



CITY OF DALY CITY

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January 22, 2014

John Swiecki, AICP, Community Development Director
City of Brisbane
Community Development Department
50 Park Place
Brisbane, CA 94005

RE: Brisbane Baylands Phase I Specific Plan (Case SP-1-06) – Draft Environmental Impact Report

Dear Mr. Swiecki:

Thank you for providing the City of Daly City an opportunity to comment on the proposed Brisbane Baylands Specific Plan Draft Environmental Impact Report. The City of Daly City would like to offer the following comments:

Traffic and Circulation

1. Page 4.N-7: LOS analysis should include the intersections of (1) E. Market St./Mission St./San Pedro Rd. and (2) Hillside Blvd./E. Market St.
2. The analysis assumes transit and roadway improvements that have not been approved nor funded. Some mitigation measures assume that Daly City will pay for the improvements. This mitigation relies upon the actions of an outside government agency rather than the required actions of the project developer or government agency where the project is located. Mitigation of project impacts is/are the responsibility of the project to fund, obtain approval for and construct.
3. Table 4.N-14: For the land uses where the sizes are the same for DSP and DSP-V scenarios, the net vehicle trips are not consistent (i.e., 3,950 apartment units generates 621 PM trips under DSP, but 701 PM trips under DSP-V scenario).
4. Table 4.N-15: For the land uses where the sizes are the same for the CPP and CPP-V scenarios, the net vehicle trips are not consistent (i.e., 2,210 ksf of general retails generates 1,446 PM trips under CPP, but 1,460 PM trips under CPP-V scenario).
5. Page 4.N-96: Mitigation Measure 4.N-1a, requires removing the median and restriping the eastbound approach and modification to the signal timing. The text states “would

require action by the City of Daly City” – this means that the Daly City City Council would have to take action to approve these changes, but does not specify which entity would be required to finance these changes to ensure that the mitigation measure is undertaken.

6. Table 4.N-27 shows that the intersection of Geneva Avenue/Bayshore Boulevard is expected operate at the same LOS with or without a sold-out arena event (showing a shorter delay). This statement does not seem reasonable if the analysis assumes that 50% of the attendants would arrive during the 5-6pm time period. Is this presumption regarding LOS at the intersection include and require police directed special event traffic patterns and controls in order to maintain the LOS as described?
7. Page 4.N-114: Mitigation Measure 4.N-3a shows six eastbound lanes, six southbound lanes and seven northbound lanes – is there enough right-of-way to widen Geneva Avenue and Bayshore Boulevard? Additional phases at the intersection would require signal timing modifications and would impact the adjacent intersections. The mitigation measure also calls for the applicant to initiate a corridor plan for Bayshore Boulevard. The corridor plan should also include Geneva Avenue since the mitigation measure calls for widening it to include six eastbound lanes.

The City of Daly City would like to continue to receive project information and updates as they are available and again we would like to thank you for the opportunity to be included in this process.

Regards,



Tatum Mothershead, Interim Director of Economic and Community Development
City of Daly City