

## Plan Bay Area Public Workshops (April-May 2011)

### You Choose comment form

Q1: Where do we build? Keep New Homes Here or Export New Homes.

List reasons why you voted the way you did.

MEETING	COMMENT
Alameda-Ber	Keep New Homes Here. This will provide more diverse housing choices Will be more environmentally and economically feasible
Alameda-Ber	Keep New Homes Here.
Alameda-Oak	Keep New Homes Here. SB375 <u>requires it!</u> In commuting is too much VMT
Alameda-Oak	Keep New Homes Here. As a goal I'd like to accommodate growth here to preserve open space and create a more vivid, livable urban environment
Alameda-Oak	Export New Homes. Limited choices Outside building should not be regulated
Alameda-Oak	Each <u>locality</u> has its own plan for development. Why does ABAG need this workshop?
Alameda-Oak	No selection. Too difficult to make a decision. Not enough info.
Alameda-Oak	Keep New Homes Here. Less environmental harm. Less need for infrastructure
CCC	Keep homes here - there is the option of NO homes to be built anywhere.
CCC	Keep homes here. Need growth to be approved and built <u>now!!</u> More housing built will lower overall housing prices. Need CEQA reform to get housing built!
CCC	Keep homes here
CCC	Keep homes here
CCC	Export New Homes.
CCC	Keep New Homes Here. Reduce VMT, reduce use of fossil fuels, provide transportation choices
CCC	Keep New Homes Here. Do not encourage growth. Housing/jobs balance
CCC	Keep New Homes Here. Homes will consume critical agriculture land
CCC	"I have no idea what this means. How do you 'export' a home?"
CCC	Keep New Homes Here. Need jobs here.
CCC	Keep New Homes Here. That was not a vote duh. There is no choice. We must have high density for our _____.
CCC	Our town is hilly and we don't want building on the hills. New jobs will not be created in Lafayette, so shouldn't build homes for people who have to commute out
CCC	Why is either my option? Where are property owners?
CCC	Keep New Homes Here. I'm against sprawl, want to conserve rural lands. Develop infrastructure. Shorten commutes.
CCC	Keep New Homes Here. We need to reduce VMT
CCC	Keep New Homes Here. I hate driving more than 40 minutes to work! I'd rather have a tiny house.
CCC	Export New Homes. Don't want suburban development. Allow property owners to keep their property.
CCC	Keep New Homes Here. Close to work, facilities and transit
CCC	Keep New Homes Here. Fewer cars on the road, emission reduction, avoid more sprawl.
CCC	Keep New Homes Here. Unfortunately, the choice isn't this simple.
CCC	Keep New Homes Here.
CCC	I don't care as long as each homeowner or shopowner decides individually. Unless I own a house or business, it's none of <u>my</u> business.
CCC	Process was derailed by advocates.
CCC	Keep New Homes Here. Reduce commuting distances.
CCC	I don't know what exporting homes means.
CCC	Keep New Homes Here. Reduce driving/air pollution. Protect open space.
Marin	Keep New Homes Here. Long commutes make people unhappy and pollute more
Marin	Export New Homes. People can't afford to live here
Marin	Keep New Homes Here. Cut transit time/commute Cut GHG More housing choice here
Marin	Keep New Homes Here. Hope for better development

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Marin	Keep New Homes Here. I favor slow growth but want to limit commutes. I do not favor unlimited growth
Marin	Keep New Homes Here. Reduced community + GHG Not build on greenfields Choices are <b>absurdly</b> simplistic
Marin	Keep New Homes Here.
Marin	This question does not address my issues! Only begets answers you want
Marin	Export New Homes.
Marin	Export New Homes. People should be free to live where they can afford a home
Marin	Keep New Homes Here. Would like to see less commuting, but low density and realistic numbers of units
Marin	Neither. Use already existing second units, foreclosed homes and bank-owned homes. Use vacant military housing
Marin	The question is loaded- there is no third option of NO growth or an objective range urging NO growth
Marin	Export New Homes. There should be a third option "mixed-export and keep" Do not like high density in Marin
Marin	None of the above Use foreclosures etc. Don't need new building
Marin	Neither. Baby boomers (1960-2035) will be between 75-90 and dead or moved by 2035. This housing will then be available . Your projections are speculation. Our present problems are real now!
Marin	n/a
Marin	Export New Homes. Because there is not room here to accommodate much growth
Marin	n/a
Marin	totally biased
Marin	n/a
Marin	Export New Homes. We need quality(?) planned growth Balanced
Marin	n/a
Marin	Not a good vote, should have another
Marin	Neither, the exercise is a manipulation on ill founded assumptions
Marin	Keep New Homes Here. Less drives to work
Marin	Keep New Homes Here.
Marin	Keep New Homes Here. Reduce carbon emissions More time for families to be together Save gas and car travel
Marin	Export New Homes. Constraints of land to build: flooding and hill engineering constraints Transportation investment should ne be most priority unless smart and transit connections to primary central in Marin Flood is impossible. No neighborhood access
Marin	Keep New Homes Here. Live local Work local Shop local
Marin	Export New Homes. Some will need to be exported before people can move to Marin , but they must be spread out, not densely located in a few areas that destroys communities
Marin	n/a
Marin	Export New Homes. Do not want massive, dense new housing in Marin and dense transit corridors
Marin	Export <b>some</b> new homes Important to allow choice in home location Impossible to accommodate all new homes in county
Napa	Keep homes here, less vehicle miles traveled, water savings

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*List reasons why you voted the way you did.*

MEETING	COMMENT
Napa	Keep homes here, in-fill building is still possible within Napa urban areas. Given above - keep open spaces rural for habitat, ag and recreation.
Napa	Keep homes here, reduce travel to work, conserve open space, quality of life
Napa	Keep homes here. Keep jobs local within community
Napa	Keep homes here. Commuting from outside the region is crazy! We can accommodate the growth here if we do it right.
Napa	Export new homes
Napa	Export new homes. People may prefer to live further out of urban. Lessen densities.
Napa	Keep homes here. Less travel, therefore less pollution, use of gas.
Napa	Keep homes here. Sense of community, property tax.
Napa	Keep homes here. Need urbanization to support public transit to get traffic off the road.
Napa	Keep homes here. It is only fair to keep the houses here that are needed for our job growth.
Napa	Keep homes here. If you live in a community you care better for it. Less stress on trans. corridors.
Napa	Keep homes here. SF Bay Area is a strong technology and business area - want to keep people living and working here.
Napa	Keep homes here. Preserve agricultural land outside Bay. Reduce commutes
Napa	Export new homes. Bay Area is fairly densely populated and surrounding areas are not. Putting new homes of the area will not impact too many jobs.
Napa	Keep homes here. Minimizes in-commuting
Napa	Keep homes here. Limit Sprawl. Fill existing housing that remains vacant. Keep ag and open space
Napa	Export new homes. Protect local agriculture. Protect water. Reduce population increase. Reduce traffic impacts.
Napa	Export new homes. You've asked a false question that doesn't acknowledge that people currently commute into the bay area and will continue to do so. If we plan to meet 100% of the region's housing demand, we'll get 100% plus a growth in in commuting.
Napa	Keep homes here. Proximity to work. Walkable communities. Promotion of diversity. Stronger sense of community.
SF	less environmental impact
SF	combo residential and commercial
SF	infill of space
SF	minor expansion/minimal as possible
SF	our elders need close communities
SF	want to maintain affordability for most vulnerable populations
SF	keeping people of color and lower income communities in cities
SF	preventing displacement and gentrification
SF	keeping homes here helps meet environmental goals
SF	60% urban center (in fill); 20% suburban TOD
SF	strongly support infill development and Greenfield preservation
SF	strongly support minimizing car use in the Bay Area
SF	strongly support the development of affordable housing
SF	support reducing carbon emissions by preserving and creating new agricultural spaces in the Bay Area
SF	Build in South SF to connect to Silicon Valley jobs
SF	Build in central SF, to reduce concentration on east side
SF	"keep homes here" commuters from Central Valley to Bay Area should be minimized to reduce emissions, preserve open space, reduce need to expand infrastructure to currently undeveloped areas
SF	Earthquake and national security (dirty bomb) restrict emergency services or evacuation from such a population dense area
SF	Establish a new city properly planned with housing and jobs; we continue to shoehorn growth into existing areas

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MEETING	COMMENT
SF	Infill close to job centers is good for workers: reduces transportation times, costs and air pollution
SF	Your choice of words improperly "steers" people in understanding their choices
SF	Many new home purchasers in SF still want a home with a yard, but can only afford them IF they are out of the area
SF	Quality of life: air, family, community
SF	jobs are concentrated in certain areas only; expand/generate jobs and you can improve everything
SF	Keep it here: can plan best as a cohesive region rather than sprawl
SF	Keep new housing near existing jobs and development
SF	Region well-defined by topography already
SF	Keep it here: people will travel to places they need to go (work, groceries, school, entertainment) in the most convenient and cost effective ways possible -- these should be local, for safety and environmental/sustainability reasons
SF	Irresponsible to export growth; retain economic opportunity of those exported households
SF	Need denser Bay Area so locate homes here
SF	People living further out = more commuting, which is bad
SF	Status quo is not working; air quality is worsening
SF	We need to get serious about reducing GHG in ways besides increasing technology
SF	Continuing sprawl seems unwise
SF	Protect open space and natural resources
SF	Preserve open space and farms by reducing sprawl; assuming less housing & jobs in SF, Alameda & SM
SM	Utilize existing infill opportunity Maintain existing sense of community roots Utilize existing infrastructure: Parks, Schools
SM	Keep New Homes Here. n/a
SM	Did not vote on this one because I think that the question has to be in the context of what this area is able to sustain according to resources that are available because that are finite (ie. Water)!
SM	Export New Homes. Is it a "given" that we must build? Shouldn't we first figure out how far our limited resources will go (water, energy) then establish growth parameters?
SM	Too much of single family dwelling that are old-need rehab and bad use of land. Less density needs and conversion is possible.
SM	Keep New Homes Here. Need to fiscalize land uses Reduce service delivery costs Net zero resource use forcing
SM	Keep New Homes Here. n/a
SM	Keep New Homes Here. Traffic/air pollution are biggest issues and are linked. Export will exacerbate those issues
SM	Keep New Homes Here. Reduce long commutes Create housing for all incomes nearer jobs base If growth must occur, then don't exacerbate environmental impacts
SM	Keep New Homes Here. If we value air quality and other priorities then we... Concern: How do we protect open space in San Mateo County if we keep home here? Want open space in my county
SM	Keep New Homes Here. Conserve Open Space Clean air More environmentally friendly
SM	Keep New Homes Here. I'd like to preserve open space outside of the city. Sprawl creates more traffic = air pollution. Sprawl also tends to create more isolated homogenous communities. I value diversity in my communities.
SM	Keep New Homes Here. Keeping homes here reduces VMT greatly Creates transit-supportive land use that maximizes transit infrastructure Keeps more home affordability w/ density of housing types locally

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*List reasons why you voted the way you did.*

MEETING	COMMENT
SM	Keep New Homes Here. Car emissions Helps have better transit
SM	Keep New Homes Here. Less commute distance Balanced land use Limited highway capacity
SM	Keep New Homes Here. Reduce traffic congestion Quality of life: live close to work Need improved transportation infrastructure
SM	Keep New Homes Here. Clean air Less commuting traffic
SM	Keep New Homes Here. Although the question I had was: Where are the jobs? I assumed jobs were also here Less long commutes
SM	Keep New Homes Here. Reduce auto use Lower carbon emissions Cluster home/work/shopping near transportation
SM	Keep New Homes Here. To protect open space Allow people to live close to jobs and transit Make Bay Area more dynamic
SM	Keep New Homes Here. There is potential for growth, lots of areas that are unused/underused, "dead zones" We need to house people near jobs, as this will improve economy Our environment would suffer by having so many people commuting in
SM	Keep New Homes Here. To create vibrant, active place we need to focus activity Easily accommodated along transit corridor based on other cities in the world
SM	Keep New Homes Here. The current patterns of too much parking, investment in single-occupancy vehicle roads, etc. and not enough affordable housing makes for longer commutes, less community, chronic disease, more collision injuries and fatalities. Not providing enough affordable housing and mobility options hurts us all.
SM	Keep New Homes Here. Jobs and homes should be in close proximity Long commutes are not healthy or productive for many reasons
SM	Keep New Homes Here. Farmland needed Air quality Diversity People more involved in our community
SM	Keep New Homes Here. Lower GHG, more family time (shorter commutes), protect farmland.
SM	Keep New Homes Here. Don't want more sprawl. Preserves the natural beauty.
SM	Keep New Homes Here. Not a wider range of options.
SM	Keep New Homes Here. Need more housing close to jobs. Need infill and denser development. Must preserve open and green space.
SM	Keep New Homes Here. Wanted to be less dependant on driving a car. Want to be close to all forms of convenience and entertainment. Want to be around people and not isolated from public transportation.
SM	Keep New Homes Here. Employees want to live close to work. Infrastructure for infill is cheaper than Greenfield. Reduce auto use and emissions.
SM	Keep New Homes Here. Keep rural areas rural. Keep open spaces. Reduced commutes, fuel consumption.
SM	Keep New Homes Here. Close o job generating corporations. Less driving from home to work. Cost efficient.
SM	Keep New Homes Here. Shorter commutes hopefully. Good for overall environment. More urban environment.

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List reasons why you voted the way you did.

MEETING	COMMENT
SM	People should live close to their work. Older adults want to age in place. More positives for homes being close to work (i.e., less driving)
SM	Keep New Homes Here. Conserve water. Less new infrastructure.
SM	Keep New Homes Here. Close to home/family. Limit commuting/traffic. Building/creating community.
SM	Keep New Homes Here. Reduce driving
SM	Keep New Homes Here. Consolidation of living and working.
SM	Keep New Homes Here. Less commuting. Encourage more opportunity for public transit and connectivity.
SM	Keep New Homes Here. Reduce vehicle miles travelled.
SM	Export New Homes. Increased density brings problems unrelated to green solutions we are trying to address here.
SM	Keep New Homes Here. Impact of cars, traffic from more people coming into area. Preserve open space.
SM	Needed an option that recognized that "where the jobs are" is an important factor.
SM	Do some of both. Export the jobs too. Everyone should live close to their work, but that job does not need to be in our currently dense areas.
SM	Keep New Homes Here. Less commuter hours, We can improve what is already here.
SM	Keep New Homes Here. Open space/agricultural preservation. Less driving. Density = walkable/bikeable neighborhoods.
SM	Export New Homes. Spread out impacts decentralized employment
SM	Keep New Homes Here. Conserve greenlands. Reduce pollution, less driving, everything is closer to homes and jobs.
SM	Keep New Homes Here. I support dense growth.
SM	Keep New Homes Here.
SM	Keep New Homes Here. So my kids will be able to live near me when they grow up (if they can still stand me.)
SM	Keep New Homes Here. Traffic mitigation. Air quality.
SCLara	Infill areas in suburbs. Build what? Residential, commercial, industrial, etc. Will assume residential
SCLara	We need to grow smarter. Realize that each location is different. Not only in urban centers, but locations that can accommodate the growth (both housing and jobs.)
SCLara	Keeping homes here reduces commuting- cleaner air.
SCLara	Save open spaces and keep development from sprawling further.
SCLara	We need to build mostly in areas we've already built.
SCLara	Keep development here, it is the only responsible way to grow.
SCLara	Need to lower carbon footprint.
SCLara	Driving is inefficient. Driving is dangerous. Driving destroyed community.
SCLara	Build here. Build near jobs and transit. Lower carbon footprint.
SCLara	Need for more urban setting for equitable distribution of housing. Preference for more walkable community. Need to move away from cars. Smaller units of housing needed for underserved and working families.
SCLara	Trying to accommodate all housing in Bay Area may degrade existing neighborhoods/quality of life. More moderate approach needed.
SCLara	Concerned about air quality and carbon emissions. Build in any abandoned lots, under utilized areas, but maintain green areas.
SCLara	I don't want to drive. I prefer proximity over parking spaces and road capacity. I want cleaner air and lower housing/transportation costs.
SCLara	Increased density is more efficient. Greater density may yield lower cost housing.

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MEETING	COMMENT
S Clara	I live between two locations one is convenient to the job, the other is convenient to everything outside of it (aka daily needs/wants.)
S Clara	Keep here! If you're going to build new homes utilize the structures that already exist here. If we can improve current housing here, that should be utilized.
S Clara	Keep homes here. Community is no fun if it's annoying and traffic is annoying.
S Clara	Reduce carbon emissions by keeping homes close to jobs.
S Clara	I think growth outside the Bay Area is good for expanding business. There are enough people here already. Less traffic. Clean air.
S Clara	Too simplistic. Realistically, you need a combination of both.
S Clara	Current communities already built up. Preserve open space in existing communities. Maintain property values.
S Clara	No building in green fields. No long commutes.
S Clara	Keep homes here. Prevent sprawl, less demand for new infrastructure, keep open spaces, makes cities/downtowns more lively and interesting.
S Clara	I want communities that meet the demand for walkable urban places where people don't need a car if they don't want them.
S Clara	Exporting homes will only increase traffic and air pollution - heavy human toll with long commute.
S Clara	I voted for keeping homes here because I feel people would want to live close to their jobs for a shorter commute. It would make it easier for people to use public transportation to get to work instead of having a long commute using transportation from far away. The carbon footprint would be reduced if people lived and worked in Santa Clara County.
S Clara	Build homes here
S Clara	Need housing diversity for vibrant economy. Concerned about job creation. Competing in global market.
S Clara	Put homes near school capacity. Concentrated jobs near existing jobs density.
S Clara	Will increase supply and reduce prices. Long commutes (absent \$ transit) have bad environmental consequences.
S Clara	I live in a small town. I like being close to environment, in already built areas.
S Clara	Depends on whether superior effective transit is developed.
S Clara	Voted for export but should be planned "villages." Not a central and exurbs model. Local facilities to reduce driving, improve air quality.. Greenbelt's between "villages" for open space.
S Clara	Export. Circular reasoning: massive immigration to fill jobs, more jobs for immigrants. False assumptions - separation of housing and jobs. Overcrowded environment decreases quality of life and sense of community.
S Clara	Reduce commute time. Allow for housing but also need to allow for urban nature-gardens.
S Clara	I voted to build in existing areas to conserve open space. Keep driving to employment, shopping, schools.
S Clara	I treasure open space and nature. More urban development is efficient on state budget and natural resources. More densely situated population will balance the greater isolation and separation people experience with technology.
S Clara	Western central valley. We shouldn't be doing any more development in ecologically productive or sensitive areas. Use the wastelands.
S Clara	Keep homes here. The other choice means more long distance commutes and more difficult for people to use transit or bicycle or walk.
S Clara	Here- infill (2)
S Clara	People should be able to do what they need to do without hurting the environment. Build close to jobs and housing public transit.

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MEETING	COMMENT
S Clara	Keep homes here. UGB's in 9 county Bay Area. Push homes to central valley, increases trans GHG production. Obvious reasons.
S Clara	Fits along with urban chose. Keep local economy intact. Provide affordable housing and means for low income. Keep growth out of open space.
S Clara	Keep homes in area. Most economical and time and resources.
S Clara	Keep homes here. I want to live in a world where no one has to commute a long distance because of housing availability or affordability.
S Clara	In current counties: somewhat denser better for air quality, etc.
S Clara	Opportunity for urban fill and reuse of current urban space. Leaves more open space. Keeps economic growth and potential focused on Bay Area cities.
S Clara	Right here, Avoid sprawl, less driving, support transit hubs, preserves open space, habitats.
S Clara	Land and home costs are high in the Bay Area. Affordable homes can only be built farther out. Estimates of future growth are unreal basing need for jobs and housing on estimates are unrealistic. Instead of thinking 20th century, way to reduce commuting is with high-speed broadband so people can work at home. Electric cars will not cut emissions, CO2.
S Clara	Grew up in highly urban area with transit- lots of local parks, great place! Transit and high density are symbiotic - neither works without the other.
S Clara	Place for my family near me. The impacts are nominal if done right. Footprint needs to be smaller if we will address climate change.
S Clara	Keep homes here. Avoid sprawl. Avoid commute traffic increase.
S Clara	Stay close to home Minimize travel/GHG emissions. Keep opens space green.
S Clara	Sustainability, cost.
S Clara	Preserve open space, lessen commutes, enhance transit viability and walking/biking.
S Clara	99% Keep homes here. Urban sprawl creates too many problems.
S Clara	Housing near urban/business centers is important. Meets needs of singles mostly. Still need to accommodate a lesser degree suburban living.
S Clara	To accommodate increased population while preserving green space. For walkable communities. Because I'm from NYC and that's the way we roll.
S Clara	I was largely undecided. I changed my vote after learning the impacts of each "choice."
S Clara	Keep homes here. Important to preserve open space, keep commutes shorter. Building near Bay requires less cooling/energy than building in central valley.
S Clara	Land use issues- want open space.
S Clara	Why not do both? Incentives for "new jobs" to be on the outside too. Invest in transportation. How did you come up with the indicators?
S Clara	Keep homes here. I dislike sprawl. People should continue to be able to be close to their jobs and needs.
S Clara	Lower emissions = climate protection. Clean air= improved health and climate protection. Less driving= cleaner air, better health and climate protection. Public health/climate protection.
S Clara	Save gas since jobs are here. Families spend more time together, more open space, more public transit.
S Clara	Keep homes here. We need to preserve farmland. We need to reduce vehicle miles traveled. Less VMT creates less air pollution and less CO2. Infill will preserve family life, people live closer to jobs and aren't spending family time in a car.
S Clara	Need to get people out of cars. Important to preserve open space, habitat, agricultural land.
S Clara	Sprawl limits choices overall. Growth outside urban footprint hard to make sustainable. Walkable cities need support.
Solano	Keep homes here, keep development tightly grouped, keep open space and buttes; distinctive cities
Solano	Export new homes, avoid overall growth pressures on Solano, cut sprawl internally



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Solano	Keep homes here, clear (sic) obligation to host fair share of growth, culture connectivity, curtail sprawl, reduces "miles per day traveled"
Solano	Keep homes here, avoid sprawl, slow freeway traffic
Solano	Keep homes here, reduce sprawl
Solano	Keep homes here, I assume the other areas (Stockton, Lodi, etc.) have their own growth & issues to deal with.
Solano	Keep homes here; air quality — we have high asthma rates; need to maintain ag lands; could create more mix of housing stock
Solano	Keep homes here; I don't want people having to drive outside county
Solano	Keep homes here; it will conserve water, energy, and land; this will reduce GHG emissions; this makes for a better quality of life with less commuting
Solano	Keep homes here; need homes to correlate with jobs
Solano	Export new homes; limit expansion of Solano County; preserve more open space
Solano	Keep homes here; keep new homes in area
Solano	Keep homes here; 48% or more energy consumption is in buildings, fewer single family homes reduce energy costs vs. buildings — less travel
Solano	Keep homes here; if people restrict where they can build then hopefully choices will be more thoughtful! 1. land use, housing, farming; 2. open space, water use; 3. transportation
Solano	Keep homes here; concerned about urban sprawl; AB 32; SB 375; do not expand city boundary to continue business as usual!
Solano	Keep homes here; homes near jobs
Solano	Export new homes; allow for rural growth; allow for open space
Solano	Keep homes here; encourage local jobs; decrease VMT
Solano	Keep homes here; decrease commuters/distance
Solano	Keep homes here; roof tops equal retail and more retail is needed in certain cities
Solano	Keep homes here; Improve quality of life, more environmentally friendly
Solano	Keep homes here
Sonoma	Keep New Homes Here. Long distance commuting will become unaffordable and unsustainable
Sonoma	we don't need more density
Sonoma	Keep New Homes Here. Growth projections are overstated Sonoma and other rural areas should not absorb as large a % of homes in the future
Sonoma	Keep New Homes Here. Minimize commuting VMT & GHG
Sonoma	Export New Homes. Moving with family business located there
Sonoma	Keep New Homes Here. Believe in living close to employment
Sonoma	This sets up 2 diametrically opposed positions that exaggerates opposing views and makes it easier to sway people's decisions toward "keep homes here". There should be a mid option to show a more balanced view - especially since the speaker said that real
Sonoma	Keep New Homes Here. Reduces car travel
Sonoma	Keep New Homes Here. Preserve open space & biological diversity develop in a more urban manner but not over 4-6 stories
Sonoma	Keep New Homes Here. Jobs/living local focus community resilience
Sonoma	Keep New Homes Here. Conserve open space & farmland develop interesting ...
Sonoma	Keep New Homes Here. I want to see slow growth and still share this beautiful area
Sonoma	Keep New Homes Here. I would like to see natural landscapes preserved as much as possible
Sonoma	Keep New Homes Here.
Sonoma	Keep New Homes Here.

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<b>MEETING</b>	<b>COMMENT</b>
Sonoma	Keep New Homes Here. We ware urban/suburban counties; while protecting our open space, we are responsible for intensifying development
Sonoma	Keep New Homes Here. We want our children to stay in the area
Sonoma	Export New Homes.
Sonoma	Keep New Homes Here. Commute time access to urban centers less energy needed for transportation
Sonoma	Keep New Homes Here. Sprawl uses more resources, crucial to maintain farmland & native ecosystems
Sonoma	Didn't understand the question - do homes include apartments?

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Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
Alameda-Ber	More Urban. I am not convinced that we need to be as urban as the most urban - the IVS(?) in order to achieve goals.
Alameda-Ber	More Urban.
Alameda-Oak	MOST Urban. Save open space
Alameda-Oak	More Urban. I'd like to see more medium density development in Oakland - not totally high density
Alameda-Oak	Business as Usual. Concise encompassing plan not available Market forces may be more efficient
Alameda-Oak	Planned Future. I think it is important to anticipate transit and development needs. I do not understand what more urban and most urban needs.
Alameda-Oak	MOST Urban. Less environmental harm Pleasures of urban life Lower economic cost
CCC	Business as Unusual - we need to change the options above.
CCC	Planned Future - certainty of growth that actually <u>gets</u> built.
CCC	Planned Future
CCC	Business as Usual
CCC	Planned Future. Sprawl alternative would be harmful. Our current growth pattern is unsustainable. We need to direct transportation funding to the best options.
CCC	Planned Future.
CCC	Planned Future. Make changes according to local needs and challenges. Don't rely on green fields. Need transit facilities.
CCC	Business As Usual. High density near transit increases cancer risk for those living near freeways. So electric vehicles powered by alternative sources, solar, hydroelectric.
CCC	Business As Usual. The money to be spent on transportation alternatives should be spent on schools. Business parks should be built first and homes will follow. I assume this. Just because you build homes does not mean business parks will follow.
CCC	MOST Urban. A lot of resistance has to be overcome so go for the best for the worst.
CCC	Both More Urban and MOST Urban. We have too much SFH (single family housing). We don't have enough apartments. More townhouses, duplex, etc. We need to live closer to work, without giving up opens space and clean air.
CCC	Business As Usual. Need yards and more private open space. More privacy - 4th Amendment.
CCC	MOST urban. Close to work, facilities and transit.
CCC	More Urban. It will be easier to provide better transit service with more density, I am a big fan on transit.
CCC	More Urban.
CCC	I don't care if it's more or less "urban" as long as it's up to each homeowner or shop owner to decide individually.
CCC	More Urban. Need to make more intelligent use of our land. Seniors need places to live with services nearby.
CCC	None. Organic growth.
CCC	MOST Urban. Urban areas create social friction which are the innovation centers for society.
Marin	More Urban. More urban has walkability but still has trees.
Marin	More Urban. Don't build on our green perimeters Build in urban centers near transit
Marin	More Urban. Need housing that supports transit More transit - people out of cars More housing that fits jobs
Marin	More Urban. Many old neighborhoods will need to be redeveloped by midcentury. Increase density
Marin	More Urban. This means infill in already developed areas with access to stores and daily needs
Marin	Planned Future. Poor descriptors

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
Marin	More Urban.
Marin	Same problem
Marin	Business as Usual. Get off my land, out of my house and away from my family planning
Marin	Business as Usual. The market should determine what gets built, where!
Marin	Planned Future. Need some planning but this area is NOT urban!! Local planning - no interference by ABAG
Marin	Planned Future. Planned by local residents, NOT government agencies. ABAG is NOT a government agency. It is a private corporation. It is NOT legal for ABAG to dictate housing numbers.
Marin	"Bikeable" "Walkable" are a fiction People with jobs will need cars since there are no other reality-based transportation options
Marin	Business as Usual. Less growth.
Marin	I live in a suburban environment because I choose to. If I want Urban, I would move back to SF
Marin	Planned Future. To Stop ABAG's moronic projections. 1.2 million jobs would not exceed 6 mil households couples/financial reality
Marin	Planned Future. Plan: But keeping in mind the atmosphere/character of the community and neighborhoods
Marin	Planned Future.
Marin	Biased
Marin	Planned Future. Because we need voters planned ____ (?) futures. Representative here and everywhere don't do a good job!
Marin	MOST Urban. Preserve open space More efficient land use
Marin	Planned Future.
Marin	Planned Future. Planning important for growth Essential to meeting community and people needs Job growth needs comparable housing growth matched to income
Marin	Planned Future. Do not use housing selected site in southern Marin: Flooding, unavailable land. Future of Marin: Bay Area recreational priority of public open space: yes
Marin	Planned Future. Meet the needs of a growing senior population Can monitor and promote diversity Increase affordable housing
Marin	There has to be more planning, but it cannot be controlled by the very few and those who want something for nothing
Marin	Planning allows flexibility, responsibility to current conditions
Marin	Planned Future. Marin is not a county to be urbanized. What makes us special is its suburban environment
Marin	Planned Future. Balanced growth to avoid Greenfields and fill-in as possible in communities and neighborhoods
Napa	More urban
Napa	Planned future - more flexibility and deep urban limit lines intact, Napa Co. has good planning in place for the future, Napa Co. will continue to protect its rural areas in any event.
Napa	Planned future for Napa, more urban for regional. More urbanized populations are more valuable.
Napa	Planned future seems to fit Napa best.
Napa	Planned future
Napa	Most urban. By planning those things we cannot change maybe neutralize. As technology-change, planning can accommodate.
Napa	More urban. Keep open space. No Daly City. Save water and water distribution.
Napa	Most urban. Ag land preservation. Open Space. Transportation Mgmt.
Napa	Most urban. Need urbanized to support public transit to get traffic off the road.
Napa	Planned future. We need to intelligently plan for the future.
Napa	Most urban. Keeping open space open. Conservation of resources.
Napa	More urban. Need to concentrate housing near transportation hubs vs. focus or sprawl development.
Napa	Most urban, though less urban in the rural cities. Preserve open space. Increase transit/ped/bike options.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
Napa	More urban. Believe in infill development, but recognize that some new land must be developed.
Napa	More urban. An intensification, but not a radical change
Napa	More urban.
Napa	Most urban. Building cities with jobs in other parts of California to disperse populations.
Napa	More urban. Urban development is most responsible from a resource conservation perspective, but balance is important, so "most urban" is too extreme and unrealistic.
Napa	Most Urban. See earlier remarks - Proximity to work. Walkable Communities. Promotion of diversity. Stronger sense of community.
SF	Most Urban with hopefully more planning and funding for better schools, lots of mixed use with less parking
SF	infill
SF	dense
SF	transit oriented
SF	walkable/bikeable
SF	I prefer dense, mixed-use development; reduces more GHG. Better lifestyle; no reliance on cars
SF	"Most urban growth" creates the potential for high quality places to live, especially if combined with good place making and transit/multimodal transport systems
SF	Not everyone wants to live in the city -- suburban living should still be an option and still be planned for (not complete urban focus only)
SF	Support the quality of life and cost effectiveness of denser development near transit
SF	Didn't choose 'most urban' because Bay Area can and should provide for many lifestyles, and not only promote most dense option
SF	Better for folks to be able to work and live closer
SF	Business as Usual' is a very poor representation of current planning efforts and where new home purchasers will actually buy a home (steering people for answers)
SF	Not everyone wants to be crammed into a small condo)
SF	A sustainable way of life that is healthy (promotes good health) for my children
SF	Density is good for keeping jobs and homes close together
SF	"Most urban" Dense, walkable, transit-oriented development, & put housing near jobs, will be most effective to reduce VMT
SF	Reduce carbon emissions
SF	We need to be socially just and responsible -- affordable housing, affordable/accessible transit
SF	We need to preserve open space to conserve water and absorb CO2
SF	A focus on urban centers lowers CO2
SF	Better transit
SF	Better local jobs and services
SF	Emissions per vehicle will drop more thru new models (EVA, )
SF	More urban is more real than most urban; it's likely neither extreme will be achieved
SF	Sprawl is bad; plenty of urban space is under-used
SF	Infrastructure exists in our cities which can be improved at a lower cost than building and maintaining new infrastructure
SF	New growth must mandate at least 25% inclusionary housing to 80 AMI and below
SF	There should be one for one replacement of all housing units demolished AT CURRENT RENT
SF	Every person will develop limitations, whether due to injury or age, and will need to have services close to home
SF	Increase condo development
SF	Infill of existing lots & older homes with higher density residential
SF	Increase commuter services (trains & BART)
SF	Keep price of gas high to lower driving
SM	Housing and Public Transportation Linked Opportunity for more connectivity and walkable communities

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
SM	n/a
SM	Didn't vote because I am not clear about how you are defining "planned future" and "more urban"
SM	Did not vote, did not understand question. What about infill?
SM	n/a
SM	More Urban. Meets needs against service delivery BAU Maintains nest egg Adds eyes on street
SM	More Urban. Know we need more infill Would like it if more bike and walking friendly BUT I don't want to live in SF
SM	More Urban. Urbanization requires much better transit. Bay are is currently deficient so huge investment is required. C= A realistic scenario
SM	More Urban. Need cities to increase densities, become more urban Density located nearby & supportive of mass transit Creating a better jobs-housing balance will make for a more sustainable San Mateo County
SM	More Urban. Need to go slightly more dense if we meet top 10 priorities Encourage cities to re-plan existing neighborhoods to increase density (In-development) Mixed use development (Office, retail, housing) Keep open space this way too.
SM	More Urban. Would be a good compromise between planned future versus more urban
SM	More Urban. Access to transit and walkable neighborhoods will keep air clean and reduce carbon emissions=good for the world. However, I would really like a little bit of outdoor space at my own home (So I didn't choose "Most Urban")
SM	More Urban. More urban takes advantage of transit infrastructure Does not tax open space and undeveloped areas as much Growth contained to already developed areas
SM	More Urban. Aging population Close to services
SM	More Urban. Improve support for transit Lower housing cost Create places
SM	More Urban. Reduce driving Convenience/access to services Affordability
SM	More Urban. Cost effective housing Less sprawl from retail business, but not like a big city
SM	More Urban. Again, need more explanation of what each of these were. I would like more urban but still some garden space Need better transportation, more likely if more urban
SM	More Urban. Need to focus home/work/shopping in clusters near transportation Reduce carbon emissions from auto use Consolidate and conserve resources and preserve open space
SM	MOST Urban. More people makes region innovative Love more diversity
SM	MOST Urban. Density increases opportunities for better walking/biking infrastructure, it works! People don't need as much as was planned for them before We need people near services and goods
SM	MOST Urban. To save much of the neighborhoods as they are, focus "most urban" in a minority of the area Most urban creates vibrant spaces

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
SM	MOST Urban. It allows us to accommodate this level of growth while preserving open space, slowing climate change and improving health and quality of life
SM	MOST Urban. Hope that most urban would force greater incentives for walking and biking and public transportation use Denser populations in areas will hopefully bring in more small business providers in those areas
SM	MOST Urban. Keep new growth near transit infrastructure Keep open space we have now Smaller urban developments best for clean air, development and using of resources and less construction debris
SM	More Urban. (Distinctions among these choices not so clear) Corrective to past problems, maximize infrastructure, preserve open space.
SM	More Urban. Want to have closer neighborhoods. Don't want maximum density.
SM	More Urban. Need to discuss job/housing locations!
SM	More Urban. Same reasons as listed on left. Torn between more and most. Think some of aging demographic may shift that naturally - need appropriate housing for older adults which would free up some existing housing stock for families.
SM	MOST Urban. Want to be able to keep housing prices affordable. Want to reduce GHG being put into the air. Want to be less dependant on the car as a means of transportation.
SM	MOST Urban. Build high density near transit to reduce auto use. Preserve open space. More foot traffic near retail.
SM	More of a walking environment. Proximity to retail, entertainment. Don't need a car. Rent one.
SM	MOST Urban. Promotes transit oriented development. Less emissions, more public transportation. Less energy and water consumption.
SM	More Urban. I want a mix of choices. I like an urban walkable environment. Less sprawl = better environment.
SM	MOST Urban. Older adults need housing close to transportation, stores, etc. (mixed-use) Housing built for multi-generations (i.e., older adults, families with children) is needed for the future.
SM	Planned Future. Plan for growth.
SM	More Urban. Easier to walk/bike. More accessible for low incomes.
SM	Planned Future. Dense or less dense has cultural implications.
SM	Planned Future. Identify areas for development. Money will not be wasted on speculation. Saves government time and resources.
SM	More Urban. Increase density but not too much.
SM	Planned Future. Most/more urban invites crime, increased population, and fewer police and fire. Using open area for development creates unhealthy air - thus business as usual.
SM	More Urban. We need to build differently to effectively and efficiently manage growth while also making public transportation use successful. Also want to maintain 'open feel' breathing spaces and not encroach too much on homes of animals.
SM	Planned Future. More developed public transit options are not in the mix- why aren't we voting on increasing affordable public transit options?
SM	Planned Future. There should be choices - more urban areas and more small-town areas so everyone has a choice. Our current structure is too suburban, but that doesn't mean it should be all urban either. We need choices for both.
SM	Planned Future. I thought this option too most concerns into account, given our realities.
SM	More Urban. I feel like this is more politically feasible to work towards.
SM	More Urban. Provide a range of homes, not only the "super urban" scenario.
SM	More Urban.
SM	Planned Future. I am planning commissioner. I believe in a well thought out planning process, zoning.
SM	MOST Urban.
SM	MOST Urban. So there will be jobs, shops and services close to my home.
SM	More Urban. Conserve some space, park land.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
SClara	We do grow around transit hubs and downtowns. Housing is determined by the market not any agency. Enhance current locations but keep neighborhood character.
SClara	More urban- good results without changing whole character/diversity of area.
SClara	Reinvest in areas in need of rejuvenation.
SClara	I think it's unrealistic to think we can build "most urban" so I voted for "more urban." Ideally, we could grow as "most urban" but I am doubtful it can/will happen. If there was more information on how "most urban" would look, perhaps I and others could have voted for it.
SClara	The more urban option will likely allow me more variety in the types of developments and neighborhoods that will meet the diverse needs and preference of Bay Area residents.
SClara	Current "spread" is too "spread out." Proximity to service, social/interchange very relevant to fulfilling life.
SClara	I like more services, culture, community, jobs close by.
SClara	Most urban. Encourages community development if development has green spaces/ plaza where people can gather. Fewer cars- lower carbon footprint, save air, water, energy.
SClara	Value open space. Should not build out. Let future generation choose. Important to have jobs closer to homes to mitigate GHG.
SClara	Need a mix of housing and neighborhood options. Preferred a middle approach rather than one of the extremes.
SClara	Don't want super dense housing, but also don't want urban sprawl. Need a balance like to have housing separate from neighbors but with close access to jobs and amenities.
SClara	I don't want to drive. I prefer proximity over parking spaces and road capacity. I want cleaner air and lower housing/transportation costs.
SClara	Better than status quo, but incremental change.
SClara	Because those things would improve the quality of my life. Most suitable and healthy for the lifestyle I would like to have.
SClara	Most urban. Utilize what's already here. Minimize/simplify homes. Better access to needs. More public transportation/biking/walking.
SClara	Most urban. Less driving. Everything is nearby= more fun.
SClara	Concentrate development to ease mass transit, bicycling - for ease of access and reduced carbon emissions.
SClara	Better transportation. I think we need to have open space. I do not want to be overcrowded. Better public transportation. More jobs.
SClara	Realistically, you should do all four strategies depending on location.
SClara	Building so densely can create disparity between rich and poor. Most people aspire to own SF homes/ not live in dense cities.
SClara	Not all locations need to be most urbanized, although probably most should become more urbanized and walkable.
SClara	Most urban. Want more homes near transit to get to work/places. Want more walkable/bikeable communities. Keeps open spaces as result. Makes cities/downtown more lively and interesting.
SClara	We need a balance of densities. Many people think high density is great as long as it is for someone else. High density needs to be attractive with lots of open space, room for gardens, etc.
SClara	Most urban because I really value open space and use MROSD parks, county parks, and other parks in the area often. I think building into the hills and urban sprawl makes for really ugly views and I do not like seeing the hills and mountains destroyed.
SClara	Lower dependence on fossil fuels, corporatist agendas. I like urban life, less "?" space. We don't need huge high energy homes and the lifestyle is unsustainable.
SClara	Concerned about options for my family kids will be priced out of Bay Area. Need varied housing stock to encourage diversity.
SClara	Planned future can maximize choice. Takes advantage of redevelopment opportunities.



## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
SClara	The increase in population coupled with finite resources will require restructuring our views of society and community relationships.
SClara	Some planning, other areas poor planning. City will control 1st, regional planning 2nd. Based on auto, public transit secondary.
SClara	If transit options remain the same, then densification will be required.
SClara	Planned planning. Grow "organically" where jobs and infrastructure grow in balance, and geographically close to housing centers. Transit should follow a "hub and spoke" model not a "spaghetti highways" model.
SClara	Business as usual.
SClara	Planned. I think allows for planning of cy gardens and parks and green space. More urban means less green.
SClara	More urban style development. To protect open and community space in each community to reduce traffic.
SClara	Value nature and natural resources. Value fairness, efficiency with public money. Value children's access to safe good education. Value stable families and affordable housing.
SClara	Any new growth must be highly urbanized and compact, with particular attention to energy and water efficiency, There should be an immediate moratorium on farmland development.
SClara	More urban. Makes using transit and bicycling and walking easier and lowers pollution including carbon emissions.
SClara	More urban/planned (C/D)
SClara	Improve quality of life for everyone.
SClara	More urban. Most urban does not allow any "standard" growth, still should be a minor sector of housing market.
SClara	Makes most sense to accommodate growth if we keep folks here. Best way to accommodate affordable housing. Lower emissions. Walking neighborhoods.
SClara	Planned future. Least expensive for "?" and public services.
SClara	More urban. I think more urban is the densest politically feasible alternative.
SClara	Planned future good balance between density and quality of life.
SClara	Urban growth creates less traffic and more walkable communities. Taking into consideration the aging of the population and need to have services close to home.
SClara	Most urban. Only way to support mass transit. More social interactions, less infrastructure, less wasted material.
SClara	Dense urban development causes huge increases in public support cost- fire, police, schools, etc. Local governments will not be able to fund services. If people want high density urban development they can move to San Francisco and see how much public services are strained. Growth also is limited by availability of water which is under pressure and can be inadequate in 10 or 15 years.
SClara	We have too few urban options available today. Diverse communities require diverse living situations. Higher density makes service options more available and economically feasible. Urbanization makes transit options possible.
SClara	Most urban. Public transit may become more used. Reduce cost of city services to due sprawl. Help preserve open space.
SClara	Elevate bicycle, ped., and transit modes. Promotes diversity. Easier to have services close to home/work. Reduce GHG emissions.
SClara	43% Most Urban, 31% More Urban, 23% Planned Future. Concern about too high cost of housing for my adult children. Need affordable housing.
SClara	All building need to be "?" Building should accommodate both families/individuals desiring urban and suburban living.
SClara	To keep density away from the coast.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
SClara	Something sustainable for the future is important. I changed my vote for the interest of the room's priorities.
SClara	More urban. Like the focus on existing areas, transit. Didn't choose most urban because I think we need to provide a range of housing options.
SClara	Concerned about living in a very crowded environment. I want privacy.
SClara	C and D. In outside and inside area do urban and super urban with improved transportation and jobs nearby.
SClara	More urban. Population growth dictates a more urban way of life. Change takes times - most urban in a near future might be a more unrealistic goal.
SClara	Concerned about air pollution, global warming and lack of alternative transportation options. Sprawl = air pollution, climate change, poor health due to physical inactivity.
SClara	Lower cost, stronger community, better access to shops, schools. Better for seniors, an increasing percent of population.
SClara	Most urban. Households are smaller than in the past, don't need so many large homes. Apts and condos suit many people's needs. Compact growth means we need fewer cars and makes neighborhood level stores and services and transit cost effective/viable. Compact growth can preserve urban open space it must do so in fact.
SClara	Need to get people out of cars. It's critical for long-term sustainability of environment, economy and social equity. Makes "?" transportation possible.
SClara	Moderate densities in most places. Selective density, more politically acceptable.
Solano	More urban; tight neighborhoods with more apartments/condos, walkable communities, smaller single lot houses
Solano	More urban; focus on new urban/transit friendly communities, cut sprawl internally
Solano	More urban; concentrated housing = more open space conserved ... more amenable to mass transit solutions, saves farmland for large food!
Solano	More urban; less traffic congestion
Solano	Planned future; people need choices, some don't like urban cores
Solano	Most urban
Solano	Most urban; Solano County has no regional park district — we need to maintain open space; public transit is very limited, even in the more urbanized areas; need more concentrated residential areas to support local businesses and to attract new business
Solano	Planned future; planned neighborhoods are the most attractive
Solano	Most urban; this has least environmental impact, this is more livable & have a good sense of community
Solano	Planned future; reflects my community electeds' direction
Solano	Planned future
Solano	Planned future; balance between urban and bus access
Solano	Most urban; conservation, community, economy, ecology
Solano	Most urban; <u>stop</u> urban sprawl, <u>protect farmland</u> , protect open space
Solano	Most urban; stop urban sprawl, contain CO2 expansion, able to use bike for practical (sic) transportation, improve health
Solano	More urban & planned future; use vacant lots vs. more sprawl, could use more public transit
Solano	Planned future; control sprawl, flexibility considerations, planning essential for too many people, reduce congestion, increase multi-modal inter <u>community</u>
Solano	Most urban; reduce emissions, reduce VMT, increase public health
Solano	Most urban; preserve open space, increase mass transit regionally, make bike/walk option
Solano	Planned future; planned development allows for strategic planning that can help reduce congestion, address traffic circulation issues, provide and incorporate new environmental resources such as wind and solar to offset and reduce pollution
Solano	More urban; improve quality of life for my family, healthier environments
Solano	More urban; infill better than Greenfield, easy access to daily needs

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q2: How will we grow? [1]-Business As Usual. [2]-Planned Future. [3]-More Urban. [4]-Most Urban.

List reasons why you voted the way you did.

MEETING	COMMENT
Sonoma	MOST Urban. Increase gasoline costs require reducing travel distances
Sonoma	Business as Usual. Our city and county are doing just fine by themselves w/out Silicon Valley and ABAG telling us how to do it
Sonoma	MOST Urban. Sprawl = bad infrastructure is already in planned urban areas transit access/GHG reduction
Sonoma	Planned Future. Sonoma Co. is mostly rural.
Sonoma	Business as Usual. Change is difficult for most people.
Sonoma	Planned Future. Need to continue to have full range of choices from rural to urban. Urban living is not for everyone
Sonoma	MOST Urban. Most reduction in transport but - where are sustainable gardens on local?...
Sonoma	More Urban. Increase density while maintaining character and ... Alternative measures of transportation that are safe
Sonoma	More Urban. Less greenspace conversion More efficient building Community focus
Sonoma	More Urban. Need more density to accommodate growth but not too dense - we live here for a reason
Sonoma	Planned Future. Windsor Plains doing a great job creating a family friendly place to live.
Sonoma	More Urban. I think suburban communities can get behind the "more urban" strategy, while existing large cities can go "most urban"
Sonoma	Planned Future. Diversity Access to transit Walkability
Sonoma	More Urban. We need to have less traffic and closer access to shopping, schools, walking
Sonoma	Planned Future. Growth is coming, but where and how is crucial
Sonoma	More Urban. I want higher density living and more open areas More parks/more trees
Sonoma	Planned Future. Need more eco-friendly ideas in place More community involvement
Sonoma	Private property rights to live on rural lands
Sonoma	Planned Future. Mixed use Sustainable growth Community consensus?
Sonoma	More Urban. Most people must live close to their jobs, schools, etc but we must have space for urban food production, community gardens, parks
Sonoma	MOST Urban. Conserve open space; habitat & surrounding land of urban areas

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
Alameda-Ber	Rankings: 1, Daily needs close to home, Safer access to schools; 2, Convenient access to jobs, More affordable homes; 4, Clean air, Conserve open space, Conserve water, Keep my town as it is today, Lower carbon emissions; 5, Easy and low cost parking, Large homes with big yards, Less local traffic
Alameda-Ber	Improve quality of urban public schools
Alameda-Ber	Provide more housing choices that are affordable for and meet needs of diverse households
Alameda-Ber	Lower costs and taxes: this is combining things that shouldn't be combined.
Alameda-Ber	Less balkanization of transit
Alameda-Ber	You shouldn't be combining costs and taxes for such a broad list of things. I am willing to pay taxes for some things, but I might want to have lower costs for other things
Alameda-Ber	Less balkanization of transit agencies
Alameda-Ber	A reserve system for local government and schools that allows for regional revenue and/or cost sharing.
Alameda-Ber	Improve quality of public schools
Alameda-Ber	Housing issue is not just about household income and age, it is also about household types, individuals, families, unrelated groups, etc.
Alameda-Ber	Rankings: 1, Lower carbon emissions, More affordable homes; 2, Clean air, Less driving overall; 3, Conserve water, Daily needs close to home, Less local traffic, Lower costs and taxes; 4, Conserve open space; 5, Easy and low cost parking, Keep my town as it is today, Large homes with big yards.
Alameda-Ber	What is missing is a differentiation between transportation funding targets and their relative efficiency in reducing carbon emissions. If buses work better than BART shouldn't we fund buses better? If ferries are comparable to cars, why shouldn't we fund more efficient measures.
Alameda-Ber	Need safe walking, biking, access not just to schools, but to jobs, shops, etc. Separate out taxes vs. transportation costs, utilities. How important are public open spaces (parks, etc.) to you?
Alameda-Oak	Rated 5: Easy and low cost parking, Large homes with big yards, Less local traffic; 4: Keep my town as it is today; 3: Clean air, Lower costs and taxes; 2, Conserve open space, Conserve water, Less driving overall, Lower carbon emissions; 1, Convenient access to jobs, Daily needs close to home, More affordable homes, Safer access to schools. Very confusing to have high score (5) correspond to <u>high</u> priority
Alameda-Oak	Ranked 1: Clean air; 2, Lower carbon emissions Reducing human exposure to air pollution that harms human health
Alameda-Oak	Public safety: (crime, natural disasters, man made disasters like terrorist attack, fire etc.) evacuation means and routes, safe water and availability, safe food and availability
Alameda-Oak	What does it cost to power an electric car? How many people already ride public transit?
Alameda-Oak	Plan communities taking into account cultural diversity. Set priority in communities to community parks (public and open) Taking into account healthy habits, foods. Less junk food businesses. Have more markets that offer fresher and more affordable fruits and vegetables.
Alameda-Oak	Marked "Y:" Clean air, Conserve open space, Conserve water, Convenient access to jobs, Lower carbon emissions, Safer access to schools ("& jobs & shopping & recreation"). Marked "N:" Less local traffic, Lower costs and taxes ("fantasy"). Marked "NN:" Easy and low cost parking ("less"), Keep my town as it is today ("NIMBY"), Large homes with big yards. Daily needs close to home, More affordable homes - "Meaning?"
CCC	Halt top down development plans. Stop false option channeling. We are being given loaded options.
CCC	Economic/financial/real life scenarios for projected housing and transportation. Jobs, jobs, jobs. Business interests are addressed - no questions about "job growth"? Huh? Lower unemployment. Economic growth.
CCC	More jobs. Why isn't this on the list when it is so important to so many people? More jobs. More jobs. More jobs. More jobs.
CCC	Preserve property rights.
CCC	Curb urban sprawl, reduce vmt, cleaner air, more affordable homes, protect open space and farmland

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
CCC	Locally grown food, preferably organic. 80% of population should be able to walk to decent grocery stores.
CCC	Sustain operation of public transit. Maintain local streets and sidewalks
CCC	Large lots, single-family homes.
CCC	Look at each individual town, city. Don't just assign numbers.
CCC	Balance urbanization with regional parks, open space and green transportation.
CCC	Completion of your goals without government agency.
CCC	We have sprawl and we need WALKABLE (walk to jobs, walk to grocery, more mixed neighborhoods...) Our rail system is pitiful. We need more carshare at rail stops so you don't have to drive when you get to Amtrak, Bart stops. BRT or trolley should be incorporated.
CCC	I want a personal yard for my dog. End corruption city-private. No eminent domain for transit.
CCC	Keep agricultural lands agricultural. Promote health - walk and bike.
CCC	Neighborhood and regional parks accessibility to all residents. Locally grown food. Variety of housing choices.
CCC	The Constitution
CCC	Require special assessment of large project instead of EIS/EIR, act as facilitator of property's best use. Limit freeway and HOV lane construction to gap closure (e.g., Gilroy to 156.) Abandon Bay Area spur of HSR, instead extend BART to Stockton or Manteca. Abandon new Transbay Terminal. Consider 19th Ave. reliever using Sunset Blvd. and tunnels under GG park and stoat.
CCC	I don't want any "planned futures" or "planned communities" if they have to use eminent domain law. If a lot of people in my area want a different community than the one they have now, maybe they could have some fundraisers - car washes and bake sales and the like. Maybe a telethon. I would buy a car wash or a cupcake for a good cause and so would lots of other people. But I can't pay any more taxes on gas or on county roads - and I don't think anyone else can either. (And please more more parking meters!)
CCC	Build and connect bicycle infrastructure. Force cities to retrofit routes of regional significance to accommodate bicyclists. Stop wasting money on highway construction. Increase air quality. Decrease rate of human reproduction, we already have too many.
CCC	More opportunities for non-motorized transportation. (Trails and bike lanes.) Vacant land in the Monument Bl. Corridor needs to be utilized.
CCC	Less central planning. Less taxes. Respect individual rights including property rights. No regional plans.
CCC	Multimodal transportation. Planners need to tell personal stories to illustrate planning policies. Too many acronyms and really need to test presentations with people not familiar with planning.
Napa	Protection of open space, protection of river, watersheds and groundwater
Napa	Understanding the agricultural nature of Napa and Sonoma. More urban will likely be best for the more populated counties. Planned future would seem to take agricultural uses into consideration more.
Napa	Transit from rural areas to metropolitan areas, i.e. SF, Oakland, Greater Bay Area
Napa	Maintain existing infrastructure in good condition. Keep the small-town feel in Napa communities
Napa	Extend public transportation to some rural areas.
Napa	More transit info - given and received - does transit really make a difference? Air quality does effect agriculture. Show quality sustainable communities.
Napa	Some ability to use public transportation, i.e.. to get to SF, S Jose - in one day. Using infill to save open space. More housing integrated with businesses, like apartments above stores. Good regional health care locally, i.e., Kaiser in Napa. When de
Napa	Air. Water. Diversity. Balanced economic base.
Napa	Reduce growth as much as possible - set limits - do not overbuild. What building we do have - dense and get \$ for public transit.
Napa	Protect all agric. Land for reasons of national security.
Napa	More outdoor activities/parks/access to waterways/calm streets for walking/biking. Happiness component. More community exchange.
Napa	Public health
Napa	Distinctiveness of Napa County must be maintained.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
Napa	My concern is that Napa County, due to its small size, will not compete well against the other counties with larger populations. There needs to be a special opportunity for rural counties to grow smart with financial support.
Napa	Preservation of existing building stock for reuse. Conservation of habitats, parks, open space. Traffic mitigation.
Napa	Thoughtful/planned transportation, water, food, jobs, safety, ...quality of life. Resource inventory: food producing land, water, capacity to serve needs for sanitation & waste.
Napa	Cultural diversity. Sense of connection, security. Generational diversity.
Marin	Increase <u>very low</u> income rentals that match large percentage of jobs Increase density along transit corridors and downtowns to accommodate needed housing More public transit oriented to intra-Marin
Marin	Enclaves for new urban or more urban development
Marin	Clean up bay and prevent shoreline development. Promote solar energy and conservation.
Marin	Better framing of the ideas of regional planning and envisioning a future. Use local icons (Mt. Tam, EV) to engage audience
Marin	Base your premise on truth. I.e., there is not proof of man made global warming or our contribution to climate change. Since ABAG has secured its funding by cramming SB 32 into law and making job growth illegal. If you do that we can save the tax dollars
Marin	To what extent are the population growth projections dependent on job growth, and how accurate can we expect job growth to be?
Marin	Use of homes in foreclosure, 2nd units, lower density of multi-unit. You need to focus on transportation and more input into auto efficiency standards-let's fix the auto industry!
Marin	Preserve current property values! Use foreclosed homes, bank-owned homes, second unity (already existing) instead of building more housing!
Marin	Add: I want more open space and parks (green areas) NOTE: Question on commuting assumes people commute to their jobs versus work at home. You need to add #5: work at home.
Marin	Stop high density and the Novato crime, traffic, pollution that accompanies high density. ABAG is a nightmare for Marin planners and residents. Local input is completely ignored. The EIRs are no impediments to ABAG or planners even when it shows no more
Marin	Low density housing Local control of housing-this is not what we have now
Marin	Difficult to answer questions because hard to interpret: e.g. open space. Is this to increase open space or preserve what we have?
Marin	Provide a workshop that would allow the citizens to give meaningful input. This presentation was bias to support ABAG's view and the state mandate (415) 892-5894
Marin	Lower the density numbers-climate change is a red herring to implement ABAG and MTC. It is a valid concern but not in this venue
Marin	Rebuild the middle class by creating middle income jobs and middle class housing
Marin	Remove SB 6500 JPA so voters know their right to vote in livable communities
Marin	Choice was artificial Process is bogus, lacks credibility Target areas are not based on local plans Social engineering doesn't work!
Marin	This was not a fair vote, other options were not included on housing, like apartments or other
Marin	Reduce obesity Aging population, declining relative school population should be considered

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
Marin	I want fewer carbon emissions from automobiles and buildings I want more safe walking, biking, and transit access to schools I want jobs and housing closer together, improved access to job centers I want more homes to meet the needs of varying income age/
Marin	Senior housing Aging in place: need local amenities Housing for caretakers and healthcare workers
Marin	Your questions were too simple to allow for true opinion gathering. The issues are more complex. For instance, Marin has a lot of open space- are you asking if we want more if we want to keep what we have.
Marin	Options presented were limited and limiting-housing and transportation. There are other ways to achieve goals. Responses need to be broken down by age, income, children in the home.
Marin	Support electric vehicle alternatives to gas driven vehicles. This would significantly improve air pollution and carbon emissions! Maintain and enhance existing quality of life
SF	transit/local
SF	commercial mixed with residential
SF	electric access/stations
SF	earthquake environmental concerns
SF	direct freeways in SF/19th to Golden Gate and 101
SF	housing for everyone
SF	reliable transit
SF	want to see density & investment in cities but no not want displacement
SF	want strong protections for affordable housing, transit, and services
SF	socio-economic diversity in cities
SF	do not want to see communities of color pushed to suburbs i.e. Mission Dist displacement
SF	improvements to public transit
SF	reductions in spending for road and freeway expansion
SF	more accountability in planning agencies
SF	more effective use of existing infrastructure
SF	TOD
SF	BRT (bus rapid transit)
SF	EV (electric vehicles)/EVSE
SF	Do not widen highways, even for HOT
SF	20% bicycle use by 2020
SF	regional approach to parking; MTC take lead on demand-based pricing
SF	eliminate parking minimums in new development (and place maximums)
SF	focus housing/jobs in SF & Oakland, much more density at train stations
SF	choosing transit & highway projects based on whether they take us closer to or further from 15% reduction goal by 2035
SF	increase BAAQMD oversight on parking (e.g. indirect source rule fees)
SF	transportation, not land use, is part of MTC (Metropolitan Transit Commission); take that into consideration for the future
SF	economic considerations, for example, build near current job centers, connect transit
SF	business incentives
SF	build more housing closer to current job centers
SF	affordable, subsidized public transportation
SF	is Treasure Island carbon neutral considering workers have to commute to work?
SF	job creation w/ RTP investments
SF	public transit systems
SF	affordable transport options during commute hours (or affordable transport for workers)
SF	financing weighted on 'complete' communities, please

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
SF	Choices on web tool were limited; steered to your desired results
SF	transit - new and extensions to existing
SF	add "increase water shortage" not just conservation
SF	add small lot, single-family suburban master plans
SF	where are the "tie-ins" to new job centers; "suburban" job centers
SF	better/more transit
SF	all new development walk able and bike able
SF	local vs. regional control of land use and housing regulations
SF	more parks & recreation accessible to new and existing development
SF	improve disaster preparation
SF	greater mix of land uses
SF	defensive preparation for climate change (social, economic, ecological, environmental)
SF	aggressive climate change, as for to eliminating GHGs as possible within planning horizon, but on target to eliminate and transition the post-carbon economy and climate collapsing world
SF	internalizing externalities
SF	transit, rapid transit, frequent transit
SF	social and economic justice (need to consider regional equity)
SF	transit oriented development
SF	pedestrian/biking orientation
SF	public transit
SF	making cars obsolete
SF	community spaces
SF	individual health
SM	Pocket parks-Community Gardens
SM	Enough water and clean water to sustain population-what is the maximum population we could accommodate? Absolutely no building homes or retail on Baylands or salt ponds Access to local, organic and affordable food Open space and parks Strict limits on al
SM	Preserve and restore bay front open spaces Provide "infill," below market housing development Provide neighborhood parks, like San Jose I'd like to see a new urban planning framework developed around scarce resources, constrained funding at local govern
SM	Low cost delivery with existing resources Take space away from negative policy outcomes Quantify co-benefits of positive policy outcomes Unbundle costs into benefit districts for affordability Great schools, better neighborhoods limited with slow streets
SM	Promote urban agriculture See <a href="http://sfuua.org/urban-ag-zoning-proposal.html">sfuua.org/urban-ag-zoning-proposal.html</a> Promote Community Supported Agriculture (CSA) See it in Wikipedia, and <a href="http://localharvest.org">localharvest.org</a> , choosing a CSA
SM	Convenient, affordable public transit (flip of less driving) More diverse commercial areas (e.g. fewer chains, big box stores, etc.) More entertainment options Better schools Recreational opportunities (big parks, ball fields) for youth Enhanced architect



## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
SM	Childcare not mentioned, but working parents need places for kids in locations that reduce in-case/miles, # of trips. Near work, transportation, home-planning departments need to address this in permitting, planning, etc. Open space in Bay Area is priori
SM	Conserve open space Lower carbon emissions More environment all around
SM	Socio-economically diverse neighborhoods and schools
SM	Investment in transit Investment in technology that reduces GIG emissions (e.g. hybrid vehicles, hybrid buses) Targeting employees w/ responsibility to reduce GHG emissions and VMT of employees (Incentives and regulations, "carrots and sticks")
SM	Reduce congestion Increase transit ridership and carpooling Financial support for transportation infrastructure Support for Caltrain Local control
SM	More park and recreation spaces
SM	Cost effective new development
SM	Separate large house from large yard (garden) Safe access to schools seemed odd as a major priority
SM	Require green building standards Fund public transportation Incentivize carpooling
SM	n/a
SM	n/a
SM	Give equal time and emphasis to open space-make place for nature in our lives. High-density housing must be balanced with access to aggregated open space (not jus playing fields).
SM	Re-examine unfounded parking minimums to allow for higher quality, higher density and more affordable development Some people will always want their traditional single-family homes, so show them how increasing density "downtown" and around stations will h
SM	Community gardens Dedicated pedestrian and bicycle transit routes to cut accidents down and encourage healthy lifestyles
SM	Pacifica is different from county Preserve _____ (?) and open space important
SM	Engagement of citizens in their communities. Increased transit ridership. More time with families. Possibility that one's children can live here.
SM	Safe, walkable neighborhoods. Close parks to all living clusters. Natural beauty (trees, flowers, beautiful sky.)
SM	Commute time and cost. Proximity of desired destinations.
SM	Less dependant on car transportation. Having entertainment, stores, hospitals within walking distance or a very short trip by mode of transportation. Safety. Clean air. Not over-crowded.
SM	Intergenerational housing. Adapt to sea level rise. Demographic diversity. Cost-effective infrastructure. Friendly environment for business/economic growth.
SM	Open space in the urban area like Golden Gate Park in San Francisco. As we grow more dense, please, please provide open space for everyone. Need more Continuing Care Retirement Complexes (CCRC's.) Grow around commuter/rapid rail stations. Highest density there. Make public transit integral to higher densities.
SM	Improved public transportation by providing "lost mile" options. Developing a tax policy to support public transportation improvements. Reduce housing cost to avoid emigration of talented young professionals.
SM	Historic preservation. Safety and health considerations.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
SM	Improved public transportation, other transportation options in lieu of driving.
SM	Access for physically disabled. Convenient access for medical needs. Education opportunities.
SM	Creating a more walkable community and pedestrian safety.
SM	Walkability, noise mitigation, equity, reduce air particulates.
SM	Cultural integration issues.
SM	Clean air - no LA. Increase public transit connectivity. Help school districts buss ALL students to school. Safe bike/pedestrian paths for schools, community.
SM	Safety and sustainability must go hand-in-hand. San Bruno increased high-density housing and without an increase in police and fire that has major issues. Our family does not want to see that in our new town of residence. Increase use and ease of use of transportation. Use over-communication instead of a find for yourself policy.
SM	Access to daily needs and safe access to schools should include childcare, preschools in the definition. A cultural, attitudinal shift needs to be made and helped along through education. That is part of the reason I chose 'more' not 'most' urban. Affordable housing is important for allowing the Peninsula to live near where they work. Long-term rising water levels, etc.
SM	Misleading- lower carbon emissions is just one way to achieve clean air - there were no other options offered. The scenarios are designed to lead us, not happy about that.
SM	A sense of community- knowing your neighbors and being a part of your town. Easy access to nature - not just a park, but open, untouched nature.
SM	Affordable housing. Smart growth/ smart planning transit. Housing/jobs on transit quarters. Environmental quality- air, water. More open space/preserve open space.
SM	Job creation across the boards. Not everyone works for Google or Facebook.
SM	Affordable housing. Supporting seniors. Transit-oriented developments around transit centers.
SM	Public transportation that is convenient and affordable. Sea level rise.
S Clara	Leading planning questions. I came for transportation issues - you loose trust. Increase roadway capacity? Infrastructure building? \$200 billion was used at the 2035 planning process.
S Clara	Consider alternative fuels and alternative vehicles to reduce GHG. Keep and maintain what we have, but look for other funds elsewhere to pursue the other things we want. Consider technology and TDM measures. Transportation \$ for transportation, incentive mixed-use development.
S Clara	Environmental justice considerations.
S Clara	Provide housing for younger and older residents.
S Clara	Appeal to high tech jobs and workers.
S Clara	Mix/diversity of population. Low-cost (free?) local transportation.
S Clara	Bike bridges over hwy 101. Bike bridges over El Camino. Ticketing motorists who don't use turn signals. Ticketing motorists who use cell phones.
S Clara	Focus on rapid transit and personal transit (Stanford project.) Encourage electric vehicles for local transit or community to jobs that are not easily accessible by public transportation. Make it easier to bike/walk/ public transportation to open spaces. Create "open spaces" near high density housing. Stop the Salt works and development/filling o Bay.
S Clara	A percentage of affordable housing for low and very low households. Housing mix for seniors. Close streets for walkable communities. Do not add any more highways, maintain what we have. Need more community gathering places like Redwood City's Plaza.
S Clara	Reduce traffic congestions. Fewer potholes/maintain pavement on roads.
S Clara	Get the electric car revolution going now! With renewable energy as the main power source. Can still provide a fair amount of driving but with minimal pollution and carbon emissions, though would be good to reduce driving somewhat.
S Clara	Protecting affordability for small businesses as development happens.
S Clara	Podcars (PRT) Research and development of computerized modes of transportation, such as podcars on a monorail grid that would replace surface transportation.
S Clara	Promote community feeling.
S Clara	Access to vibrant parks and lakes similar to the culture of Lake Merritt in Oakland.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
SClara	Developed public transportation. Job opportunities (more) in urban areas. Cheaper urban housing. Better bike laws, well lit walkways/bike paths. Sectioned-off bike lanes in all neighborhoods.
SClara	Investment in sustainable local food. Cheaper transit (hard, I know.)
SClara	Low food miles. (Grow food closer to those who eat it.)
SClara	Jobs, traffic congestion, parking, stable rent, public assistance.
SClara	Less intrusive government, positive incentives, lower costs and taxes, make transit user friendly, encourage telecommuting.
SClara	Take money from freeways and use it on transit. Where's gas tax? Where's congestion pricing like London's? You choices are out of date!
SClara	Connection to the community.
SClara	Transit-convenient. Walkable, bikeable communities- safe and welcoming. Open spaces and parks. Protect ?
SClara	Buses open spaces!! (Or otherwise easy access without having to drive to some of the more inaccessible ones.
SClara	Find ways to listen to people who couldn't get off work to be here, and we will have difficulty framing the discussion.
SClara	Cost to implement, impact on jobs, not everyone wants an attached home, how does it alter MTC funding for roads and maintenance.
SClara	Focus jobs near transit centers for high job density. Focus housing where there is available excess or unused school capacity. Keep my town as it is, less local traffic, safer access to schools.
SClara	Preserve vistas, do not subsidize underproductive ag lands, strong regional economy, cities fiscally strong (through regional tax sharing)
SClara	Save open spaces and clean air/water. Planned growth/higher density. Happiness and planned growth. Low cost living, low/mod income. Community based/peace, low conflict oriented.
SClara	If any significant progress is to be made, then new, disruptive transit technology is required. Replace the Bus/LRT/ train failure.
SClara	Financial incentives for local community service businesses. Grow such that jobs and facilities are co-considered at the time housing decisions are made. Mixed-use zoning! Public transit model- hub+spoke vs a mesh of routes. Preserve greenbelts (not just preserve current open spaces.) Centralized vs distributed commercial + shopping districts/downtowns. Rent vs own trends and implications.
SClara	Sense of community/know your neighbors.
SClara	Village vs sprawl. Circular vs tangible. Proximity to housing services and business areas. Safe bike paths. Bike lanes that are physically separate from traffic and you can get out of the city to the country within walking or biking distance.
SClara	Diversity of ages, incomes. Promote small, independent businesses. Allow for a variety of schools. Space for community, state colleges. Innovative land use, new experiments in planned communities.
SClara	Landscape shade, trees, marshes, native plants. Protection and spaces for wildlife, birds, fish, animals. Protect and increase marsh lands for birds and for oxygen. No freeway through Mt. Hamilton! Finish BART downtown to and around South Bay area.
SClara	Light weight, grade separated transit should be central to future planning. Freeways are ugly, expensive and there really isn't anymore room in the built areas. Traditional, linear rail systems are also expensive, must slow or slow down at any at-grade crossings. Linear rail systems are labor and maintenance intensive and are just too low-class to ever achieve significant usage.
SClara	Less pollution overall.
SClara	Lower emissions, water conservation are highest priorities.
SClara	Lessen dependence on fossil fuels. Improve quality of life.
SClara	Daily needs local to housing. This appeals to needs of youth and elderly and promotes walkability to decrease obesity. Affordable housing in 9 Bay Area counties, provides ability economically for low income residents to live here.
SClara	Supportive housing for homeless. Access to low cost goods (groceries, etc.) Low income neighborhood community business centers. Alternative schooling/charters.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
SClara	Blighted areas, under used, rezone nonresidential land areas. Transportation corridors. Close proximity to services. Saves expanding school area. Affordable housing.
SClara	Greenhouse gas reduction. Fiscal responsibility at all levels of government. Prepare infrastructure for electric vehicles and a "post-oil" future.
SClara	Are you willing to move to support your choice of how we will grow.
SClara	Multi-use, urban development. Culture shift from car based development and planning to mass and alternative transit focused development.
SClara	Cleanliness of public spaces. Shared spaces for community - guest rooms, play rooms, game rooms, theaters, living rooms
SClara	Repeal Prop 13 so that housing pays more of the cost of services, and so that commercial property taxes can be raised to reflect actual values. Get public transit working effectively before trying to ass transit-oriented housing. Keep it operational effectively.
SClara	Accessible urban open spaces, especially trails, Bay Area's greatest natural asset. Jobs-housing balance. Employment centers wit transit. Mechanism to financially support transit development housing.
SClara	Alternate power options. System designs and land use plans that allow water, energy and waste systems to work together as a single integrated solution.
SClara	Mass transit systems, regional and local. Clean water. Creating more walkable cities.
SClara	Culture, volunteerism, community, livability.
SClara	We talk about preserving open space, but are not placing enough emphasis on developing more urban green space. We cannot grow households without "growing" infill public space.
SClara	Facilitate alternative transportation modes (walk, bike, transit.) Social equity - access to jobs, transportation and housing.
SClara	Fast, well-connected transit throughout the Bay Area. Need much higher emphasis on making transit a compelling choice for commuting vs single occupancy car. Transit need to be much more convenient. Need to consider new technologies like POD cars and automated people movers as enhancements to transit options.
SClara	Combination high density/low density growth. Safety in urban centers. Close access (walking) to schools.
SClara	Integration of gray and green infrastructure. Neighborhood and pocket parks. Increased height concessions in return for larger setbacks to accommodate urban canopy. Transportation planning that promotes public transit to and from work (habitual trips of necessity)
SClara	Public safety.
SClara	Jobs located in new centers outside Bay Area. Options to not accept the growth numbers - decide our own numbers. What is our carrying capacity should be the starting point. Improvements to transit and freight.
SClara	Preserving land within urban and suburban areas where food can be grown - especially as we find the transport of food grown by fossil fuels to be more and more expensive.
SClara	Bicycling infrastructure, good design and public space are critical to success of density. Preserve habitat, promote local agriculture.
Solano	Rethink zoning so that suburban single lot neighborhoods have small commercial centers with access for daily needs; develop walk/bike access so real people can walk/bike to their neighborhood center for daily purchases and services. Real designated bike lanes on major streets - biking is too dangerous on major streets as drivers don't respect bikers.
Solano	Improve jobs/housing balance internally
Solano	Balanced growth, open space, culture, silence, provision of local jobs
Solano	New job centers by existing home centers
Solano	The additional 2 million people - who are they? Immigrants? From Mexico? Asia? Where? Middle class? Low income? Who will have the children - Mexican immigrants? What do these ethnic & cultural questions have to do with planning for housing and transportation?
Solano	Fight climate change, need to consider adaptations to a changing climate
Solano	Focus needs to directed to <b>jobs</b> -transit-housing units (sic)

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
Solano	Jobs, incentives to bring business to our county
Solano	Increase tax incentives for bus to increase # of employees or start new bus
Solano	clean air/water, sustainable economy, green build, renewable energy & local energy production
Solano	How skewed are your responses because of make up of your audience - I saw many county & associated agency people versus non public employees in our audience; you shared valuable information — how can it be better shared to a larger audience; will information generated by these meetings be given to local newspapers; will this information be put on websites; Solano County has the smallest percentage of protected farmland & open space in the Bay Area - nothing seems to be happening to really make a change in Solano County
Solano	Transportation, jobs, clean air, water
Solano	Alternate fuels
Solano	Small homes with yards NOT all condos; sea levels; mixed use, not necessarily dense; transit to connect areas, livable communities (not necessarily urban); individual business success, fewer franchises and look-alike buildings (McMansions, Subway-type strip malls); population growth is huge issue - not clear why 10 billion is supposed to be a "plateau"
Solano	Public health considerations; affordable housing; growth of higher paying jobs — econ. dev.; reduce VMT, increase safe routes to school & incidental walking and biking trips
Solano	Bring BART to all nine Bay Area counties
Solano	Health services and affordability; transportation services — public — that connect the cities and the counties; safety — 1; industry; widen Highway 12
Solano	jobs/housing balance; wage/housing balance; improved GRP
Sonoma	Necessary to address intersection operations to reduce pollution and GHG gasses from idling traffic (cars & trucks) Roundabouts & protective-permissive left-turn signals are two possible solutions Improving road links between Sonoma County and I-80, SR-9
Sonoma	Clean air - no fly zone regarding chemical dumping upon us from planes (contrails & chem trails) We want our state parks open We don't need bureaucratic and committees to pay with our tax money to take over freedoms the voting was not accurate because "y
Sonoma	Freedom, Liberty this is all based on bad science, AB 32 Too many assumptions you put it out like it's sound science
Sonoma	Restoration of watersheds - the environment, riparian corridor rules - no bldg w/in 100ft. Off riparian in either direction Protection of forest resources - carbon sinks - no timber conversion - grapes/houses Protection; continuity of habitat for fish & w
Sonoma	I want more incentives and encouragement for starting and maintaining businesses I want a thriving local economy I want to encourage the efficient and economical movement of goods and services essential for a thriving economy
Sonoma	There is definitely a bias in how the priorities are worded - saying "less driving overall" implies that I believe there is too much driving but just don't see it as a priority
Sonoma	Develop sustainable, local community, household, school gardens Develop regional food processing plant (free) - for... heard about the transition to con movement!!! It is critical to dealing with carbon, global warming, economic crises more light rail - ele
Sonoma	Develop a safe network of green ways to provide an alternative mode of transportation make downtown areas to live, work, socialize, eat, recreate connect downtowns to neighborhoods with alternative modes of transportation

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q3: My Priorities

What priorities would you add for consideration?

MEETING	COMMENT
Sonoma	Increase & protect agricultural lands collect water & protect watersheds develop local energy sheds increase alternative transportation options
Sonoma	Convenient access to schools access to parks efficient transit bicycle and pedestrian access
Sonoma	Environmental consideration as unsuitable lands for development based on McHargian Theories Housing values please don't drop anymore water & sewer infrastructure
Sonoma	Habitat and fisheries preservation Public health (including the obesity epidemic)
Sonoma	More affordable homes Clean air Keep my town as it is today Safer access to schools
Sonoma	Maintain & improve local food supply Keep community self-governing
Sonoma	Safe transportation routes for biking/walking commuters public transportation bike paths, bike lanes, sidewalks trains and busses higher gas tax higher parking fees
Sonoma	I want less air pollution from automobiles I want lower household transportation costs, utility bills, govt fees, taxes I want more homes to meet the needs of varying income/age groups
Sonoma	The constitution - individual rights private property rights government personnel accountability Fiscal responsibility
Sonoma	Clean air More affordable homes Daily needs close to home Less local traffic Outside urban growth area Smart train activation/light rail or BART extension to north bay
Sonoma	More urban and urban fringe food production realistic assessment of water and other essential resource availability waste management, requiring reuse, composting, recycling, moving towards zero waste reduce/eliminate impervious surfaces; filter rainwater
Sonoma	Habitat preservation - upland areas wildlife movement areas

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
Alameda-Ber	Access of shopping and daily needs Diversity of housing - apartments, duplexes, single family homes - both rental and ownership Walk access to schools
Alameda-Oak	Local businesses/shops <u>Mix</u> of housing types/sizes/prices (relatively...yes, it is expensive but there are different <u>choices</u> - apartments, condos, single family homes) Arts districts (Berkeley, Uptown, etc.)
Alameda-Oak	Diversity, walkability, single family homes, trees, safety, knowing neighbors, sense of community
Alameda-Oak	Each locality has its own plan for development. Why does ABAG need this workshop?
Alameda-Oak	Privacy maintained. No more laws saying when I can and can't use my fireplace in my neighborhood. That's how I keep warm in winter. No Nazis telling me I <u>must</u> pay for garbage service. As long as I haul it and take care of it, it's NOT my neighbors' or the city's business. No stronger, more oppressive laws in my city, please. I don't want to be forced to recycle, like they do in Santa Cruz County. I already recycle now - but I DON'T want to be forced.
Alameda-Oak	Safety Good multimodal transit (i.e. frequent, consistent and relatively low priced) & bicycle/walking infrastructure
Alameda-Oak	Good for walking and biking Access to BART and some buses
CCC	Neighborhood = community. Build community, not places to be.
CCC	Great schools. Thriving downtown. High priced housing (keep my home's value).
CCC	Waterfront, open nature spaces
CCC	Vibrant downtown, open spaces and parks
CCC	Tree-lined streets, walking distance to shopping and jobs (Concord park neighborhood), Costco/regional shopping walking distance to single- family and multi-family (four corners area of Concord Monument Blvd.)
CCC	CCTA
CCC	Small homes, large yards - a neighborhood. Safe for kids to roam around because we all know each other and no strangers walking back and forth walking around. A neighborhood that is not commercial or high rises with lots of strangers - safe.
CCC	Me! And a nice plaza.
CCC	Private property. Personal rights.
CCC	Not far from transit. Safe and pleasant.
CCC	Relatively affordable homes. Near grocery and other stores. Neigh neighborhood and regional parks.
CCC	Freedom
CCC	Housing, and a variety of housing types, within walking distance of BART and downtown. Walnut Creek- which has a lot of great destinations.
CCC	Our sovereignty! That needs to be maintained. I don't like when the city tows my car right out of my driveway because of smog rules and regulations I can't meet because they are unrealistic. The city took the Cadillac my dad left me. I miss that car! (Poor people can't get their cars out of impound.) When it's 31 degrees outside, I'd like to use my fireplace without fear of a \$400 fine. Fireplaces are a less expensive way to heat my home, But even if that wasn't a case, should it be my choice how to heat my house?
CCC	Bicycle access to schools, shopping, jobs, public buildings. Clean air and water. Diverse population.
CCC	Open space nearby!
CCC	Affluent, clean, friendly.
CCC	Beautiful views. Great access to regional job centers for open spaces.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
Marin	Unique architecture, character, walk- and bike-ability, access to transit
Marin	Small town - close to 101, but removed and green Businesses nearby Able to drive your car and park
Marin	Families and seniors Walkable, access to transit Historic preservation - small homes with character
Marin	Bay on one side Levee needs to be raised Bayside development will be underwater late in this century
Marin	Built on wetlands in 50's. Should never have been allowed but it is a wonderful community with access to bay and shoreline.
Marin	Proximity to services, proximity to transit
Marin	My neighborhood would benefit from increased density to support retail and other services
Marin	No low income housing! No help or support for illegals!
Marin	Seclusion, quiet, safe and single family homes with sufficient roadways
Marin	That most of my neighbors have similar education and income as I do
Marin	Lower density- don't cram a bunch of multi-unit complexes w/ high density
Marin	Reflects the character of the current residents who pay taxes and care for their home (investments). These factors should not be altered by government. Government should not dictate local housing policies. ABAG has no legal right to dictate housing number
Marin	Parking Open space Old architecture
Marin	Small town character with less growth Safe and clean neighborhoods.
Marin	Open space Nature Safety
Marin	Junction of Hwy 1/101 traffic precludes any new housing. Completely disregarded assuming affordable housing would not have cars and trucks fireside has parking 10 cars in and out daily
Marin	Low density
Marin	Trees Lost coast feeling
Marin	Local Control-ABAG and State of CA butt out
Marin	Quiet Beautiful Friendly
Marin	Good middle class community, safe, clean Single family detached family oriented Easy access to parks and open space
Marin	Quality green themes Quality buildings w/ longevity
Marin	n/a
Marin	n/a
Marin	Local control Local decisions w/ the wisdom of long-term support for infrastructure
Marin	Walking paths



## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
Marin	Access to stores, banks, services, transit Close to open space Established neighborhood Community involvement of neighbors
Marin	Existing diversity Walkable sidewalks and bike lanes that are safe Nearby shopping and services
Marin	Maintain village concept-Scale important. Gateway to Tam Valley, Almonte, west Marin, mill valley. We are NOT an urban area. Transit is focused on commuter schedules. No affordable concepts new structures on land now a floodplain. Equity is social, not an
Marin	Terra Linda Shopping for groceries and other needs Walk friendly community Recreation-Meeting places
Marin	Safety Access to open space People take care of their property and community
Marin	Open space Scenic vistas
Marin	Quiet Low density Rural Minimal traffic
Marin	Small, close to parks, open space, quiet, short drive to market, library, cleaners, easy to 101, schools. Low key
Napa	Almost 100% owner occupied, big trees, neighborhood events and easy walking/biking to adjacent open spaces. Active support for neighborhoods citywide (Association of Napa Neighborhoods). Provide for much more Class I bikeways (like Vine Trail) to connect
Napa	Open space views. Park access.
Napa	Keep agricultural community intact.
Napa	Community is compact and easy to get around, homes-jobs-shopping-schools are all close together. Neighbors know each other and look out for each other
Napa	Rural - open space
Napa	mixed use. Diversity mixture - families, singles.
Napa	Enhance shopping within walking distance. Turning NAPA towards the river, clock, downtown, a vibrant recreational program.
Napa	Small enough to know most people.
Napa	It's rural.
Napa	Agriculture and open space
Napa	Diversity of households. Stable. Close and caring neighbors/involved.
Napa	Farmland I can ride my bike to, with baby lambs in the spring. Can ride my bike both to downtown and vineyards on quiet side trees. Q: Where is the projected growth coming from and why?
Napa	Bedroom community with great recreational opportunities.
Napa	Rural nature. Good water. Beauty.
Napa	Large trees, friendly people who care for each other, close to schools, work, shopping, medical facilities, and open spaces, parks, urban and rural recreation.
Napa	Agricultural is economically viable and protected ag a land use.
Napa	Security. Beauty. Agreeable neighbors.
SF	some yard space
SF	stability
SF	local friendly atmosphere

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q4: *What makes your neighborhood special?*

*What are the important characteristics of your neighborhood that need to be maintained?*

MEETING	COMMENT
SF	transit rich
SF	family friendly
SF	preservation of affordability, specially present affordable housing, and transit services
SF	strong community of color, strong social ties
SF	mixed use, transit dependent neighborhood
SF	ease of access to rail-based transportation (BART, Muni Metro, street cars)
SF	lots of mixed residential and commercial space, which means shorter, walk able trips for everyday needs
SF	a sense of community which is encouraged by the walk ability and transit friendliness of the neighborhood
SF	view shed is incredible!
SF	a quiet residential neighborhood with greater density, mixed use housing with local business incorporated with housing
SF	local markets and restaurants
SF	frequent buses
SF	bicycle lanes
SF	change the Sunset District
SF	good transit, easy to walk for errands
SF	very little need for parking (70% of households with no vehicle)
SF	high housing density (highest outside of Manhattan)
SF	diversity of services, green areas, pedestrian, bike, rail friendly access (reliable, quick) to other areas
SF	infrastructure - sidewalks, light rail tracks
SF	walk ability
SF	access to jobs and schools
SF	mix of socio-economic residents (students and professionals, some blue-collar workers)
SF	daily needs met close to home
SF	safe biking facilities
SF	children!
SF	suburban master plan - single, family detached homes
SF	there should be jobs to stimulate the economy and do all the projects and transit required
SF	walkability - pervasive sidewalks, narrow streets, multiple, small scale destinations
SF	vegetation - street trees
SF	architectural diversity
SF	easy local access to necessities
SF	mixed use, local access to daily needs, multimodal transit
SF	density
SF	good urban design
SF	mixed-use development; dense retail; not much parking
SF	do not displace existing residents; make sure affordable housing is a priority
SF	sense of community
SF	not too crowded
SF	diverse population and activities (cultural - eat, shop and gathering spaces)
SF	good transit, and local shopping
SF	more density is ok with me
SM	Walkable Green spaces, trees, pesticide free Affordability, close to shopping and public transit
SM	Affordable, small single-family homes Social justice issues: North Fair Oaks is 70% Hispanic and lacks adequate voice in development/land use decisions

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
SM	Extremely Walkable Restore creek corridors with TDR for open space connection Restore watershed for local urban agriculture
SM	waterfront access
SM	Traffic is reasonable Green, mature trees, houses well maintained
SM	Tree-lined streets carrying appropriate traffic Ability to walk and bike to local destinations Clean and safe, well-maintained properties
SM	"Relatively" affordable homes in San Mateo San Mateo County: Beautiful coastside and watershed, keep protecting land
SM	Walking proximity to schools Walking proximity to downtown (San Mateo)
SM	Parks/green spaces (and animals) Diversity (racial and language) Stores/restaurants within walking distance I love that all Bay Area suburbs have their own walkable downtown areas!
SM	Proximity to transit Access to downtown/ density of activities-shopping, restaurants, entertainment Access to greenways/ urban open space (trails, lakes, etc.)
SM	Suburban Safe Quiet
SM	Know our neighbors-feeling of community Easy to travel to local points of interest
SM	n/a
SM	Beautiful open space
SM	Close to walking and biking trails Close to grocery, hardware and library
SM	Access to transit Being close to shopping
SM	Trees and narrow winding roads, birds Nice place to walk
SM	Vibrant mix of uses, including high density housing and parks Calmed, complete streets Great train station and bus access!
SM	Easy walk to work and shopping Close to public transportation Nice family neighborhood-very diverse
SM	Come to Pacifica, we will show you!
SM	Trees, parks nearby, restaurants, services, retail and childcare nearby. Good access to and quality of local public schools.
SM	Ethnic diversity of people. Close amenities (e.g., grocery store, medical services, post office, entertainment,) beautiful trees and other natural landscape components.
SM	Good neighborhoods. Close to transit. Good city government.
SM	Really a neighborhood where people know their neighbors, lots of families. Walkable and able to walk to downtown San Mateo.
SM	Safety, beauty of open space surrounding it, clean air.
SM	Transit access, architectural quality, diverse retail offering.
SM	Focus on a neighborhood shopping/commercial area. Transit service. Green space nearby.
SM	Downtown close to residences and diversified. Proximity to public transportation. Engaged community.

## Plan Bay Area Public Workshops (April-May 2011)

### You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
SM	Preservation of historic buildings. Preserve/enhance pedestrian access.
SM	Diverse income levels. Grammar school nearby.
SM	Very diverse, community, spirit.
SM	Social integration opportunities.
SM	Safe bike and pedestrian ways. Improved transit/shuttle systems routes. Connecting more public transit between buses/trains.
SM	Safety, open areas.
SM	The neighborhood has a park, easy access to major roads and freeways. Neighborhood grocery and other stores.
SM	Walking distance to untouched natural open spaces. Good schools with high participation by parents. Sense of community with very involved residents and a city that is very responsive to individual residents' needs.
SM	I live in a very high density neighborhoods which grew without planning for 30 years, so now there is no parking, no green space, high density than what it can handle, etc. We need to take an abandoned lot and convert it to a local parking garage for residents and connect this to local transit.
SM	Plenty of trees. Urban oasis.
SCLara	Long term residency creating close community. EPA is a very mixed city of color. Centered in the Bay.
SCLara	Better amenities. It is very quiet, suburban.
SCLara	Trees and walkability.
SCLara	Balance between residential/commercial jobs.
SCLara	Public school quality. Community amenities: parks, open space and library.
SCLara	Clean, safe and beautiful.
SCLara	I can walk to post office, drug store, grocery, train, etc.
SCLara	Tree canopy/walkability. Access to daily needs within walking distance.
SCLara	Keep local amenities within walking distance. Nice quiet neighborhood. Like access to bus line if needed.
SCLara	Family friendly. Your children need outside play spaces at their homes, not limited to community parks so they can go outside without parents. Small yards ok.
SCLara	Close to transportation routes, but quiet. Nice weather, relatively clean air.
SCLara	Cultural diversity, economic diversity, unique small businesses, social networks.
SCLara	Being able to conveniently access resources for daily needs and entertainment. Diverse communities so people are able to be comfortable with integrating in common areas like stores, malls, restaurants, all places of services.
SCLara	Historic downtown homes that serve as multiple housing units. Restaurants in downtown (easy access.) Retail options (close proximity.)
SCLara	It's safe!
SCLara	Nearby shopping. Safe.
SCLara	Parks, streets, schools.
SCLara	I can walk to restaurants, libraries, transit.
SCLara	Quiet, green, the neighbors.
SCLara	Friendly- people meet and talk to each other on the sidewalk. Walkable. Open space as a social interaction focus.
SCLara	Walkability. Knowing and trusting my neighbor.
SCLara	Trees, kids riding bikes, proximity of transit and grocery store. \$200 billion-transportation.
SCLara	Caltrain station, grocery store.
SCLara	I live in a neighborhood with many old vintage homes. These buildings and the character of these neighborhoods must be preserved.
SCLara	Grocery stores and library within walking distance. Bus stops within walking distance. Bike lanes on many major streets.
SCLara	Safety, friendly people, green appearances.
SCLara	Walkable, safe, close to shopping/parks/schools and still family.

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
SCLara	High density, close to public transit and support services including retail sites. Density with green and multiple purpose areas i.e., schools with playgrounds, dog park, meeting rooms.
SCLara	Next to open space. Low traffic. Family atmosphere. High quality of life.
SCLara	Residential but walkable to stores restaurants and parks.
SCLara	Greenbelts, trees, space for gardens, viewshed protection.
SCLara	Long term relationships, community space for gathering.
SCLara	Trees, green, bike safe and friendly community.
SCLara	Palo Alto has small libraries, community centers, distributed through out the city. These distributed centers will serve walkable communities, particularly appropriate for youth and elderly.
SCLara	Mountains, hills, lakes, trails, walkable. Safe, aesthetically pleasing, supportive of children and schools.
SCLara	Usable space per person, both park and recreational, and industrial/commercial.
SCLara	Break up the superblock I live on, more ped xings of street.
SCLara	Somewhat walkable, close to some things like grocery store, restaurants, bars.
SCLara	Rural, large property size (not large homes.) Sense of community, off grid/care for environment.
SCLara	Safe spacious, trees, setbacks, local services, parks, low traffic, schools, libraries, etc.
SCLara	Traditional walkable street grid with diverse ages and styles of homes, several min parks. Lots of things to do on Castro Street, plus a couple of small convenience stores within walking distance. Apartments, single family homes and duplexes spread nicely throughout neighborhood.
SCLara	Can walk to restaurants, grocery stores, cleaners, locksmith, etc. Pretty streets, eclectic architecture, trees.
SCLara	Walkable community with services and retail close. Need to not plan based on cars.
SCLara	Close to transit, friendly neighbors, not too quiet (you can people watch from your window.)
SCLara	Low density housing, open space, walkable, lots of trees and landscaping.
SCLara	Strong sense of identity, walkability, safety.
SCLara	Diversity of people.
SCLara	Diversity, local business, farmer's market, nearby trails and parks.
SCLara	Quiet, can walk to transit.
SCLara	Walkable, quiet, safe.
SCLara	Easy, safe walk to schools and local shopping. Bike paths and walking trails along rivers. Good/local parks for recreation.
SCLara	Neighborhood is safe, neighborhood schools, variety (high density to single family homes) to accommodate singles to families.
SCLara	Trees, storm water run off, developed urban areas that preserve natural hydrology as much as possible.
SCLara	Urban canopy, safety.
SCLara	Daily needs are within walking distance. Schools are walking distance and safe access. Access to trails, parks and open space - visual backdrop for open space.
SCLara	Connectivity and cohesion of people. Uniqueness of residences, diversity in age, style and character. Greenery, trees, mature landscaping.
SCLara	The opportunity to walk within 10 minutes to a full service grocery store and pharmacy and several small restaurants and other service businesses. Bicycle lanes everywhere (Palo Alto is flat) Caltrain is not far away. Gardens in nearby homes and small local neighborhood parks.
SCLara	Large street trees, grid street infrastructure, parks nearby, somewhat mixed use.
SCLara	Close to downtown, older homes.
Solano	My neighborhood has a long, greenbelt style walkway that encourages people to walk — encourages getting to know neighbors; + small park
Solano	Suburban neighborhood next to urban/rural interface
Solano	Trees, parks, open space; orderly growth; cities are distinct & separate w/greenbelts
Solano	Open space and parks
Solano	Walkable, friendly neighbors, lots of community activities
Solano	Public safety, schools, efficient transportation

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q4: What makes your neighborhood special?

What are the important characteristics of your neighborhood that need to be maintained?

MEETING	COMMENT
Solano	Protect rights of housewives & to protect urban areas from new development
Solano	Community centered, self-contained
Solano	I am in rural canyon that has developed slowly in the past 40 years; I totally dislike the loss of rural atmosphere; Dynamic county & city leaders who can see beyond the moment and really plan for the future that we grow productively by keeping the best & making sure that change will be for the good of the many & not self serving for the few
Solano	My school district (Travis school district)
Solano	Walkability, clean air, agriculture land
Solano	Fresh air; strong, cohesive neighborhood — clean & safe; not too much traffic; bus route centralized, but not intrusive; open space, freedom from noise/intrusion
Solano	Rural atmosphere — terrain with hills preserved; historic buildings; walkability
Solano	Can walk to bike trails, transit, grocery store, job, parks, restaurants, library, gym, etc.
Sonoma	Rural ambience, small town feel
Sonoma	It's very rural-low density already by design
Sonoma	Access in/out - I live in a ... community (roads, paths, etc.) Maintenance of utilities, trees/landscape, lighting, noise, animal catch. parking
Sonoma	Stores within walking distance Public park Nice neighbors
Sonoma	Quiet... backyard garden, easy to bike to stores, meetings, banks, etc.
Sonoma	Close to parks (walkable) We know a lot of our neighbors
Sonoma	Local economy Agricultural mix Mix stock of housing types
Sonoma	People beautiful trees close to jobs & services on a transit line
Sonoma	Safety Mix of land use Accessibility to daily needs
Sonoma	A park within walking distance A school within walking distance
Sonoma	Website
Sonoma	Easy access to shopping by walking Sense of safety Friendly
Sonoma	It is near downtown, business centers, but it's quiet and safe for walking
Sonoma	We have a depot for the SMART train Trees - open space We are creating more walkable neighborhoods We are maintaining small, open areas throughout the town and have large public parks on the periphery of town We are making our streets safer for cyclists a
Sonoma	Open spaces and greenery United community Family oriented/safe environment

**Plan Bay Area Public Workshops (April-May 2011)**

**You Choose comment form**

*Q4: What makes your neighborhood special?*

*What are the important characteristics of your neighborhood that need to be maintained?*

<b>MEETING</b>	<b>COMMENT</b>
Sonoma	Cultural diversity Open spaces Ethnic clothing, food choices/ Spanish language accessibility
Sonoma	I live in a semi-rural area with 5 acre minimum lot size where food can be provided. This is crucial for feeding urban centers
Sonoma	Rural community character Wildlife movement along urban fringes - essential focus & never discussed

Plan Bay Area Public Workshops (April-May 2011)	
You Choose comment form	
Q5: What will you remember most from this meeting?	
MEETING	COMMENT
Alameda-Ber	How committed libertarians are to "participating"
Alameda-Oak	Surprised you were unable to respond to some questions that were the <u>same</u> as last RTP forums in Alameda County. What if question doesn't apply? What will data be used for? - etc.
Alameda-Oak	High level of disagreement
Alameda-Oak	Nobody wants to let us ask anything. But some of these presentations are confusing. I don't understand what the goal is supposed to be.
Alameda-Oak	The people who don't know how to be patient and listen
Alameda-Oak	Some - none of the above.
Alameda-Oak	The <u>hostility</u> of the sprawl lovers and distrusting government (T-party?) and their rudeness. Also real life climate change denier.
CCC	The total disorganization and lack of crowd control, real direction and choice.
CCC	Workshop out of control and agencies not willing to adjust presentation to the audience. Comment about this discussion not based in reality.
CCC	Seems like central planning. Very socialist leanings. Very bad.
CCC	Show of Diversity
CCC	For the property rights and anti- eminent domain groups who deliberately and negatively sought to undermine, even destroy, a good process
CCC	Wanting to kick the woman who wouldn't stop asking questions.
CCC	The clicker.
CCC	That there is a vibrant relationship between business and citizens of the area.
CCC	Disruptive rude Tea Party sabotage. Selfish property owners wanting property rights over community needs.
CCC	All views were expressed and dealt with.
CCC	Confusion over scope/level of this plan. Neighborhood was wrong level to talk about. The fact that incentives are the primary way MTC works.
CCC	How badly organized it was.
CCC	Emotions, hard to get group to focus on issues at hands, democracy in action!
CCC	The lack of civility among participants who wanted to continually hammer the same issue over and over again.
CCC	Agenda 21 is not constitutional. Progressive misery.
CCC	Tense and uncooperative public.
CCC	That nobody seemed to know what exactly they wanted to implement or how to implement it, even if they did know.
CCC	The general public doesn't know enough about planning to be able to take part in a project such as this. MTC and ABAG explaining too much at the beginning is considered "directing," yet if the people don't know what is going on, how can they vote intelligently?
CCC	Significant discord.
CCC	Hidden agenda.
CCC	Contra Costa is super diverse. West County is very progressive and our voice gets lost in Contra Costa.
Marin	The angry old people. (smile)
Marin	Disagreements
Marin	Comments of the participants
Marin	Concern about ABAG having too much control
Marin	The incivility of the audience
Marin	What a whitewash!
Marin	ABAG is still a government agency with preconceived plans set by folks that do not have Marin's best interest in mind
Marin	That the deck was stacked
Marin	Group think-this was rigged
Marin	Questions are loaded. No opportunity to express our true desires



## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q5: What will you remember most from this meeting?

MEETING	COMMENT
Marin	Clickers are great but only if questions are objective and meaningful and reality-based
Marin	Questions were not fair!
Marin	How biased it was!
Marin	That ABAG presented its agenda not address local concerns
Marin	It was an ABAG event. Questions were limited and worded to channel answers to what ABAG already plans
Marin	It was designed to support ABAG's plan for One Bay Area
Marin	Did not relate to Marin. Why was it here
Marin	How few people showed up
Marin	Marin people non cooperative with MTC staff, sorry
Marin	The un-wise elite are out of control
Marin	Angry participants
Marin	Vehemence of some of the "anti-growth" people
Marin	The usual number of NIMBYS
Marin	Not really free input, controlled response
Marin	The audience and the unwillingness to fully participate
Marin	Who provided the food in this economy?
Marin	Technology
Marin	It had a set goal to get the answers MTC wanted
Marin	Problems with structured exercise-arouses ire over the period of the workshop
Napa	Community awareness
Napa	Small group discussion - fantastic!
Napa	Tech piece
Napa	Lack of real community people, mostly governmental people.
Napa	The extent of agreement on priorities.
Napa	Chance to give input.
Napa	I feel comfortable with much of the planning process ahead.
Napa	The cool planning clicky technology.
Napa	Good conservation and open sharing of ideas.
Napa	Very clever analysis of voting
Napa	Interactive results. Conservation of water. Preserve open space.
Napa	Skewed group size - a) age b) ethnicity (given the population of the county).
SF	Lots of new insights into urban planning
SF	Highly structured activities
SF	Met many great people
SF	Being able to participate to build the future
SF	Too biased
SF	The MetroQuest question/response
SF	Disconnect between jobs and housing
SF	Factors identified indicate what policies/ideas being considered
SF	Transportation was not discussed as much as it should have been
SF	Interesting to see group's priorities
SF	The cynicism of the participants
SF	Prioritize urban density
SF	Too many editorial comments from participants
SF	Too much info to process for a well-educated, process-oriented group
SF	Too much preparation for getting input -- more than actual input
SF	Too much explanation and guidance
SF	Too little time for small group discussions
SF	Various viewpoints expressed

## Plan Bay Area Public Workshops (April-May 2011)

You Choose comment form

Q5: What will you remember most from this meeting?

MEETING	COMMENT
SF	Awareness of what's to come and planning for the future is vital
SM	Surprised by support for change and more urban outcome
SM	The \$ of course, a whole dollar! I love that you gave us full-colored maps and corresponding Place Type ledger/key page The live voting was great too!
SM	Vote outcomes
SM	People who don't look like me may share my values
SM	Polling feature was interesting and fun
SM	I can have a voice in planning for the future of my beloved Bay Area
SM	small group discussion
SM	Diversity of participants
SM	The card
SM	Great coordination and resources
SM	Stephanie's presentation and lesson from SF w/ Mayor Art Agnos
SM	The effort it takes but-the questions were too leading. Did not really address the complex issues
SM	Interesting and creative small group
SM	Fun! Like minded folks
SM	Good turnout, particularly among recognizable community leaders and activists.
SM	Great education. Great inspiration.
SM	Disappointed and concerned that peter Calthorpe is involved with this effort. His is on the payroll of DMB and is advocating for building on Redwood City's open space salt ponds, filling in the bay and destroying 1,000 acres of wildlife habitat and restorable wetlands.
SM	Voting
SM	Survey. Interactive session.
SM	The voting tool.
SM	Housing options. Policy options.
SM	Not enough time for thoughtful response.
SM	Lack of diversity.
SM	Well organized.
SM	So many highly engaged people and learning from them. I also enjoyed Greenbelt's presentation. Ferry Plaza is a great illustration for what is possible.
SM	Surprised clean air was a higher priority than housing. Happy, but surprised!
SClara	The insight from a variety of points of view.
SClara	Cool software and voting tool.
SClara	Voting technology
SClara	That the region needs to put away ego and make the Bay Area a desirable top place to live with quality of life amenities.
SClara	Nice setup and visuals. Good interaction with audience.
SClara	The creative choices, options, and opportunities to create sustainable neighborhoods.
SClara	The food.
SClara	Limited choices.
SClara	Great boxed lunch.
SClara	A little disorganized but appreciated the "?" opportunity.
SClara	Being able to get involved in the planning process of my city and county for the first time.
SClara	Ellie.
SClara	Crazy music during initial polling. Modeling didn't include financial impacts of the decisions. Or poll how many currently live in single family homes.
SClara	Frustrating pigeonholing of ideas. More discussion of housing in the Bay Area does not mean no sprawl outside of the Bay Area
SClara	The chaos.
SClara	Focusing on issues.

Plan Bay Area Public Workshops (April-May 2011)	
You Choose comment form	
Q5: What will you remember most from this meeting?	
MEETING	COMMENT
SClara	Good technology and speakers. Priorities.
SClara	The total inability of the facilitators to think outside the existing transportation box.
SClara	Intellectual dishonesty.
SClara	Many folks from smaller cities are frustrated with the source of numbers used to make policy decision.
SClara	Process feels regimented.
SClara	Air quality was 100+ attendees top priority.
SClara	Crowded, poorly planned, way too many assumptions, poorly worded questions. Typical MTC/VTa.
SClara	Surprising outcome, but maybe type of participants (but is outcome of choices right - most likely so)
SClara	Incentive based participation works.
SClara	Focus on transportation rather than housing.
SClara	Impressed that an organization is doing research like this at all.
SClara	The resources for how to get involved and the need for input from various communities.
SClara	The enthusiasm.
SClara	Presentations were organized about preferred issues. Positions, alternatives not mentioned.
SClara	The interaction with other participants prompted by the excellent organization and presentation of issues. I was really engaged in questioning my own ideas.
SClara	You are selling, not planning or polling. If you want to sell, you have to go to places where the non-buyers are.
SClara	Criticalness and timing of choices needing to be made.
SClara	Good discussions. Lack of good transit options.
SClara	Positive approach.
SClara	Very skewed sample.
SClara	That my choice of limiting growth was not offered. The ABAG #13 were considered a given.
SClara	The majority of people support most urban.
SClara	That is was fun. Enjoyed the variety of materials and types of questions to answer.
SClara	Number of people attending! No bike racks at this conference center. Lack of controversy.
SClara	Interesting, unexpected format.
Solano	Daryl Hall's presentation — impressive overview as a reminder of how much Solano has achieved; the voting tool
Solano	Robust discussion of issues
Solano	Thought the handouts were good — like the use of keypads
Solano	Working together at the tables, setting priorities and then discussing our positions
Solano	Tough choices
Solano	The table exercises
Solano	In hearing Daryl Halls presentation it "sounded" good, however, my personal experience has been a trial by fire to use public transportation to get to SF or San Ramon or ?
Solano	Meaningful topics & good discussions that will hopefully make a positive change
Solano	The discussion and thoughts
Solano	Voting gizmo
Solano	Tool "YouChoose" is limited and biased to produce a predicted result; HOV is <u>not</u> multi-modal; most are later planned for paid & tracked access; I-80 message was not strong enough on goals ID & detail; good (need more) on Capitol Corridor; interesting "suburban model" strategy (need more)
Solano	Rio Vista was not included in the regional planning because there is not a transit center located here
Solano	Economic development was hardly discussed, WTF?!; movement, esp. ag related, of goods & services not discussed
Sonoma	Crowd resistant to format at meeting; meeting was disrupted
Sonoma	How rigged it was, total setup
Sonoma	Sadly, disruptive participants The moderators need to be practical in crowd control Amanda from GA was great

<b>Plan Bay Area Public Workshops (April-May 2011)</b>	
<b>You Choose comment form</b>	
<i>Q5: What will you remember most from this meeting?</i>	
<b>MEETING</b>	<b>COMMENT</b>
Sonoma	The vehemence and persistence of the disruptions
Sonoma	Interacting with the electronic pad
Sonoma	The disrupters - are they from the Tea Party nay-sayers?
Sonoma	Example of removal of Embarcadero Freeway. Hand tool set was very interesting.
Sonoma	Some useful processes Interesting dissension
Sonoma	Disruptive public comments
Sonoma	The cool planning tools and professional way the meeting was handled
Sonoma	I was alarmed by the vocal groups of participants who were distrustful of govt and this process - Kudos for handling it well.
Sonoma	Open ideas and asking for input
Sonoma	The exercise Dave Biggs led wasn't useful
Sonoma	How many paranoid conspiracy theorists there were. You guys were way too helpful to those jerks
Sonoma	Interesting discussion
Sonoma	Varied opinions and response to Vision/Plan Bay Area
Sonoma	Very focused on presumption of growth which I believe is incorrect I think the more relevant question is how to make our current living patterns more sustainable
Sonoma	Ability & participate