

Attn: City Clerk  
City of BRISBANE

1-23-2014

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Comm. Dev. Dept. Brisbane

DRAFT EIR Comments

Submitted Anonymously

Brisbane Baylands Draft EIR comments

Transportation and circulation:

Table 4.N-2:

Intersection level of service existing conditions-

This table fails to identify or rate the intersection/on ramp of Bayshore Blvd @ hwy 101 southbound, and the intersection/onramp from Bayshore blvd south bound onto 101 near Oyster Point Blvd. These two freeway entry points will be very important to the traffic circulation for this project and should be included in the DEIR. This table also incorrectly ID's the intersection of Tunnel Ave at Bayshore Blvd (SF) approach as a signal, when it is a stop sign only when turning onto Northbound Bayshore. (This intersection has only signal control from Bayshore Blvd turning South onto Tunnel. This intersection is very congested in the AM and PM peak hours, and has delay once onto Bayshore Blvd of greater than 1 minute making it an E or F intersection rating.

Table 4.N-4 freeway mainline LOS:

This table does not adequately extend LOS ratings for vehicles that must use US101 NB to exit the project area or the on ramp that the 101 uses. This area has a very poor LOS under the current conditions in AM and PM peak commute periods. Further study of this traffic controlled ramp should be studied, including the traffic that will be present when the Meyers Building is fully occupied and the 2nd tower is

constructed that is approved, but not yet built. The Traffic impacts for the permitted buildings out at the Sierra Point Sub Area should also be considered in this traffic study as there is a 8 building campus and another large project that is also already permitted.

#### Table 4.N-29

Intersection LOS cumulative - with and without project and with and without Geneva Extension

Table 4.N-31 LOS after Mitigation, information at last column is blank.

All tables regarding mitigation assume that the Geneva Ave Extension will be built prior to development, while there is no funding or commitment to build that project at this time. This should be a requirement prior to any development in the Baylands Project. (noted on the San Francisco EIR mitigation measures for the Candlestick / Hunters Point projects, the extension is show on there maps as "to be built by others".

Table 4.N-32: only some of the numbers in the LOS after mitigation.

Mitigation measures on Geneva Ave offered are to remove the center divider and make a six (6) lane roadway. This mitigation measure would put a high risk low income area at higher risk, and this mitigation measure should be questioned in this document. The mitigation does not identify the impacts to street safety due to increased speeds and reduced vehicular and pedestrian safety. This is also an area with proposed housing/project development on the way that will have a stake in their traffic mitigations and should be better designed in this DEIR.

Bart / Caltrain table 4.N-6 and 4.N-35 : show that Caltrain could handle cumulative impacts without the project. This fact is in direct conflict of the statement from the San Francisco EIR that states that Caltrain cannot meet the needs of the Hunters Point / Candle Stick development needs as Caltrain does not have the capacity to do so.

Mitigation measures for this project includes the Geneva Ave Extension project-- Stated to be an 12 lane roadway (freeway) when it crosses the Baylands on its race to 101, that will feed vehicle into highway 101 which will not able to absorb that amount of traffic into the flow. This method of moving traffic into and out of the project must be further studied as to where the traffic goes when it leave the project area, and the net impact of the mainline roads and their LOS.

Per footnote 5 on page 4.N-30 : the basis for the study used 2012 data with only 800 units of housing for the basis of their study, not the 4400 units that are in the

Developers plan, this is poor usage of numbers to create the data that is a study of numbers and there ratios. This should be extrapolated with the correct numbers and adjuster in your DEIR. Also the 1700 Units at the Cow Place development should also be considered in all your traffic projections and needed mitigation measures

The numbers of units that was listed in your data for Candle Stick and Hunters Point developments is incorrectly listed at 9250 units and it is listed in their EIR that ~~STATES~~ 10500 housing units.