

Community Workshop #2 – North Bayshore Precise Plan

Below are responses to the questionnaires from the October 22 workshop.

1. Residential Area Scenarios (choose one)

| | Response Percent | Response Count |
|-------------|---------------------|-------------------|
| Scenario #1 | 64.0% | 16 |
| Scenario #2 | 32.0% | 8 |
| Scenario #3 | 0.0% | 0 |
| Scenario #4 | 4.0% | 1 |

2. Land Use Regulation Approaches

| | Response Percent | Response Count |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|
| Flexibility. Allow residential, mixed-use residential, and office land uses throughout the residential study area. | 62.1% | 18 |
| Residential Only. Only allow residential or mixed-use residential land uses throughout the residential study area. | 20.7% | 6 |
| Minimum Residential Neighborhood. Establish a minimum core area for only residential neighborhoods and allow residential, mixed-use residential, and office land uses throughout the remainder of the study area. | 17.2% | 5 |

3. What do you like or dislike regarding the new residential street images and where buildings are located on these streets? Do the images reflect the type of neighborhood you would like to see in North Bayshore?

- Use buildings to turn streets into human scale places- like Santana Row.
- Residences can be high so long as setbacks/step back + don't feel like a tunnel.
- Underground parking w/ multiple pedestrian exit points like Santa Row.
- Minimize street parking. walkable and bikeable neighborhood.
- Like mixed use, different heights including quite tall- set back +step backs- wide streets with room for gathering + sitting.
- Bike friendly- transit friendly walking -minimum autos.

- Need wide sidewalks, protected bike lanes, no or minimal car parking on streets, narrow car lanes to slow speeding.
- Need to have limited auto use and more bike/ped. No street parking on the "paseo" underground streets if possible. Need protected bike trail/lanes.
- Explicit emphasis on bikes + peds over cars. Don't forget buses + shuttles, actively de-prioritize convenience of car travel to make other modes clearly more attractive.
- Cluster services/retail a nice walk from busses to draw workers also.
- Need ped scale, lots of articulation, mix of building heights and looks. Mixed use and single uses side by side.
- Pedestrian scale for the streetscape to be effective.
- Pedestrian friendly; porous buildings w/eyes on street; avoid tall, unbroken curtain walls. Want articulation and engagement.
- More explicit bike+bus transit routes, Setback with lots of glass + stepped back floors.
- Walking and biking friendly access. Open retail with seating like Castro Street to be lively.
- Interesting architecture, mix of set backs inviting pedestrian friendly street experiences.
- They look great. Protecting pedestrians from cars is good but try not to let the streets get too wide.
- Like: protected bike lanes, retail w/open facades, public space full of people, lots of greenery, dislike: roads that favor cars over people.
- Landscaping/green elements, safe mobility (like protected bike lanes. and amenities that encourage people to congregate in the retail oriented areas are what should be emphasized. Tall and intense buildings are acceptable.
- The images look good.
- Love activated streets, seeing people outside. Please have totally protected bike lanes.
- I would only add that I think encouraging colonnades is a useful design tool for making sidewalks.
- More pedestrian friendly.
- A few tall buildings w/stepped back on 3rd floor w/garden area on terrace.
- Reduce public right of way, urban design of streets, safer streets are narrower.
- Streets friendly to all modes-but especially pedestrian bikes -be aggressive on parking ratios low!
- Like a mix of building heights. Dislike uniform blocks if housing. Like street level retail.
- Rows are too wide still - mixed use and street activation are necessary.

4. Building Heights and Intensities

| | Response Percent | Response Count |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------|
| Uniform. Should building heights and intensities be uniform throughout the residential study area? | 7.7% | 2 |
| Taller in some areas. Should taller buildings be allowed in certain areas, such as around centers of activity (i.e. retail or open space areas)? | 92.3% | 24 |

5. What mix of housing units would you prefer in North Bayshore?

| Microunits | Studio | 1 bedroom | 2 bedroom | 3 or more bedrooms |
|-------------------|---------------|------------------|------------------|---------------------------|
| 22% | 24% | 27% | 21% | 6% |

6. Retail Strategy

| | Response Percent | Response Count |
|-------------------------------------------------------------------------------------------------------|-------------------------|-----------------------|
| Main Street. Should retail and commercial services be focused along a 'main street' environment? | 83.3% | 20 |
| Central Square. Should retail and commercial services be focused around a central square environment? | 16.7% | 4 |

7. Central Public Open Space

| Do you support the general location of the central public open space area? | | |
|-----------------------------------------------------------------------------------|-------------------------|-----------------------|
| | Response Percent | Response Count |
| Yes | 61.5% | 16 |
| No | 38.5% | 10 |
| If no, where would you like to see it located? | | 9 |

8. What are your ideas for how this open space area should be designed or programmed?

- Programmed for people to use.
- Should have lots of activities, play areas near retail, cafes, etc. Have giant chess/checkers games. Fountains where kids can play.
- A square surrounded by retail like Sonoma or Headburg.
- Needs diverse activities.
- Open space= user friendly including small areas i.e. skateboarding, art, butterfly park, egret park.
- Off of restaurant service, trees shade seating areas small amount of lawn.
- Not too big- we can have large open space to the north. Big enough for farmers market or beer tent.
- Make sure these are shade structures & trees play/water features-community gathering seating.
- Main street with no cars down to it; connects to a central park w/ more retail. Cars relegated to the periphery. Did I make that part clear enough?
- Open space should have some enclosure and shade and movable chairs.
- Appealing to range of people, kid area included. Intimate gathering spots. Feeling on the outdoors.
- SF eats?
- Space park/Plymouth car re-alignment through space will be important to plan around.
- It should be flexible so that it can be adjusted based on how the communities turns out.
- People friendly open to diff kinds of uses.
- No preference. Some programmed space, some for public art, some for recreational activity, etc.
- No specific preference .
- What's up with the VTA yard? why is this not included in tonight's talk? it's the perfect side for housing and great retail. Kinda like having a great entry into the neighborhood
- Soft material for much of it- avoid vast concrete. Lots of activities.
- I like the idea of small friendly human-scale open spaces intersected and then some larger open Spaces that don't need to be as proximate.
- Have a variety of green, open space dispersed throughout the neighborhood. Transit-oriented is key! what are the public transit plans for the plan? Without a strong transit plan, how will we get people out of cars.
- Lots of flexible spaces, changes with seasons, art, eyes on the street, programs, food carts.