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There is no Specific Plan for this EIR.

The most recent Baylands planning documents that conform to the laws governing Baylands development, are 1) the program-level EIR certified by the city council in 2018, and 2) the program-level General Plan Amendment 1-18, also approved by the city council in 2018.

The ability to make comments related to the project are constrained by the process adopted; that is, this scoping session and EIS on a non-existent Specific Plan and non-existent Specific Plan alternatives.

I offer comments to the Notice of Preparation with the expectation that both the city and the developer are receptive to citizen involvement, and will incorporate these comments in the eventual Specific Plan and in the current Specific Plan EIS.

- 1) The Specific Plan should include North/South and East/West bicycle paths that are Class 1, physically separated from motor vehicles, not just Class 2 bike lanes in roadways shared with automotive traffic. Bike paths separated from motor vehicle traffic measurably increase the use of bicycles. The EIR should address:
  - a. what increase in bicycle use can be expected from a Class 1 bicycle network vs Class 2 or 3 network;
  - b. how a Class 1 bicycle network will impact traffic congestion and VMT;
  - c. how a Class 1 bicycle network will impact air quality, including greenhouse gasses;
  - d. the safety difference between protected Class 1 vs Class 2 & 3 bicycle routes
- 2) The Specific Plan should include a mountain bike (MTB)/cyclocross (CX) bicycle circuit from atop Ice House Hill to the Bay Trail, connecting over the Tunnel Bridge and through Lagoon Park. The EIR should address cycling's environmental impacts in the restorative open space areas, and the potential for habitat restoration and trail maintenance from within the cycling community (e.g. SF Urban Riders, Mountain Bikers of Santa Cruz, Stewards of the Sequoia).
- 3) The impact of new Baylands residents and employees on existing dirt trails serving Brisbane (Old Ranch Road, San Bruno Mountain State Park, Brisbane-owned land in the "Acres", Crocker Industrial Park Trail, Candlestick Point, McLaren Park) should be studied, and how construction of dirt trails on the Baylands might mitigate these impacts on existing Recreational Trails.
- 4) The project boundary should be adjusted to include the Bay Trail and MTB path along US101. If this is not legal, then the Eastern boundary of the project should contain the Bay Trail and MTB path, meaning the three-lane Sierra Point Extension will need to move westward.
- 5) A BMX pump track should be included in one of the restorative open space areas, and studied in the EIS for environmental impacts.
- 6) Any shuttle system should include service to 3<sup>rd</sup> street light rail, and associated traffic impacts studied in the EIR

I am excited about the Oakdale water transfer, and suggest that our local politicians should be working on our state to provide for transfer of the water. If the State wants us to build housing, the State must facilitate water transfer.