and visitors
- please do not encourage residential traffic up and down San Bruno Ave. I prefer no housing at all. Keep it on El Camino if it must be built.
- On-site housing is a pipe dream or a nightmare. People don't need to live in the company town and generally don't choose to. Put new housing east of El Camino and improve walkways, mass transit and parking.
- Do not build new residential without sufficient parking. Many other cities in the area have made the unrealistic assumptions that people won't own cars and will only take public transit. This is a very dumb assumption and causes parking issues in surrounding areas as anyone who lives in a suburbs owns a car and has people who visit them who own cars.
- Anything along el Camino is fine.
- Concerned about security, car break ins, smog and environmental protection.
- STOP MAKING MORE RESIDENTIAL UNITS!!!!!! Do you not realize how bad traffic/parking/living in San bruno is now because of the ridiculous amount of people in this town
- Focus on the businesses that will be doing business here and the contributions that they will make to our community. Incorporate commercial uses that support those businesses. We have other areas to incorporate housing and civic improvements that are geared for residents.
- Maximize housing on site. Require You Tube to build all housing need generated at Bayhill itself as we do not have land anywhere else in San Bruno.
- If need be, build more housing offsite. El Camino is a good place for high density residential. Not on the small streets of bayhill park. Too much housing in this area would cause major traffic problems.
- I think that any housing should be developed elsewhere in San Bruno, but if it has to be done, then it should be on the El Camino side. The Bayhill Shopping Center is NOT the place for it!!!
- Would YOu Tube build housing - actually build the housing- along El Camino transit corridor instead of on this site?
- Need to minimize traffic congestion from new housing for Mills Park neighborhood. They're getting the brunt of this new development.
- Option 1 leads to the least new jobs, meaning less people in and out of the area each week day, balanced with a decent number of housing units. Must ensure that ample parking is provided for all the new residents.
- Residential Use should be an option, or overlay to the specific plan and not a specific use.
- Residential should be close to El Camino and along San Bruno Avenue.
- Leave Chilis and Wells Fargo alone. Instead just put housing units above big 5 and behind that up Traeger. San Bruno is going to have so much traffic with these residential units coming in. How about making housing affordable so people can live here like our teachers. Even rent is so extreme these days.
- NOT option 3. Leave the shopping center alone!
- Please make sure there is enough parking for residential space so they don't park in the adjoining neighborhoods. For example, 2 parking spaces for 1 bedroom, 3 parking spaces for 2-3 bedrooms. 4 parking spaces for 4+ bedrooms. Folks may take public

transportation to work, but it is not realistic to expect people not to have cars when they are living on the peninsula.

- We already know that the housing/jobs ratio is not balanced. The city should be favoring the alternatives with the most housing.
- We need more housing on the Peninsula. The Central Spine plan allows for a big open space and a large number of housing units.
- Adequate parking for residential and commercial is essential.
- Alternative 3 is not good because Bayhill Center cannot accommodate the traffic. Keep all housing closer to El Camino. Encourage small business- give tax breaks to established SB residents.
- **NO HIGH DENSITY HOUSING!!!!**
- The increased traffic in the TCP area is going to be a nightmare. How many people who work at YouTube are going to live nearby or take public transit?
- I like the greenway connection plan
- If they are bring people in by bus, then the housing need will be lower. There should be parking for 2 cars per house hold. Not on city street
- Additional housing and less office space would be preferable
- The high cost of housing should be the number one priority for all local politicians in the entire Bay Area. **BUILD MORE HOUSING.** <http://www.simonandschuster.com/books/The-Rent-Is-Too-Damn-High/Matthew-Yglesias/9781451663297> http://www.slate.com/blogs/moneybox/2013/04/11/san_francisco_zoning_needs_more_density_and_tall_buildings.html
- Where is the parking for the residences to be located?
- Will a percentage of current local residents have access to purchase or rent new living spaces ?
- I think it is a nice to have, but not necessarily YouTube's burden to supply housing. I believe the Bayhill Alternative allows for a good amount of mixed use space.
- Ensure enough parking below units to prevent clogging area with parking issues.
- No section 8 housing
- Residential units should also come with parking.
- The more housing the better
- This type of development also is associated with an increased crime rate.
- Prove parking, most people will still rely on cars. And at the same time, increase public transportation service/bicycle lanes so that it is more usable. Europe has great public transportation.
- I'm especially horrified by alternative 3 which adds housing at the entrance of Bayhill Plaza. This is a shopping area current San Bruno residents can walk to. Please don't add barriers.
- less is more !
- Before building housing on ECR, Bayhill Dr should line up with Euclid.
- No housing in office park
- The <600 units for 2+4 is not enough.
- There is enough housing in the area
- there is not enough room now, the impact will make traffic come to a standstill. Look at the Delaware exit off of 92 W..it that what you want for our city?
- High Density Housing shouldn't go beyond El Camino. I would be concerned as a resident on the amount of parking congestion this would cause. Why isn't more focus put in building near our transit hubs (Caltrain/BART)?
- I think high density house should not extend beyond El Camino, closer to mass transit to reduce the need for parking spaces. There is a lot of high density housing going up on Camino Ave already. Bike paths should be built on San Bruno to Caltrain and Bart.
- I would appreciate having as many buildings as possible have the ground floor commercial / active user spaces.
- Stop building housing. It increases congestion in an area already packed with people
- housing will provide how many parking spaces per housing unit?

Q7 Which alternative shows the best locations and layouts for active retail uses?

Answered: 172 Skipped: 26



ANSWER CHOICES	RESPONSES
Alternative 1: Central Spine, with active retail fronting most of El Camino Real and parts of the “central spine” along Bayhill Drive.	24.42% 42
Alternative 2: Bayhill Square, with active retail fronting El Camino Real south of Bayhill Drive and three sides of the new “Bayhill Square” proposed in this alternative.	28.49% 49
Alternative 3: Cherry Plaza, with active retail fronting El Camino Real south of Bayhill Drive and the west side of the new “Cherry Plaza” proposed in this alternative.	10.47% 18
Alternative 4: Greenway Connection (Based on YouTube’s proposal), with active retail fronting El Camino Real.	29.65% 51
A combination of two or more Alternatives – please describe:	6.98% 12
TOTAL	172

A combination of two or more Alternatives – please describe:

- A combination of two or more Alternatives – please describe:
- A combo of 2 and 4
- 1 and 2
- Prefer to have it located in one area.
- Even less than Alternative 4.
- ‘We
- 1 and 4
- I support keeping the current Bahill shopping center and adding retail along El Camino and around Bayhill Square
- Without adequate parking non of these will work. The lack parking and overflow into residential neighborhoods is already a problem with the businesses between San Bruno and Kains Avenues just off of El Camino.
- 4 and 2 would be nice.
- None, leave it like it is. If something must be put in please add additional parking space for employees not and patrons.
- Combination of 3&4 focusing in existing areas.
- I like Two but I don’t think you’ll generate enough foot traffic in the central plaza for businesses to succeed.

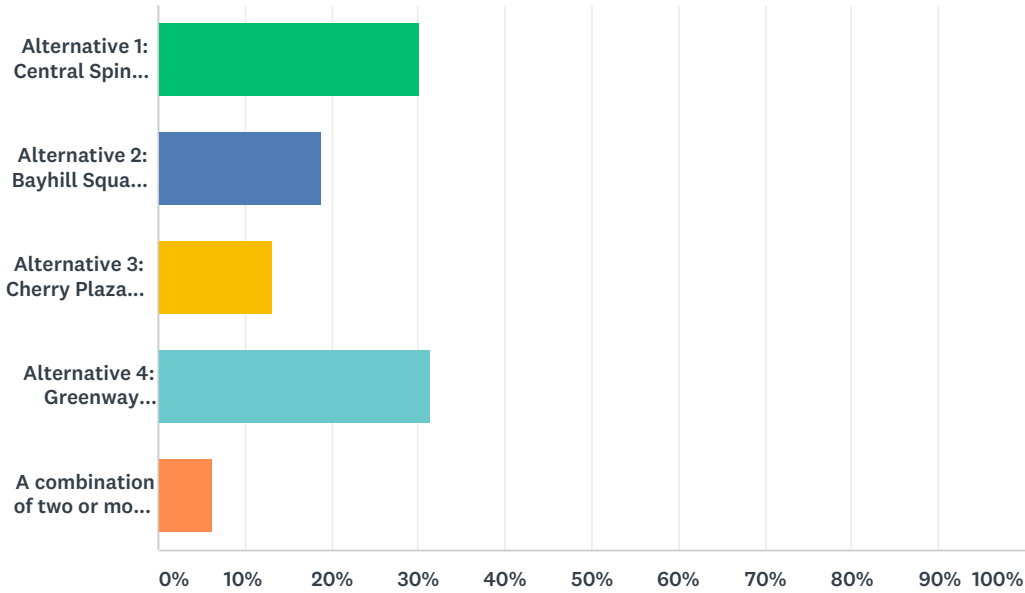
Please provide any additional comments regarding active retail uses:

Answered: 35 Skipped: 163

- infrastructure paid for by YouTube before projects start and parking
- From the looks of things - forget about trying to shop in Bayhill or anywhere else in that area. For San Bruno west of these plans even trying to get to ElCamino and the shops there, will have to deal with severe traffic problems
- Needs to encourage business to use local lunch spots (get employees out of the buildings and corporate lunch rooms)
- Keep retail spaces on the exterior perimeter to minimize traffic within the business office center. It will be safer for everyone - drivers, bikers and pedestrians.
- It would be nice to see restaurants that could serve YouTube for lunch but also local residents for dinner when YouTube parking is not fully utilized. Blocking out retail opportunities to the community to dedicate restaurants for YouTube is not ideal for the community
- Do make this accessible and inclusive/inviting to the community and not just for office workers.
- No comment
- Have some retail mixed into the neighborhood is good, but I would focus the main retail activity along El Camino.
- Provide parking on El Camino and nearby
- Keep Kaiser in the Bayhill plan
- Who walks to the grocery store? Let Bayhill be mainly commercial with some opportunity for open and public spaces near El Camino. With the general plan for El Camino and San Mateo Ave. to be rows of high density mixed residential and retail, let Bayhill be something different.
- The rest aim space as it needs to be improved. There is never any parking. So whatever commercial space you pick please give some thought and attention to the lack of parking already in that area.
- Parking!!!!
- Have not seen any locations for parking lots so far.
- No more than 3 stories high! El Camino Real in Millbrae looks so congested and actually is an eyesore !
- But retail won't work if YouTube provides free services and the public can't see or find the retail
- Retail Use should be located on the exterior perimeter of the Bayhill Office Park.
- I'm not in favor of lots of retail in this plan. I won't be shopping there but will go to Tanforan etc instead. Parking will be a problem, especially during the week. SB Town Square and Tanforan will be enough. Also San Mateo Ave has lots of shopping and eating spots.
- Keep residential out of the shopping center.
- Alternative #3 looks like it is removing retail from the Bayhill Shopping Center. Leave the shopping center as-is. Do not create a new "Cherry Plaza" if this entails ever closing any of Cherry Avenue as this is one of the only ways to get to Commodore Park and Sneath Lane.
- Retail next to the major streets, rather than nestled inside the larger plan area, makes more sense to me.
- Parking and traffic congestion is a major concern
- I feel that the retail areas shown in #4 and the Bayhill Shopping Center provide adequate retail space
- The central portion of Bayhill is a beautiful and wonderful space for outdoor dining. Many may remember how popular TGIFriday's was, despite having mediocre food. This is SB's opportunity to have restaurants that draw culinary visitation and add value to the city.
- KEEP BAYHILL SHOPPING CENTER AS IS
- The mixed-use developments in the Cherry Plaza design are great. Back when I was in college, I had an awesome little cafe right in my building -- affordable, good food, not too fancy, but not cheap/gross. I probably got one meal of the day there, 5-6 days a week, for the two years I lived in that building. Breakfast on the way out, lunch/brunch on a weekend, dinner on the way home. SO convenient. Housing over retail is an ideal way to live, for younger singles / couples / roommate groups.
- Alternative 2, with preference given to locally owned (or operated) centers for retail/commercial use.
- Provide parking lots please
- See 7. above.
- Make space for a new Whole Foods, some restaurants and some services like bike shops, flower store, and small-ish operations.
- Where will the parking be for the additional commercial buildings?
- It would be good to have the retailers not in the area as it is now. It would create more traffic to our neighborhood if we did add it.
- Parking parking parking. and more parking for employees of said retail or banks and Kaiser if they stay
- I think retail space should be built that will be enjoyable and easy to use for neighboring residents, not just residents of the new Bayhill area. Make this (combined with the Bayhill Shopping Center) an area that all San Bruno residents will want to come to eat / shop.
- retail should be limited to the exterior locations EXCEPT limited retail around the central square

Q9 Which alternative exhibits the best circulation network?

Answered: 159 Skipped: 39



ANSWER CHOICES	RESPONSES	
Alternative 1: Central Spine, which expands the street grid to create new links between Bayhill Drive and Grundy Lane and provide access to the civic use and plaza on El Camino Real. Alternative 1 also provides pedestrian connections from Bayhill Drive to San Bruno Avenue and El Camino Real.	30.19%	48
Alternative 2: Bayhill Square, which reconfigures Bayhill Drive to create a one-way traffic loop around the central public square and provides pedestrian connections to the square.	18.87%	30
Alternative 3: Cherry Plaza, which expands the street grid in the southeast corner of the Planning Area to provide access to new housing and closes part of Cherry Avenue to vehicular traffic to create a pedestrian plaza. Pedestrian connections are provided to complement the network of green spaces.	13.21%	21
Alternative 4: Greenway Connection (Based on YouTube's proposal), which does not expand or significantly alter the existing street network, but provides an enhanced pedestrian realm along Cherry Avenue, Grundy Lane, and Elm Avenue, complementing the greenway featured on Bayhill Drive.	31.45%	50
A combination of two or more Alternatives – please describe:	6.29%	10
TOTAL		159

A combination of two or more Alternatives – please describe:

- A combination of two or more Alternatives – please describe:
- A combo of 1 and 4
- 1 2 and 3 combined. Maybe I don't understand what a pedestrian connection is, but this whole area needs to be walkable and some options don't seem to be clear why their pedestrian connections are exclusive to that specific plan
- Either alternative 1 or 2
- I like the overpass for 380 but would like more connections similar to alternative 1.
- 1 and 4. To me creating the central square one way loop doesn't make sense nor does blocking of cherry
- Literally none of them don't change a single thing.
- 4 with a civic space. All of the others just include more private spaces which add nothing to the existing community.
- I do not think that any of the 4 Alternatives adequately addresses circulation. Choosing one, or a combination, would include elements from all. Preference would be based on the Bayhill Square overall layout, but would expand the pedestrian access/circulation to include the yellow dotted paths listed in all the alternatives. Additionally, I would like to see public paths that would allow citizens and employees to traverse the entire property from El Camino to 280 and San Bruno Ave to 380.
- 4 seems the most comprehensive for foot traffic (pedestrians), but where is the bike lanes/paths? Seems important to plan for bikes, especially to connect with bart and caltrain.
- I like diagonal pedestrian entrance at corner of SB Ave and ECR.

Q10

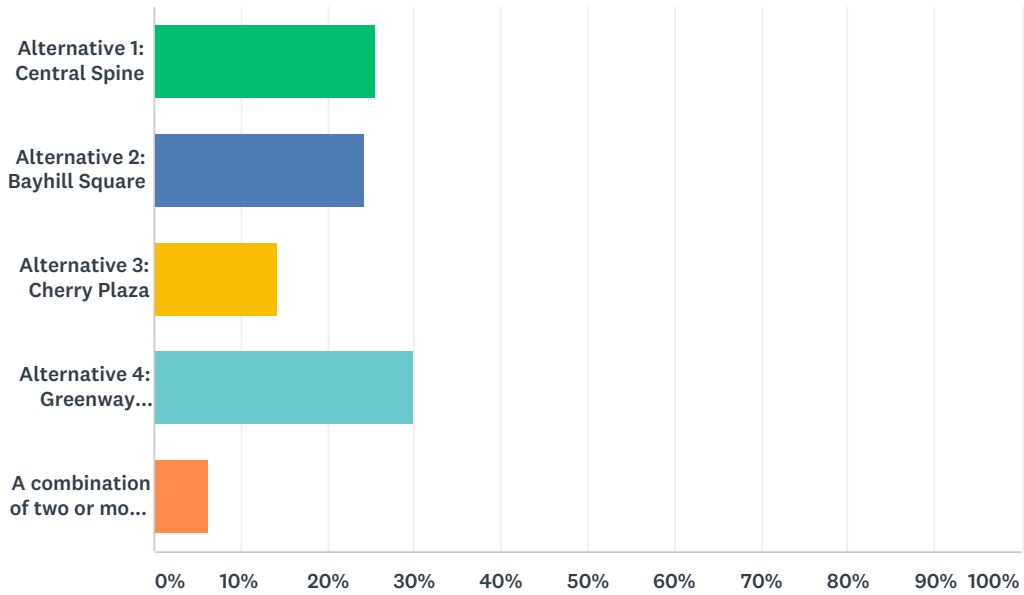
Please provide any additional comments regarding circulation:

Answered: 31 Skipped: 167

- no circulation network
- Was there a vote to conduct any of this survey? Were residents consulted?
- Do not block access from 280
- Circulation simplicity is safer.
- Why is option 4 the only option that provides pedestrian connections beyond 380? What is the community benefit of pedestrian connection pathways to private open spaces? Is underground parking public or private? This needs to be made clear.
- No comment
- I really don't like the idea of closing Cherry Ave to vehicular traffic. I think that would create a lot of extra congestion on San Bruno and Sneath Ln.
- Please pick a pedestrian safe crossing area
- Concerned about crime and influx of people that will destroy our peaceful neighborhood and take sparse parking spaces.
- Stop changing things we would appreciate it. No one really cares about YouTube or google or Walmart
- It depends on which plan(s) is/are chosen.
- Option 3 is very undesirable. Closing off Cherry to traffic would make it difficult for many residents to get to/from Bayhill shopping center. Do not close Cherry Ave!!!!
- ADD A FULL Size SOCCER FIELD
- #2 looks like it would backup traffic - do not create a one-way traffic loop.
- Pedestrian safety is a major concern. Traffic will be increasing and is a current issue; with increased density the safety of both neighborhood residents, their children, and area employees is of the utmost importance.
- There should be as many cycle paths as possible.
- More Pedestrian connections from the San Bruno Ave side would be nice since the Mills Park Residents would be utilizing the open spaces after hours and on weekends/ events.
- Any increase to traffic in the area will make it challenging for bikes and pedestrians. San Bruno has been famous too many times for tragedy. Let's be proactive about this development. This is our opportunity to shine as a Bay Area leader in development.
- LEAVE BAYHILL SHOPPING CENTER ALONE
- Please put in flashing crosswalk from Walmart to Bayhill shopping center to improve pedestrian safety. It's one of the most dangerous crossing areas(I cross just about every day)
- Segregated bike/walking paths are great. I just want to make sure they're wide enough for a mix of foot and wheel traffic.
- Safety is key
- bollards, speed bumps and "natural barriers" would be nice from a safety standpoint. People drive too fast and are too distracted, so please plan for that in the design
- I guess this is for the new residents? None seem to benefit current city residents.
- If you have discretion to put a plaza at ECR, then you have the discretion to change the road. Bayhill Drive at ECR should line up with Euclid so as to provide an alternative route for shuttle buses to Caltrain.
- please care for this community we have a big parking problem here please join us and make sure you build double the parking you need so you do not impact this community
- There needs to be pedestrian connections to El Camino and to the neighborhood across San Bruno Ave. Poor plan one would a late be added for pedestrians to cross where the path comes out to San Bruno Ave? Otherwise the path needs to connect to Cherry Avenue at the light so pedestrians can cross there
- The Greenway connection won't impact the area too much, it would enhance the current area moderately with the improvement. There are adequate pedestrian pathways present.
- I like the idea of the special paving on El Camino Real, shown in Alternative 1. Could special paving be done at the intersection of El Camino Real and W. San Bruno Ave. to dress up the busiest intersection in the city? Should that be converted into a roundabout?
- Please do not add more car focused streets to the Bayhill Area - invest in pedestrian and bike circulation
- do not over provide defined walking paths

Q11 Overall, which of the four alternatives appeals to you most? Please select one.

Answered: 161 Skipped: 37



ANSWER CHOICES	RESPONSES	
Alternative 1: Central Spine	25.47%	41
Alternative 2: Bayhill Square	24.22%	39
Alternative 3: Cherry Plaza	14.29%	23
Alternative 4: Greenway Connection (Based on YouTube's proposal)	29.81%	48
A combination of two or more Alternatives	6.21%	10
TOTAL		161

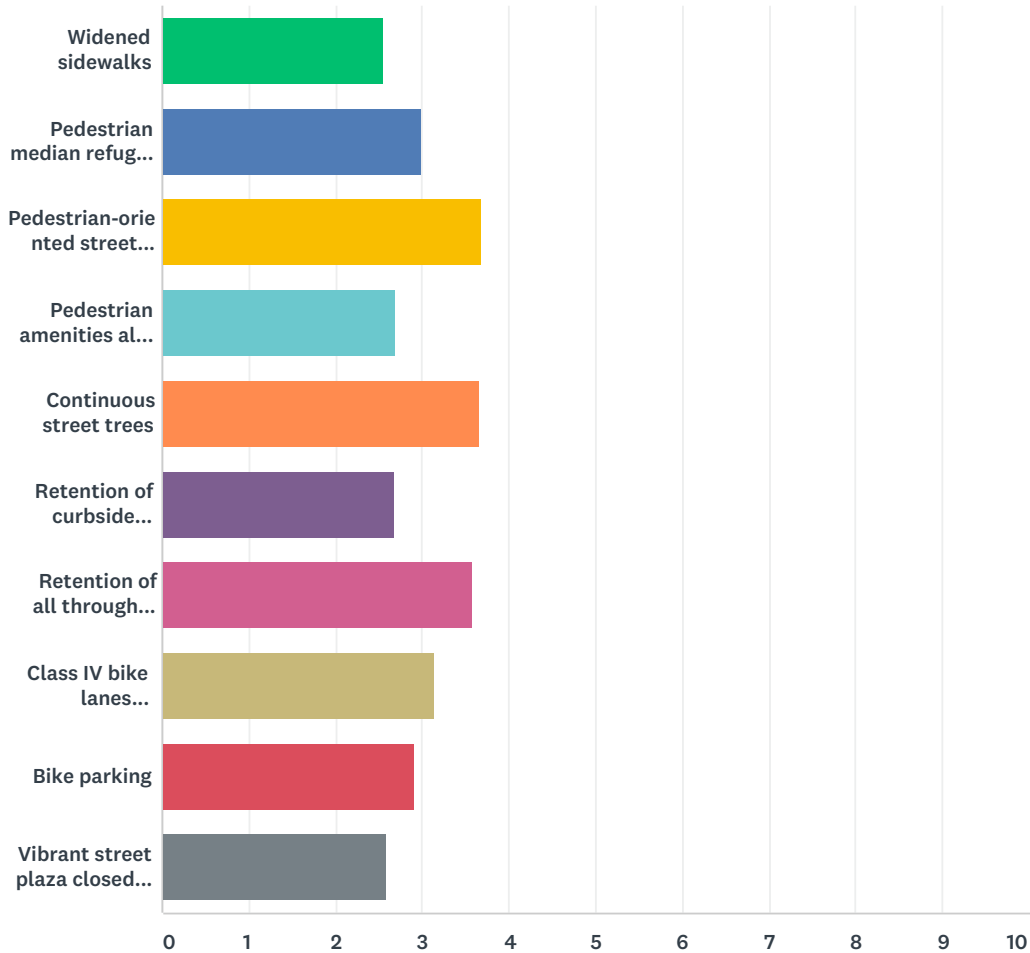
Please provide comments/rationale for your selection above:

- I liked #1 at first because the Performance Facility looks really cool, but now I'm sold on the YouTube #4 idea for the jobs and not changing too much, but really just making the current structure better.
- I don't want any of this
- New construction usually irritated drivers trying to get to work and puts them in a bad mood. Creating easy traffic flow and ample walking paths while enlarging your corporation seems the best compromise.
- I like the idea of the central park with a performance facility
- Mostly business office space, controlled residential expansion, slight expansion of commercial/retail space, and circulation simplicity. Civic space is outside this area. These proposals don't explain impact to other critical city services - schools, police and fire department.
- this seems like the best combination of jobs, community benefit and housing. Option 4 is bad for the long term. We should diversify our potential tax revenue across housing and retail/corporate, and not let YouTube become such a large contributor to our tax base. Doing so will give them too much leverage in the long term. This space needs to add housing. Period. We cannot keep adding jobs (no matter how enticing the tax revenue seems) at the expense of housing.
- I believe alternative 3 is the most practical overall and has the best location for civic use. I do however dislike the addition of residential space in the Bayhill shopping center.
- I like the green space in the center of the central spine plan because I think it will be more likely to be used if it is set off from a busy road. It makes sense to have the civic space, parking, and most of the high density residential and ground floor commercial along a major street like El Camino because it will be easy to locate and won't significantly impact surrounding residential neighborhoods.
- Alternative 1 public open space is sizable and not just a planted strip - it is nestled into the central Bayhill area that is likely to have the best sunshine and benefit from being shielded from the winds by the surrounding buildings. That looks like an attractive micro-climate location and therefore a meaningful outdoor gathering/social/community recreational space. I also like the distributed retail in this plan - it seems like it is more community friendly as a village would be - so one could walk thru and enjoy a refreshment here or there, rather than just serve an office park which serves it's own clientele in a silo-fashion to the cultural/social/economic exclusion of others.
- Both Alternative 1 and Alternative 2 have appealing aspects, but I prefer Alternative 1 because it provides more housing and I am not a fan of the one way streets in Alternative 2. Alternative 3 is not appealing because of the closing of Cherry Ave.
- 2 and 4
- As per my comments previously
- Because it provided the best options all around
- Youtube chose to set their base in San Bruno and will be spending a ridiculous amount of money modernizing the area. I believe that their opinions should be heavily weighted in the city's decision. Nobody wants to go to an office park surrounded by private parking lots for "civic" uses.
- but let YouTube add more office space to it
- It's an office park. Leave it that way.
- The least amount of high density housing the better for our neighborhood.
- LITERALLY NONE!!!!
- This is a business park. Include areas to support businesses Keep residential on the outskirts (I would want to live across the street from a gas station or a dental/dialysis building but maybe someone else does)
- Land use from 3 and streets from 2, but overall 3
- 3 & 4... the plaza on Cherry Ave appeals to me to break up the traffic in that area and make it safer for pedestrians to cross. However that plan has too much high density residential for what I would want. The high density residential areas on #4 make much more sense to me.
- Alternative 3: Cherry Plaza needs to be taken off the table completely!!! Bayhill Shopping Center needs to be LEFT ALONE!!!! Many residents rely on the shopping center and the last thing we need is to build new housing just to add more people and cars. The Office Park needs to stay an Office Park. Alternative 4: Greenway Connection is not purposing anything but to build on the land that YouTube already owns. That's how it should be.
- Option 1 is a clean design. I would prefer less residential housing, but realize that the Youtube employees need to live somewhere. Adequate parking needs to be built so that streets adjacent to the development are not impacted with extra cars from the businesses and residences.
- The Bayhill Office Park should stand alone as an Office Park, however, on site residential sites will need to be provided for the additional work force created by Youtube.
- I feel that most of the improvements will only benefit the employees of You Tube. The new housing will be a benefit but if the new residents don't work in the Bayhill area, what has really been accomplished? Traffic and access will be worse. Maybe a shuttle from Bayhill to the train and/or Bart would help. I don't think the residents of San Bruno will have any reason to go there and so will reap few benefits except a Farmer's Market on the weekend.
- Option 3 seems like it would cause too much conjection in this area
- Keep the shopping center as is. It benefits all of San Bruno. Residential areas should be on the periphery as much as possible. The central civic square has a lot of possibilities. We don't need another performance area.

- It looks the most straight-forward and allows the minimum number of residential units to a “business” park. I can’t tell, but hopefully the parking allows above-ground parking garages to make sure to accommodate business and residential parking. Anyone driving near Shelter Creek can see there is not enough parking as the outside street is always full. Jack’s does not have enough parking without folks using the dirt lot. If a hotel is built on this lot, I’m not sure folks would go to Jack’s as there will not be any parking. Please look at these real world examples and make sure to accommodate enough parking. People have cars and they need a place to park them.
- Alternative 3 has the most housing included as part of the plan.
- Adds community venue space; Allows vehicle-pedestrian circulation; Appears to allow for more casual community users.
- Apart from the Performance Facility this option provides the best circulation routes, civic on the El Camino and plenty of housing
- Central Spine is too much high density housing, Cherry Plaza forces local residents to join an already overly crowded ECR or the 280/sneath connector if they want to conveniently get to Tanforan, Towne Center, etc. The Greenway Connection isn’t that bad, but the high density housing spreads too far west on San Bruno Ave and the central plaza isn’t included.
- It is the perfect balance of retail, pedestrian walkways, new housing. It doesn’t add too much housing, which would make the area a mess. A civic area with retail space around it would be just what this developed area needs. Please make sure that it is all very dog, bike, pedestrian friendly. Keep housing near El Camino to help with traffic flow.
- NONE
- Alternative 4 with added civic space on El Camino. I like the simple roads with only increase pedestrian traffic.
- Youtube did a good job here. The greenway plan makes the most sense and the more jobs the better
- The resulting design feels like an addition to the community as well as an expansion of YouTube’s presence. The square has parking, facilities, commerce and a park. It seems like it would be a nice place to hang out.
- I like the idea of civic and public areas in a central area, however I do not approve of the one way streets encircling the area in one of the proposals. That’s too confusing and inconvenient
- 3 for housing, 4 for traffic flow, Samtrans has a bus line on Cherry
- Honestly there are thing about all of the designs I like -- the greenway layout in #4 is nice, the central plazas in #1 and #2 are nice -- but housing dominates all other concerns, and I do also like the non-car paths in #3.
- Bayhill Square is preferred, but with comments/suggestions that I’ve laid out in previous sections of the survey.
- I like the idea of a central square, though if there are really 10,800 projected jobs with alternative 4, I wouldn’t argue against more jobs.
- A combination of 2 and 3.
- Different categories are concentrated and not scattered.
- I like the amount of high density residential + ground floor retail space, paired with the public use space and performance area
- None of the proposals appeals to me.
- It seems like it connects the whole space better. Alternative 1-3 are a little “chopped up” and not continuous. Imagine walking thru there or trying to get around. Alt 4 reminds me of a friendly college campus (like UCSB)
- Please don’t mess up the current walkability to Bayhill Plaza businesses by making pedestrians detour around new buildings. It would be great if the senior center and civic meetings could be moved to a more central location since there aren’t even sidewalks to the current location.
- Because it appears pedestrians can go from Cherry to ECR diagonally w/o using dangerous SB Ave. But before building houses along ECR, Bayhill Dr should line up with Euclid.
- none
- It has enough central public space to use and next to El Camino and the neighborhood across San Bruno Ave.
- Again, this proposal is a step in keeping the community more together than separating the areas and creating more traffic problems for the residents in this area. I live in the area.
- None of them, too high density and not enough parking
- Minimal impact to current home owners in nearby neighborhoods who have significant financial equity.
- I like aspects of both the Central Spine and Bayhill Square alternatives.
- Option four with no housing.

Q12 Please rate the following proposed Cherry Avenue streetscape concept features from one (least important) to five (most important). You may assign the same rating to more than one feature.

Answered: 151 Skipped: 47



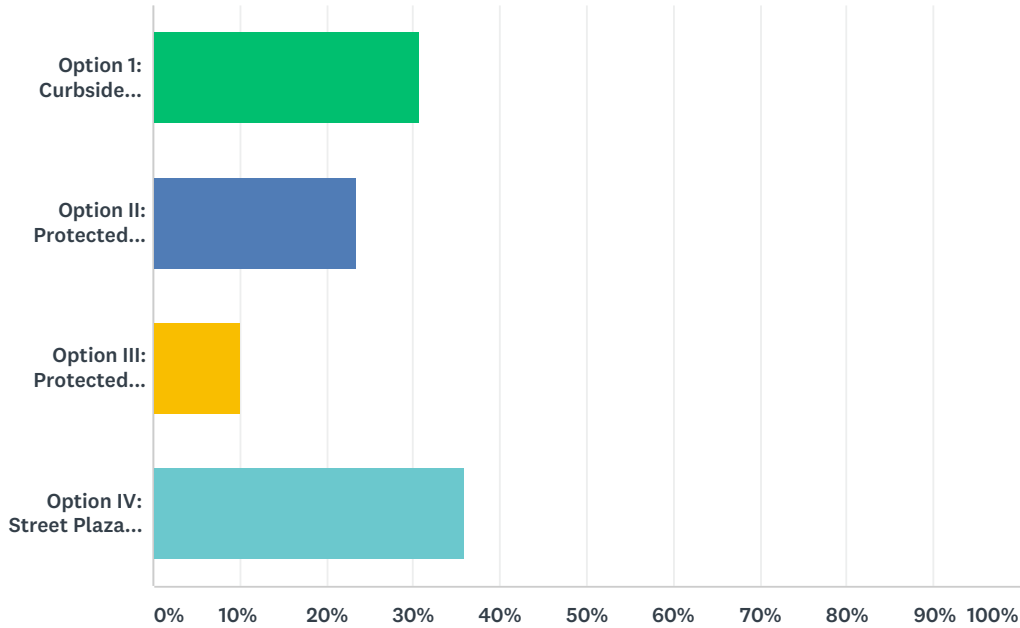
	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Widened sidewalks	33.57% 47	15.71% 22	27.14% 38	8.57% 12	15.00% 21	140	2.56
Pedestrian median refuge islands to shorten crossing distances	17.61% 25	18.31% 26	26.76% 38	21.83% 31	15.49% 22	142	2.99
Pedestrian-oriented street lights	9.79% 14	10.49% 15	19.58% 28	22.38% 32	37.76% 54	143	3.68
Pedestrian amenities along sidewalk (such as street furniture)	26.90% 39	20.00% 29	23.45% 34	15.17% 22	14.48% 21	145	2.70
Continuous street trees	9.72% 14	6.94% 10	22.22% 32	28.47% 41	32.64% 47	144	3.67
Retention of curbside parking	28.37% 40	22.70% 32	18.44% 26	14.18% 20	16.31% 23	141	2.67

Bayhill Specific Plan Alternatives Survey

Retention of all through vehicle lanes	17.48% 25	11.19% 16	11.89% 17	14.69% 21	44.76% 64	143	3.58
Class IV bike lanes (protected bikeways) with landscaped buffers	23.61% 34	12.50% 18	18.06% 26	18.75% 27	27.08% 39	144	3.13
Bike parking	24.65% 35	19.72% 28	17.61% 25	16.90% 24	21.13% 30	142	2.90
Vibrant street plaza closed to vehicular traffic (could accommodate open air markets, special events, and/or expanded outdoor dining)	45.83% 66	6.94% 10	13.89% 20	9.03% 13	24.31% 35	144	2.59

Q13 Which option for Cherry Avenue appeals to you most? Select one.

Answered: 150 Skipped: 48



ANSWER CHOICES	RESPONSES	
Option 1: Curbside Parking, which retains existing curbside parking and focuses on improving pedestrian circulation and accommodation.	30.67%	46
Option II: Protected Bikeway, which replaces curbside parking along Cherry Avenue with bike lanes and protecting landscape islands.	23.33%	35
Option III: Protected Bikeway (Single Through Traffic Lane in Each Direction), which entails removing a lane of traffic on each side of the street; moving the parking lanes approximately eight to 10 feet away from the curb; and installing bikeways in the space created between the curb and the moved parking.	10.00%	15
Option IV: Street Plaza, in which the segment of Cherry Avenue between the existing driveway entrance and Bayhill Drive is improved as a "street plaza" that is closed to vehicular traffic, allowing for safer pedestrian crossings and the potential for open air markets, special events, and/or expanded outdoor dining. This option applies only to Alternative 3, Cherry Plaza, while segments of Cherry Avenue to the north and south of the Plaza could be improved per Option I, II, or III.	36.00%	54
TOTAL		150

Q14

Please provide any additional comments regarding potential Cherry Avenue streetscape improvements:

Answered: 39 Skipped: 159

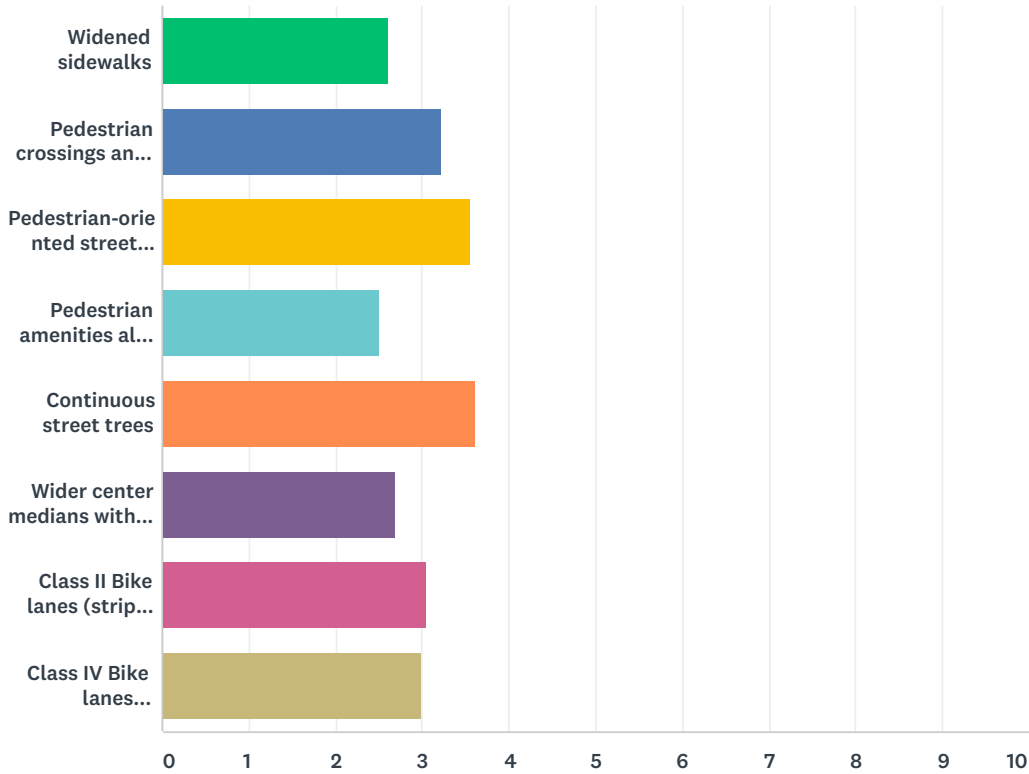
- Pedestrian safety priority
- no parking at all. buses need to move on after dropping off employees.
- I like option 4 except there'd be less parking. Perhaps you could close all of it only for special events or just on weekends.
- bikeways need to be connected to other bike paths. Good bike paths to bart/caltrain plus up and down the el camino
- It's vital to have dedicated bike lanes. San Bruno's bike planning is dismal. Keep cars to a minimum - it's safer and requires less space for car parking.
- Option 4 seems to require adding high density housing to that area. I don't think the Bayhill shopping center can support high density housing on premises, as it would result in residents using commercial parking permanently, thus harming businesses at Bayhill. Protected bikeways aren't necessary here as the area is so short, adding them would unnecessarily narrow lanes for other traffic. Bikers on cherry can share with cars. The speed limit should be no more than 30 through here, possibly 25mph. Street parking is a necessary evil and it's everywhere on the peninsula and it works and generates revenue via parking meters, etc.
- Do not block Cherry to vehicle traffic (option 4). Cherry is a main artery connecting Sneath and San Bruno Ave. There are already limited options that connect those two streets, and removing another connection will make traffic worse all over.
- Dedicated bike lanes would be nice, though I don't think they have to be protected.
- Options 1 and 2
- We need more bike lanes in San Bruno
- Pedestrians and parking need to be considered when picking design. Badly in this area
- blocking the street pushes to many cars onto El Camino IMO
- Would consider Option II if number of bicyclists would be more than number of needed curbside spaces
- Street plaza wouldn't literally be awful. Go to Burlingame Ave or Redwood City if you want that. Take that garbage off. Literally no one bikes in San Bruno. And if they do they should use the sidewalk because bike lanes can lead to more vehicular accidents with pedestrians
- Put in pedestrian bridges please. The Zombies now walk out into traffic and dare motorist to stop...get rid of flashing caution lights
- SB is never going to be overly bike friendly, too many hills
- Please include more parking lots in the designed. Currently, the parking on Cherry Ave is too congested. Also, do NOT make Cherry Ave for pedestrians only -- this is a main thoroughfare for San Bruno residents!
- I do not want Cherry Ave closed to traffic. Open air markets, etc could be held someplace else.
- Absolutely NOT the Cherry Plaza option. Really? How will the residents who w/dj
- I think the businesses in bay hill will suffer if there is not access via car on Cherry
- We don't need curbside parking. Traffic would be a nightmare with a single lane in each direction, And everything about Alternative 3 is terrible.
- I walk along Cherry and have not seen any problems with it but any improved pedestrian safety would be appreciated. Cherry is pretty wide already. Do not cut down to one lane each way. Do not add a "street plaza" that is closed to vehicular traffic as folks will not be able to get to Commodore Park and Sneath Lane without going to ECR or along 280.
- Option IV has the potential to create a thriving space in San Bruno that people in the community will enjoy.
- There should be no street parking on Cherry.
- Curbside parking would cause a traffic nightmare with people trying to parallel park. Closing the street would be shutting down a major thoroughfare in the city which doesn't make any sense.
- Closing cherry avenue to through traffic cuts off connection to 2 neighborhoods. YouTube can put this type of area in a non though area of their complex. Parallel parking on cherry ave would be a nightmare. Protected bike lanes are needed in all areas on the TCP and should be mandatory in all redeveloped areas to be in line with the TCP concept.
- I think large plazas without cars are great as gathering places for public events, farmers markets, etc.
- What is needed is a separate location other than Cherry for the buses to pick up passengers.
- How about give us san bruno residents some of that free fiber optic wifi ?
- I do not think that closing cherry avenue is a viable option nor is it fair to the community at large.
- Buses need a different route. They block cherry and create too much traffic
- Through traffic out of Bay Hill and Mills Park is already negatively impacted getting to H-280, H-101, or El Camino. It can take as much 20 minutes to get from Mills Park to either hiway as late as 6:30 or 7:00 in the evening. These plans do not enhance accessibility, and with the potential of more "Google" busses the situations can only get worse.
- seems like there is space for a protected bike lane, parking and thru traffic.
- If you want to reduce vehicles and vehicle use you need to go with plan 1 if it is the one that's best for pedestrians. Option 4

doesn't count because it is tied to a terrible plan.

- Suggest ZEBRA striped or X diagonal crosswalk on Cherry to Huntington Park. Meaning no traffic movement allowed while pedestrian crossing.
- please make your pictures real they are a lie our streets and road ways could never be this wide in less you knock down your buildings please be real!
- If adding trees or shrubs, put in type that can withstand San Bruno weather, winds and provide seating of persons whom can enjoy the views. Adding pedestrian open bridges over the streets so it doesn't intervene on vehicle traffic.
- Please do NOT close cherry, the impact on other streets will be enormous
- projected vehicle daily trips seem to require keeping Cherry open to traffic - probably 2 lanes each direction Definitely do not close to vehicles

Q15 Please rate the following proposed San Bruno Avenue streetscape concept features from one (least important) to five (most important). You may assign the same rating to more than one feature.

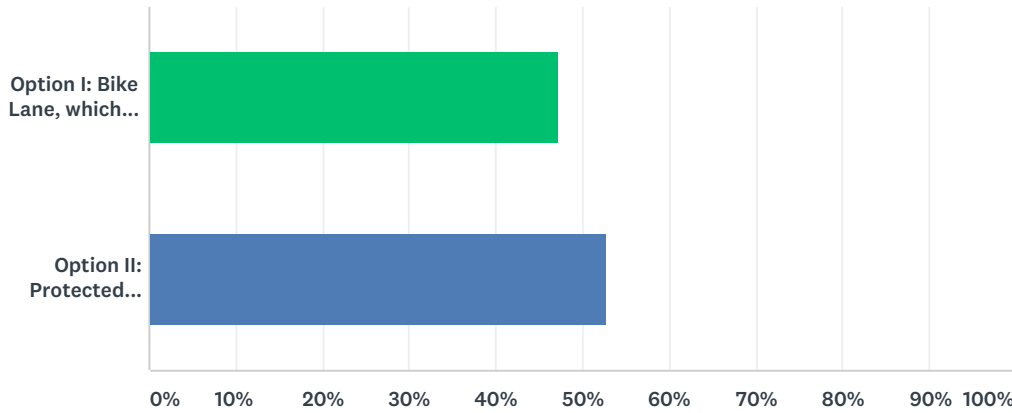
Answered: 142 Skipped: 56



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Widened sidewalks	26.28% 36	24.82% 34	24.09% 33	10.22% 14	14.60% 20	137	2.62
Pedestrian crossings and median refuge islands to shorten crossing distances	15.22% 21	15.22% 21	23.91% 33	23.91% 33	21.74% 30	138	3.22
Pedestrian-oriented street lights	10.79% 15	10.07% 14	22.30% 31	26.62% 37	30.22% 42	139	3.55
Pedestrian amenities along sidewalk (such as street furniture)	29.71% 41	22.46% 31	24.64% 34	12.32% 17	10.87% 15	138	2.52
Continuous street trees	8.03% 11	10.95% 15	26.28% 36	21.17% 29	33.58% 46	137	3.61
Wider center medians with pervious surface (plantings or pervious paving)	23.70% 32	22.96% 31	23.70% 32	19.26% 26	10.37% 14	135	2.70
Class II Bike lanes (striped lanes)	22.31% 29	13.08% 17	17.69% 23	30.77% 40	16.15% 21	130	3.05
Class IV Bike lanes (protected bikeways)	28.57% 38	15.79% 21	12.03% 16	14.29% 19	29.32% 39	133	3.00

Q16 Which option for San Bruno Avenue appeals to you most? Please select one.

Answered: 125 Skipped: 73



ANSWER CHOICES	RESPONSES
Option I: Bike Lane, which provides standard Class II striped lanes and the northerly Planning Area frontage improved as a parkway/boulevard, with a wide sidewalk, pedestrian-oriented lighting, and continuous street trees.	47.20% 59
Option II: Protected Bikeway, which is consistent with the Walk 'n Bike Plan's recommendations for San Bruno Avenue, provides buffered bike lanes and parkway/boulevard improvements along the southerly frontage as well.	52.80% 66
TOTAL	125

Q17

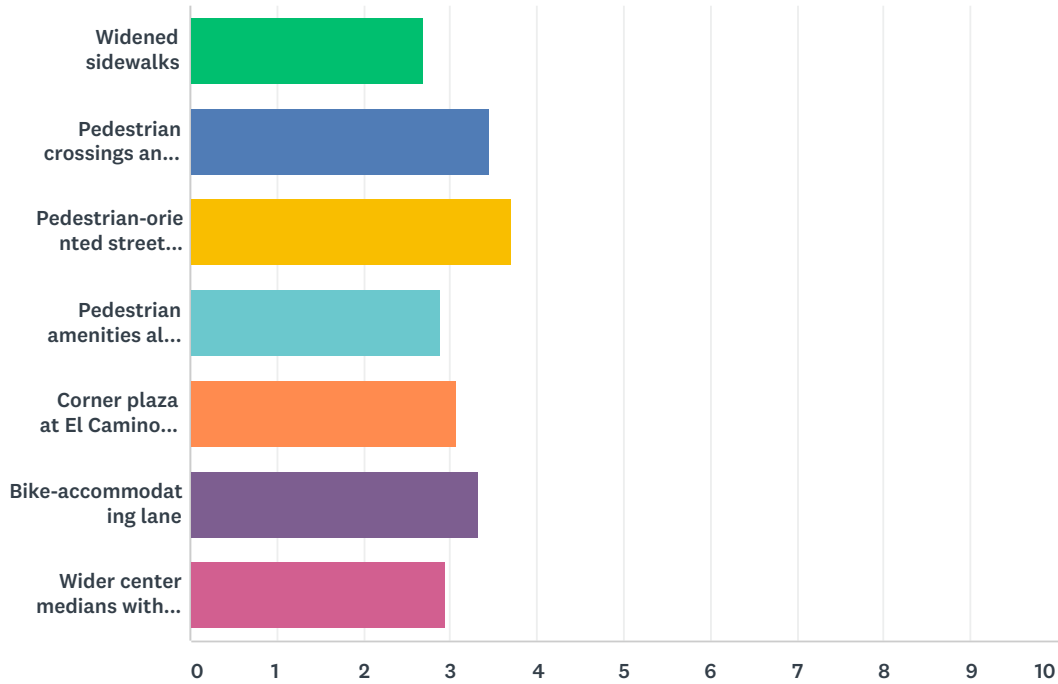
Please provide any additional comments regarding potential San Bruno Avenue streetscape improvements:

Answered: 28 Skipped: 170

- along san bruno ave facing existing residential area
- no bike lanes
- Should accommodate for vehI half traffic not bikes given the increased volume of jobs and housing
- I would prefer another alternative still, which would be to replace an existing lane on each side with a protected bike lane. This would be much cheaper than the other alternatives, since it wouldn't require widening the right-of-way.
- bike lanes should not be on san bruno ave which is a corridor to highways
- Needs to connect with other bike lanes and to BART and Caltrain
- San Bruno Ave is an artery to 101 and 280. We need to keep the traffic flowing with two lanes each direction and at the same time provide safe dedicated biking and pedestrian paths. This become even more important if we restrict vehicles in the plaza design.
- Honestly bicyclists trying to get from Bayhill to el Camino are unlikely to cross San Bruno ave to bike in the correct direction. More likely, bikers will bike against the flow of traffic to save time crossing San Bruno ave. Does option 2 have a bike lane direction, or can bicyclists bike in either direction on both sides of San Bruno ave? if they can bike in both directions, I would be more likely to choose option 2. If not, the extra cost of protecting the bike lane is a waste of money and we should just paint lines on the street.
- Protected bike way is best
- Enabling safer bike transportation into and out of the area would be fantastic, encourage bike usage to BART/Caltrain and ease car congestion while increasing safety in what is now a perilous bike journey.
- Bike lanes are so unnecessary when there's perfectly good sidewalks. Bikes do not belong on the street especially when they cannot keep up speed and throw other drivers off beat. Will lead to more accidents. The road is made for cars and motorcycles NOT BIKES!! B
- No bike lanes on San Bruno Ave!! That is an accident waiting to happen. This is a main artery for many commuters who live in the area to get to major highways such as 101. Bicyclists can go through bayhill park. They do not need to be mixed in with the traffic heading to 101 and 280. They should NOT be on San Bruno Ave.
- Really?! Who rides their bike on the hilly portion of San Bruno Ave near Bayhill?!
- Bridge across cherry to bay hill
- I'd prefer curbside parking. If you put in bike lanes, make sure to keep 2 lanes in each direction for cars. I find bikes more dangerous than cars when I'm walking as they don't usually follow traffic rules.
- Protected bikeways are the safest option for bicyclists and have the most potential to encourage more people to bike.
- pedestrian safety is of utmost importance
- Pedestrian crossing lights would be nice.
- By protecting bikes you are encouraging a bike friendly city. Just do it. Not worth someone getting hit.
- The protected bike lane should be mandatory in all on the TCP
- we should accommodate all modes of non-auto transit
- Unclear why the emphasis on bike lanes when there is no existing safe bike access to the area
- protected bikeways with a focus on a more pedestrian friendly look and feel should be the desired outcome.
- Per 16. above---non-appeal.
- Design for pedestrians. Go with whichever bike option keeps bikes off sidewalks.
- MAKE SIDEWALKS CONTINUOUS on SB Ave at least to I-280....and possibly to Skyline Blvd. Every E/W street in SB requires criss-crossing _FLFLFLFLFL
- Protected bike lanes are so important. I have tried to bike to work a couple of times but the lack of bike lanes makes it dangerous and I drive instead.
- I think the bike lane should go through the new Bayhill development area, as there is less vehicle traffic through that area. Since San Bruno Ave is a major vehicle route to get to Hwy 280 I don't think any vehicle lanes should be reduced on San Bruno Ave in order to accommodate a bike lane, as this would make vehicle traffic worse and be a less enjoyable road for bike riders as cars are driving faster on San Bruno Ave then they will be driving through the Bayhill area.

Q18 Please rank the following proposed El Camino Real streetscape concept features from one (least important) to five (most important). You may assign the same rating to more than one feature.

Answered: 141 Skipped: 57



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
Widened sidewalks	23.70% 32	24.44% 33	24.44% 33	14.07% 19	13.33% 18	135	2.69
Pedestrian crossings and median refuge islands to shorten crossing distances	10.95% 15	13.14% 18	25.55% 35	20.44% 28	29.93% 41	137	3.45
Pedestrian-oriented street lights	10.87% 15	7.97% 11	17.39% 24	28.26% 39	35.51% 49	138	3.70
Pedestrian amenities along sidewalk (such as street furniture and bud shelters)	18.38% 25	24.26% 33	25.00% 34	14.71% 20	17.65% 24	136	2.89
Corner plaza at El Camino Real and San Bruno Avenue	19.57% 27	16.67% 23	21.01% 29	23.19% 32	19.57% 27	138	3.07
Bike-accommodating lane	19.57% 27	13.77% 19	13.04% 18	21.01% 29	32.61% 45	138	3.33
Wider center medians with pervious surface (plantings or pervious paving)	18.25% 25	16.06% 22	31.39% 43	21.17% 29	13.14% 18	137	2.95

Q19

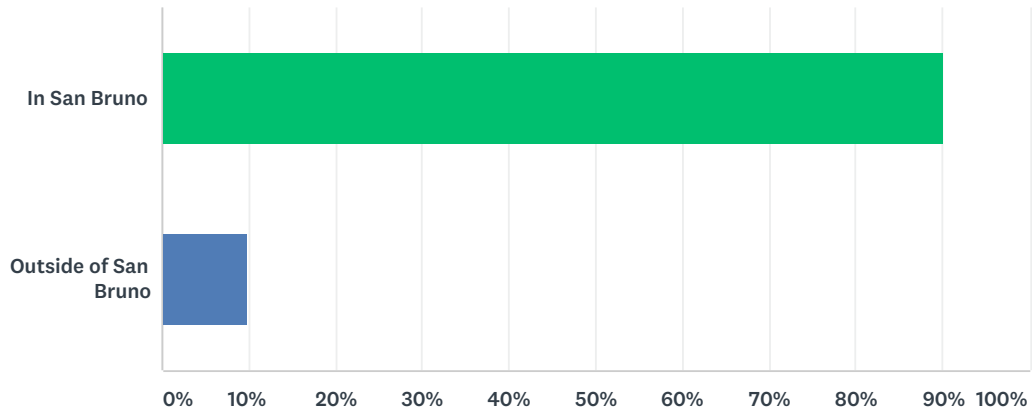
Please provide any additional comments regarding potential El Camino Real streetscape improvements:

Answered: 18 Skipped: 180

- no bike lanes impedes traffic flow
- I am skeptical of a “bike-accommodating lane.” I have never heard of that before and it sounds like a way of saying, “let’s just do a plain old general lane because we don’t have the political will to do a bike lane.”
- With increased residential housing in this area - pedestrian and bike safety are important. ECR is a high traffic artery.
- El Camino is already too slow for the traffic that needs to flow through it. Sadly, adding bike lanes at the sake of auto lanes will make things worse.
- Priority one has got to be to move all those cars efficiently. Pedestrian amenities won’t matter if traffic is backed up.
- “pedestrian amenities”....”...bud shelters” ???
- ECR is currently optimized for car traffic, and it’s not very safe or inviting for pedestrians. There should be more emphasis on pedestrian safety.
- We do not want to create a landing place for vagabonds.
- I believe elevated walkways would be much more optimal and safe for everyone.
- Outdoor seating for restaurants/cafes are attractive, nice bus shelters and plenty of garbage bins.
- Encourage safety.
- **DO NOT PUT IN HIGH DENSITY HOUSING WITHOUT ADEQUATE PARKING! YOU WILL RUIN OUR NEIGHBORHOODS**
- Biking now on El Camino is unsafe. I live just under 5 miles (mills park to the cove biotech) to my workplace in SSF but it is totally unsafe to even attempt to bike there.
- Planted medians, while nice visually, have not been done well in San Bruno. Several, such as at Kains and El Camino are a traffic hazard. Landscape with elevated ground and plants, the view of on coming traffic is significantly blocked for drivers turning left from El Camino.
- Who draws these pictures? I can’t even tell which direction current situation is facing! How can I evaluate the changes?
- Get rid of auto center median, and install PROTECTED BIKE LANES (Cycle Tracks) on ECR.... not just simply bike “accommodating” lane...like a painted stripe. Also, get rid of all TURN LANES at all intersections. That compromises pedestrian safety.
- again your pictures are incorrect please make it real
- NO NO NO

Q20 Where do you live?

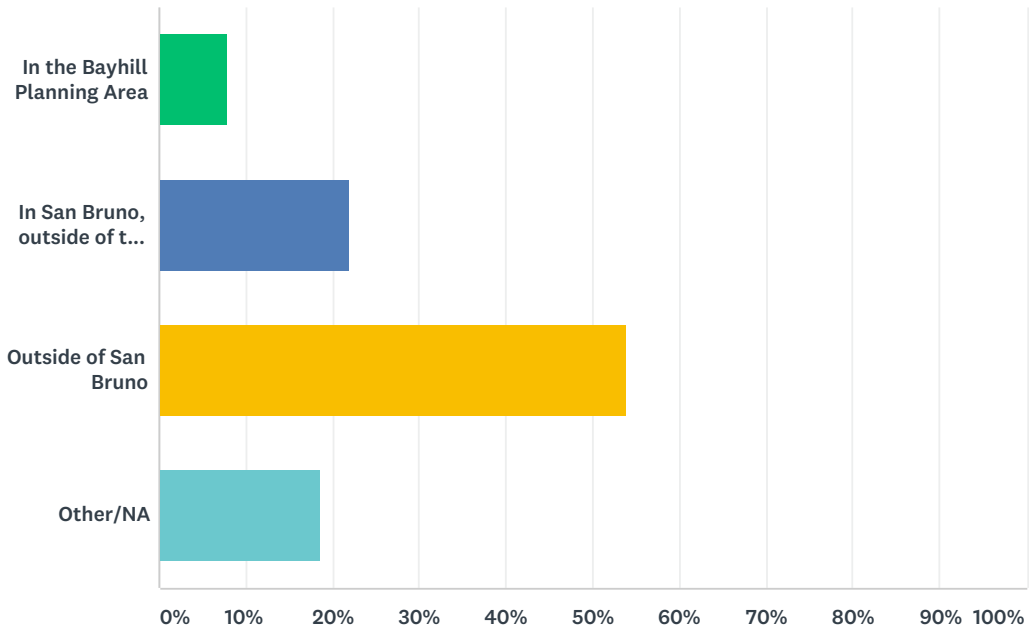
Answered: 153 Skipped: 45



ANSWER CHOICES	RESPONSES
In San Bruno	90.20% 138
Outside of San Bruno	9.80% 15
TOTAL	153

Q21 Where do you work or go to school?

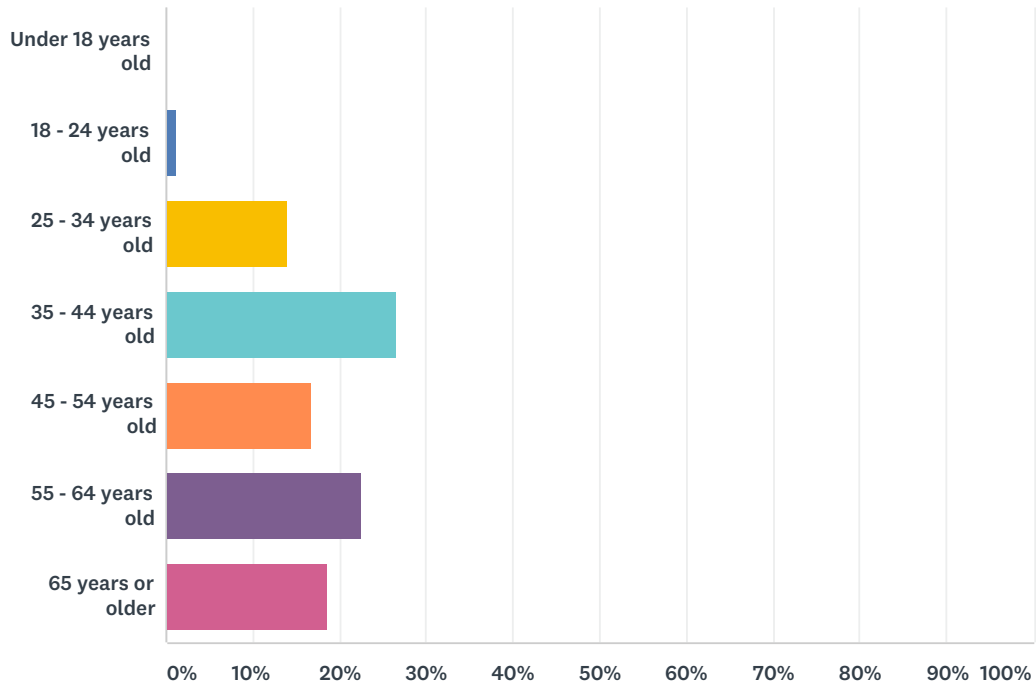
Answered: 150 Skipped: 48



ANSWER CHOICES	RESPONSES	
In the Bayhill Planning Area	8.00%	12
In San Bruno, outside of the Bayhill Planning Area	22.00%	33
Outside of San Bruno	54.00%	81
Other/NA	18.67%	28
Total Respondents: 150		

Q22 What is your age?

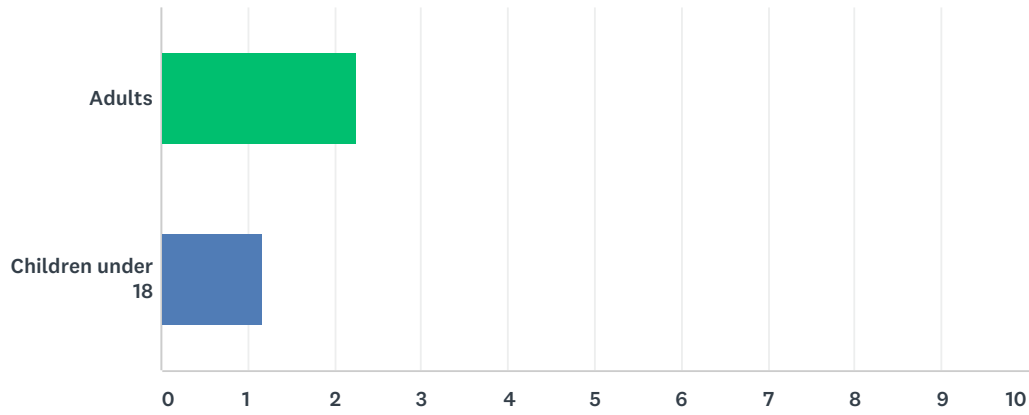
Answered: 150 Skipped: 48



ANSWER CHOICES	RESPONSES	
Under 18 years old	0.00%	0
18 - 24 years old	1.33%	2
25 - 34 years old	14.00%	21
35 - 44 years old	26.67%	40
45 - 54 years old	16.67%	25
55 - 64 years old	22.67%	34
65 years or older	18.67%	28
TOTAL		150

Q23 How many people live in your home?

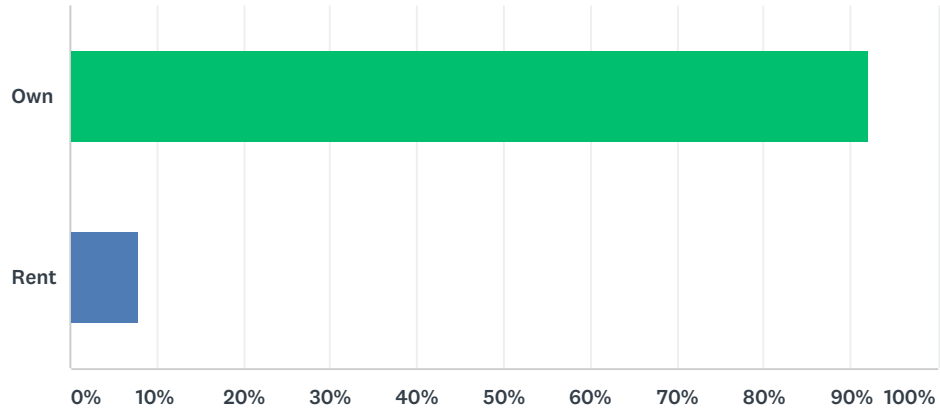
Answered: 148 Skipped: 50



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Adults	2	333	148
Children under 18	1	90	77
Total Respondents: 148			

Q24 Do you own or rent your home?

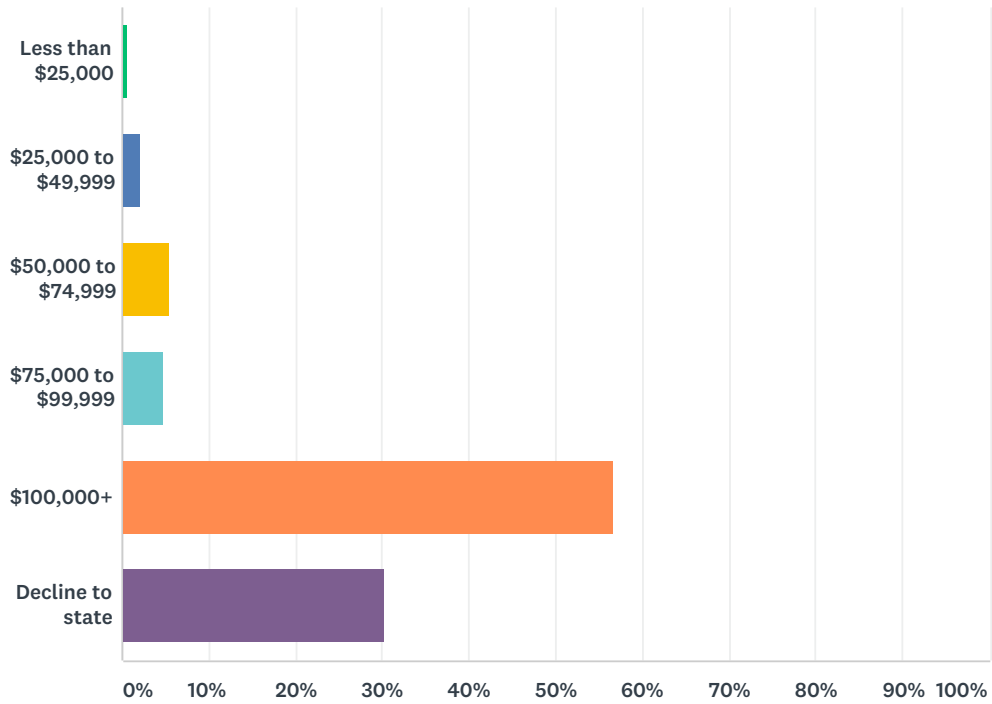
Answered: 149 Skipped: 49



ANSWER CHOICES	RESPONSES	
Own	91.95%	137
Rent	8.05%	12
TOTAL		149

Q25 What was your total household income before taxes in 2017?

Answered: 148 Skipped: 50



ANSWER CHOICES	RESPONSES	
Less than \$25,000	0.68%	1
\$25,000 to \$49,999	2.03%	3
\$50,000 to \$74,999	5.41%	8
\$75,000 to \$99,999	4.73%	7
\$100,000+	56.76%	84
Decline to state	30.41%	45
TOTAL		148

Q26

What is your gender?

Answered: 118 Skipped: 80

- female
- Female
- male
- male
- Male
- Female
- Female
- female
- Male
- male
- Male
- Female
- Male
- F
- Male
- Male
- Male
- Female
- female
- Female
- Male
- female
- female
- Female
- Female
- F
- male
- Human
- f
- Female
- Male
- Male
- Female
- Male
- Female
- male
- Male
- Male
- Male
- Female
- female
- Male
- F
- Female
- Male
- Male
- F
- Male
- M
- female
- non-binary
- Female
- Female
- Female
- Male
- Male
- female
- female
- Male
- Female
- Female
- Female
- female
- Female
- F
- male
- Male
- Male
- Female
- male
- M
- F
- Male
- Female
- Male
- Male
- Male
- Male
- Male
- Female
- Male
- Female
- Female
- female
- Female
- F
- male
- Male
- Male
- Female
- male
- M