



CITY *of* BRISBANE

Complete Streets Safety Committee Meeting Agenda

Wednesday, December 3, 2025 at 6:30 P.M. • City Hall, 50 Park Place, Brisbane, CA

The public may observe/participate in Complete Street Safety Committee (CSSC) meetings using remote public comment options or attending in person. Committee Members shall attend in person unless remote participation is permitted by law. The CSSC may take action on any item listed on the agenda.

TO ADDRESS THE COMMITTEE

In Person:

Location: 50 Park Place, Brisbane, CA 94005, Community Meeting Room

Masks are no longer required but are highly recommended in accordance with California Department of Health Guidelines. To maintain public health and safety, please do not attend in person if you are experiencing symptoms associated with COVID-19 or respiratory illness.

Remote Participation:

Members of the public may observe/participate in the CSSC Meeting by logging onto the Zoom Webinar listed below. Please be advised that if there are technological difficulties, the meeting will nevertheless continue.

The agenda materials may be viewed online at [brisbaneca.org](https://www.brisbaneca.org) at least 24 hours prior to a Special Meeting, and at least 72 hours prior to a Regular Meeting. Archived videos can be replayed on the City's website, [brisbaneca.org/meetings](https://www.brisbaneca.org/meetings).

Remote Public Comments:

Remote meeting participants may address the Committee members via the Zoom Webinar or Call In Number. Meeting participants are encouraged to submit public comments in writing in advance of the meeting to tsantoyo@brisbaneca.org. Emails will not be monitored during the meeting.

Join Zoom Webinar:

www.brisbaneca.org/cssc-zoom

Webinar ID: 822 1307 7463

Call In Number: 1 (669) 900 9128

SPECIAL ASSISTANCE

If you need special assistance to participate in this meeting, please contact Matthew Ordoña at (415) 420-5465. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

COMMITTEE MEMBERS:

Paul Bouscal (Vice Chair), Cristian Cabrera, Raymond Liu, Emily Wirowek (Chair), Dariusz Wodziak

CALL TO ORDER

ROLL CALL

- A. Consider any request of a committee member to attend the meeting remotely under the “Emergency Circumstances” of AB 2449

ADOPTION OF THE AGENDA

PUBLIC COMMENT

APPROVAL OF THE MINUTES

- B. Minutes of November 5, 2025

OLD BUSINESS

- C. Discuss Proposed Visitation Avenue Survey Improvements

NEW BUSINESS

- D. Discuss Old County Road Striping and Painted Curbs
- E. Discussion and Approval of Baylands Specific Plan Comments

STAFF UPDATES

CHAIR AND COMMITTEE MEMBER MATTERS

NEXT MEETING: January 7, 2026

ADJOURNMENT

Traffic Calming Fact Sheets

May 2018 Update

Consider for intersection of
Mendocino and San Bruno



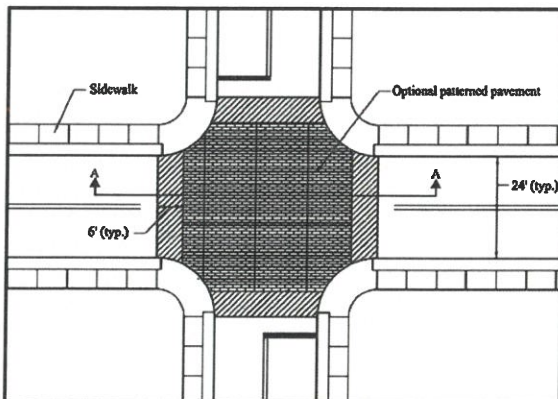
Raised Intersection

Description:

- Flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps
- Sometimes referred to as raised junctions, intersection humps, or plateaus

Applications:

- Intersections of collector, local, and residential streets
- Typically installed at signalized or all-way stop controlled intersections with high pedestrian crossing demand
- Works well with curb extensions and textured crosswalks
- Often part of an area-wide traffic calming scheme involving both intersecting streets in densely-developed urban areas



(Source: Delaware Department of Transportation)



(Source: Chuck Huffine, Phoenix AZ)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Used at intersections with a maximum speed limit of 35 mph
- Typically rise to sidewalk level; appropriate if crosswalks exist on all four legs
- Appropriate if a dedicated bicycle facility passes through the intersection
- Detectable warnings and/or color contrasts must be incorporated to differentiate the roadway and the sidewalk
- May require bollards to define edge of roadway
- Storm drainage/underground utility modifications are likely necessary
- Minimum pavement slope of 1 percent to facilitate drainage

Potential Impacts:

- Reduction in through movement speeds likely at intersection
- Reduction in mid-block speeds typically less than 10 percent
- No impact on access
- Can make entire intersections more pedestrian-friendly
- No data available on volume diversion or safety impacts

Emergency Response Issues:

- Slows emergency vehicles
- Appropriate for primary emergency vehicle routes and streets with access to a hospital or emergency medical services

Typical Cost (2017 dollars):

- Costs range between \$15,000 and \$60,000

Proposed new loading zone – Mendocino at Visitacion – 65', hours enforced TBD



Extended existing loading zone – Mariposa at Visitacion – 80', hours enforced TBD



May need to restrict some parking here during loading hours enforcement to allow truck turning movement.

Requires two truck restriction signs Visitacion at Mariposa:

SE Corner: Trucks Over 30' No Left Turn

NW Corner: Trucks Over 30' No Right Turn

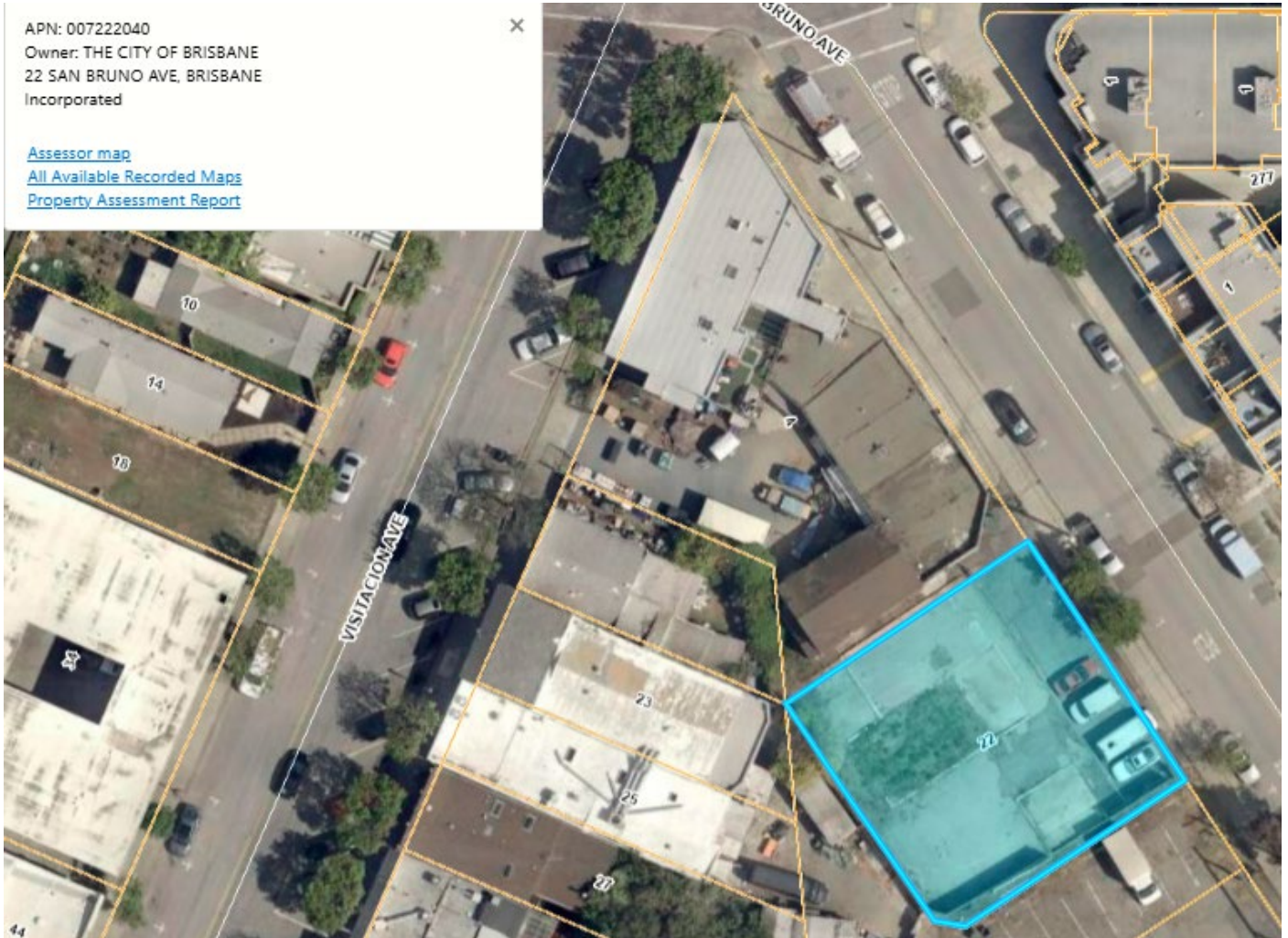
TNC 5/10 Minute Curbside Pickup - 2 spaces at Mariposa, 2 spaces at Monterey, hours enforced TBD



Consider converting former Teen Center site on San Bruno Avenue to Parking:

APN: 007222040
Owner: THE CITY OF BRISBANE
22 SAN BRUNO AVE, BRISBANE
Incorporated

[Assessor map](#)
[All Available Recorded Maps](#)
[Property Assessment Report](#)



Baylands Specific plan

Vision and executive summary

Page 12 - clarify and detail how the Bus Rapid Transit line along Geneva will connect to the Balboa Park BART.

Page 15 - clarify and detail why we are making parking structures less visible.

Page 16 - clarify and detail the BRT transit link to the eastern development.

Page 19 - clarify and detail the Baylands Park accessibility and safety from the Kinder Morgan Tank Farm.

Page 20 - Clarify and specifically detail who is providing the BRT, who is managing and maintaining it, and who is paying for it.

Page 21 - clarify which shuttle bus route will be hosted on Baylands Boulevard.

Page 21 - The hope appears to be that Tunnel and Sierra Point will absorb the traffic from the condensing of Bayshore Boulevard. Please provide studies showing this is the likely impact and an estimation of what traffic will be like through the new Baylands neighborhoods/residential areas.

Page 22 - what is the accessibility of pedestrians to the CalTrain tracks. Clarify and detail what measures are being taken to ensure no pedestrian access at any point along the train tracks.

Chapter 1 General Plan

Page 37 - Were the Remedial Design Implementation Plans completed?

Page 38 - was the MOU of water source updated to CalWater?

Page 39 - Where is the draft Fiscal Impact Analysis?

Chapter 2 Land Use Program

Page 49 - Confirm the math is correct on the 25%. 157 acres for parks, open space, water detention, etc is not 25% of 680.1 acres of the total Baylands as listed on page 49.

Page 51 - confirm and clarify the details as follows:

Hotel acres should be added 6.1.

Subtotal them is 212.9.

Total land area is 538.4

Total specific plan area is 686.2

Page 52 - The current Brisbane height restrictions in old Brisbane are 29 ft. Why the change to 50 feet?

Clarify and detail how many parking spaces will be provided for each unit in the multi-family low buildings.

Clarify and detail how many parking spaces for the retail versus residential in the at-grade or below-grade parking structures.

Clarify and detail for the campus low rise how much space is for retail versus commercial.

Page 53 - Clarify the percentage of open space. The math looks like 23%.

Page 54 - Allowable land uses, clarify why a firing range is listed on this list. Seems inappropriate.

Clarify why Residential Flex space could not be listed in the High Density Residential and the Mid Density Residential. These seem like great places for permitted uses on the ground floor.

Page 55 - Clarify and define what business services means as a commercial use on the ground floor of the High, mid and low residential structures.

Page 56 - clarify and detail what are car barns.

Page 57 - clarify if the existing use areas include all of the Recology uses along Alana Way.

Page 57-B - clarify who uses the space in between the diagrammed Recology uses in Figure 2.3. Clarify if that existing use will continue.

Page 57-D - clarify and detail how the odors will be mitigated.

Clarify and detail how you plan to ensure the safety of pedestrians and bicyclists with enough lighting throughout the whole development.

Page 57-J - Clarify how the expansion of an allowed use will be allowed to expand into open spaces.

Page 58-M - clarify and detail how you will mitigate the odors from the sewage pump station in the performance standards.

Page 57-Q - clarify and detail how the odors will be managed for the waste management facility in the performance standards.

Page 57-R - clarify how much off street parking there will be if you are not including it in the calculation for maximum parking.

Clarify and detail where the bicycle parking for short term and long term will be located and ensure the bikes will be safe from theft and destruction.

Chapter 3 Development Standards and Controls

Page 62 - define how auto independence will happen. This is a cultural and societal shift. Seems bigger than one development can achieve.

By removing the parking ratio, you may just be frustrating the population. Thereby creating a similar headache as the one in old Brisbane.

Page 64 - pursuant to the Figure 3.1 there does not seem to be much Active Ground Floor use. Could AGF be required in more commercial areas as opposed to residential?

Clarify how close the AGF uses are to the middle school on Main Street. Consider the activities of middle school aged children and what parents/guardians would like their children having access to.

Page 65 - Regarding Residential Flex Spaces, the home owner should not have to own, manage or operate the business below. This seems incredibly restrictive. Perhaps the residents do not want a business below and that should be considered.

Page 67 - clarify and detail the ADA accessibility in Figure 3.4. Clarify where people will park that are patrons of the stores and businesses in the low, mid, high density residential buildings if they are not also tenants or owners in the building.

Page 69 - clarify who established the parking maximums.

Clarify if the parking stalls are enough for the residents and the commercial users. 11,000 stalls for all of Baylands seems quite short of the need.

Encouraging commuting is great. The data states that most still drive in our County. Even people in San Francisco have cars and it is a very walkable and public transit oriented city.

Clarify if surface parking lots will be allowed near the lagoon park and round house park.

Page 72 - clarify who is providing the shuttle bus in the Bayshore District. Clarify what modes of transportation will feed into the transit hub at Geneva and Bayshore Blvd.

Page 74 - clarify if there will be accessible parking at the open-air theater.

Again clarify what type of shops and other street activities will be near the middle school.

Page 75 - In Figure 3.4, clarify what type of businesses and what will be across from the school.

In Figure 3.10, clarify how residents will get to their homes and if they will have garages for parking.

Page 76 - Icehouse Hill District

Clarify what businesses will be near the school.

Clarify what types of businesses will be in the ground floor shops, such as a pharmacy, dentist, grocery store, art studio, learning center for kids, day cares, etc.

Clarify and define the mobility hub that will be located near the Baylands Boulevard and Campus Parkway.

Clarify that the overall district parking of 6,150 off street spaces is enough for the district.

Page 77 - clarify and define the amenities located in Figure 3.11 and Table 3.5 such as a fire house, police station, etc.

Campus East District

Page 78 - Clarify is the 2.5 million square feet of commercial included ecology and Golden State Lumber.

Clarify who will provide the shuttle bus system and whom may ride on the shuttle, such as residents or employees.

The potential trail enhancements should be a must to include enhancements to connect the Bay Trail to Tunnel Avenue.

Confirm and clarify if 2,485 off Street parking spaces is enough.

Page 79 - Clarify if there will be a physical barrier/buffer for the future sea level rise as delineated in Figure 3.13.

Page 80 - Increase the parking for the off street parking. 15 spaces is not enough parking for Lagoon Park visitors especially if it will have play structures.

Page 81 - Clarify, define and detail what the sustainable infrastructure is in Figure 3.15 and Table 3.7.

Building type standards:

Multi-Family High

Page 83 - The parking podium maximum is 35 feet. Is this enough?

The different designations of townhomes or AGF are quite disparate. Detail how this will function in reality.

Define the recreation facilities listed in ground floor required standards for Multi-Family high.

Parking structures should detail how many spaces are expected in a 50 foot high structure.

Page 84 - Building Modulation could include living walls.

Page 85 - clarify why you are deterring bird nesting. If the roofs are built in such a way as to create a co existence space, could the birds not nest there?

Figure 3.20 looks like the townhomes will not have back yards for the families to play in. Please clarify.

Page 87 - could there be greenery on roof decks.

Page 90 - Need to ensure there is ADA accessibility into all structures.

Page 92 - Clarify if people who are visiting the park/plaza will have access to the parking podium or will residents only have access to the podium. Will patrons to the AGFs/RFS have access to the parking as well.

Clarify and define if you will designate ADA, pregnant and young family parking in the parking podiums.

Page 93 - Clarify how the tenant sign requirements meshes with the branding for the unique business.

Multi-Family Mid

Page 95 - Clarify if the proposed parking is enough.

Clarify where the patrons to the AGF units will park. Clarify if there will be a cost to this parking and who will cover it.

Clarify the AGF users in the residential buildings. Could be Pilates gym, hair salons, bookstores, toy store, wine bar, etc.

Page 99 - For the required standards for the roof, clarify if this can include a BBQ space, green space with local flora, when possible meeting spaces for events and rain catching systems.

Page 101 - clarify if there are ramps for ADA accessibility and Family accessibility in the entry conditions.

Page 102 - Clarify how the over hang is functional outside of providing shade, used for signage for the business, or ornamental.

Page 103 - Make sure the parking is accessible for the public use. Ensure that the builders are using common sense and patrons should not have to walk 2 blocks to find the entrance. The entrances need to be family and ADA friendly.

Page 104 - clarify where the loading areas will be for the business delivery vehicles so there is no double parking. Also ensure there is 15 minute parking for the delivery service drivers.

Multi-Family Low

The figure/drawing on page 106 looks like the entrance will not meet ADA standards.

Clarify and ensure that the parking stall max is enough. Do not create issues in the future with not enough parking.

Page 107 - Figure 3.39 does not depict ADA and family accessible access. Ensure the access is appropriate and easily located and not out of the way.

Page 108 - Define barrier/glass wall around the roof deck for aesthetic and structural/safety purposes.

Define and clarify the solar yard and who will be responsible for maintenance.

Ensure the PV system will provide enough energy for the families living in the building. Or at a minimum that it will lower their energy costs and not just the landlord pocketing the money. We need to ensure the buildings are accessible to all individuals/families of all socioeconomic groups. There should be a balance of units that are sold below market value to ensure family accessibility to the location for purchase. There should also be below market rents for rentals to be accessible by all. Detail a minimum requirement for BMV and BMR units.

Page 109 - Clarify who will be responsible for the maintenance of the green roof. Clarify if the roof top mechanical described on page 19 leaves enough space for a roof top deck.

Page 110 - clarify if the windows will be required dual or triple pane for energy efficiency.

Clarify if the floors for balconies will be weather resistant and include appropriate drainage for rain water and condensation.

Page 111 - Figures 3.42 and 3.43 do not depict family accessibility and ADA accessibility for aging populations.

Page 112 - clarify how to get to the second level.

Clarify if the 3' set back is safe for the speeding vehicles that will be traveling on Bayshore Boulevard. Most homes on Geneva in Daly City are at Street level and not ADA accessible. How can the Brisbane population age in place?

Clarify if the 1'-3' vertical separation is necessary on the local collector streets.

For green streets, clarify ADA and family accessibility and aging in place.

Clarify if the wall, hedge, fence provided on Bayshore Boulevard, Geneva, etc will obstruct visibility for pedestrians, bicyclists and motorists.

Page 113 - Clarify and define if the landscaping is including in the green streets. Clarify if residents can landscape along the shared streets on their property.

Page 114 - clarify why car ports and detached open garages shall not be permitted. And if these are not permitted, clarify how big will the converted garages be to ensure enough parking.

Townhomes

Page 116 - clarify how the residents will access below grade parking.

Clarify how the parking will be 50 feet from an intersection for the townhomes on the corners.

Page 118 - clarify if the language regarding adjacent townhomes units conflicts with no more than 4 adjacent units shall exhibit identical facades.

Page 119 - detail the mechanical units that will be on the roofs of the townhomes. Detail and define where the space to enjoy the view will be.

Page 121 - Ensure that there is water and weather proofing for the balconies.

Detail how many townhomes will be built with AGFs/RFSs.

Page 122 - Clarify that the entries will be family accessible and ADA accessible.

Clarify if the fence, hedge, wall will obstruct views for pedestrians, bicyclists and motorists.

Page 123 - Clarify the need for allowing a fence or gate along Bayshore in Figure 3.55.

Page 125 - Ensure that every townhome has a garage where they can park a car or two and store some personal items. The garages are not depicted in the designs. If it is a public parking structure, ensure there are secure storage areas for each individual townhome.

Clarify and provide more detail on the Home Occupation Signage.

Clarify where the graphics identifying the business be located. Clarify if this changes the look and feel of the townhouses. Do they become more commercial in feel as opposed to neighborly.

Duplex/Single Family

Page 128 - clarify if 18 feet lot width is wide enough for a home.

Clarify if the single family can be on the lot line. Only listed the duplex needs the 3 foot set back from one side to lot line.

Clarify if the homes will have yards in the front or back.

Clarify if the parking spaces are enough.

Page 129 - clarify what the space detailed between the homes in figure 3.61 is for.

Page 130 - clarify what the depth of the lots are for the homes/duplexes.

Page 131 - Clarify who will maintain the solar panels and will there be access to the roof for maintenance.

Page 132 - clarify if the windows will be dual/triple pane windows to ensure energy efficiency.

Page 133 - Clarify if you are planning for AGFs/RFSs on neighborhood SFR streets. Clarify if this complies with R1 zoning rules.

Page 134 - Define what significant grade change means along Bayshore Boulevard.

Clarify if the 3' depth is from the sidewalk, street curb or somewhere else.

Clarify the goal of the vertical separation for green streets and local and collector streets.

Clarify if trees are considered part of the open space/public realm and will these impede visibility for pedestrians, bicyclists and motorists.

Page 135 - typo Figure 3.68 title should be Boulevard not Loulevard.

Page 137 - There should be a strict no parking on sidewalks. Clarify where garages will be and how many parking spots for each SFR and will they be large enough for storage of personal property such as strollers, bicycles, surf boards etc.

Clarify if Freestanding signage is permitted on local and green streets. Clarify if there will be businesses on those streets.

TOD Commercial

Page 140 - clarify if the two story parking podium is enough.

Clarify where ADA parking, family parking, pregnant parking, and delivery vehicles will be parking.

Clarify where loading/unloading parking will be for the businesses.

Page 144 - clarify who will be maintaining the landscapes in front of the set back areas.

Page 135 - define and detail where the off-street parking will be provided.

Define the active uses that will line the above-grade parking.

Clearly define the parking or loading spaces that are in the design.

Campus Mid-Rise

Page 147 - Clarify the difference between parking podium and parking structure.

Clarify ADA accessible parking, pregnant parking, family parking, electric vehicle parking.

Page 148 - Define and expand the human scale experience in the pedestrian realm.

Clarify if there can be “green” bridges between the buildings.

Clarify if the amenity pavilions have tables, chairs, perhaps bocce ball/horse shoe or other outdoor social activities.

Page 151 - Clarify that the dense landscaping does not obstruct pedestrian and bicycle viewing.

Page 152 - Clarify what will be included in the amenity pavilion in Figure 3.78.

Page 153 - Clarify and define if any commercial buildings need deliveries, where will the loading zones be located.

Clarify that there will be enough parking in the podium for employees and visitors of the AGFs.

Ensure the parking podiums have specially designated parking for ADA, pregnant, and families.

Page 154 - Clarify if the solar yard will be visible from the ground level.

Clarify if “active use” includes restaurants. If it does, then clarify if there will be outdoor seating, bicycle parking, stroller parking, and other outdoor amenities.

Campus Low-Rise

Clarify what it means that there will be no street frontage required.

Page 157 - clarify if the bridges can include “green” bridges.

Page 158 - Clarify what non-occupiable roofs means. May tenets have roof space for mechanical needs, or roof decks, or green spaces? Does this mean occupied?

Clarify if there will be designated smoking areas to ensure the open spaces/public spaces are not inundated with cigarette smoke.

Page 159 - Clarify that there will be enough lighting at night time to ensure pedestrian safety and bicyclist safety.

Page 160 - Ensure the parking podiums have specified ADA parking, pregnant parking, family parking, and bicycle parking.

Clarify if there can be “green” parking lots. Perhaps instead of solid pavement, the pavement can be broken up with pavers or green pavers.

Hospitality

Page 163 - Clarify if the parking spaces are enough allotted for the guests of the hotels.

Page 164 - In Figure 3.83 there is a large open space between the structures, can this be designated green space and a garden for the public to enjoy. Perhaps an outdoor pavilion.

Page 165 - Clarify if Baylands is building the hotel, ensure there be rooftop dining for breakfast and dinner.

Page 167 - clarify why 100% cannot be California native or drought tolerant plants.

Page 168 - Clarify for the flooring for the balconies that there is water drainage appropriate for the space.

Clarify where the loading areas are located for all hotels and hospitality amenities.

Amenity

Page 170 - define and clarify the types of uses. Clarify that the meeting rooms, recreation, restaurants and club house will have free or paid parking for vehicles and bicycles.

Clarify if the parking is enough as delineated in the required standards.

Page 174 - clarify what the purposes of the amenity buildings are.

Screening Design Guidelines

Page 175 - clarify and detail why there is outdoor storage of trucks and equipment in Open Space land uses.

Add that the outdoor storage could be screened by art as well as fencing, and landscape.

Lighting Design Standards

Page 175 - ensure that the lighting is enough to light the way for bicyclists and motorists. The Present lighting does not seem to be enough to ensure. There has to be a balance between safety and a light nuisance.

Clarify with the lighting how far ahead a pedestrian or bicyclist can see. The lighting seems inefficient for safety.

Clarify why included the statement on the laser source lights.

Page 176 - Add to landscape lighting built in downward lights for planters and seating.

The safety and wellbeing of pedestrians, employees and patrons leaving buildings, AGFs and parks must be prioritized over dark sky views.

Clarify lighting for trails, walkways, sidewalks, parks and parking areas.

Chapter 4 Sustainability

Page 180 - Clarify and detail the clean up of hazardous materials and ensuring there is and will not be a leak from Kinder Morgan Tank Farm.

Page 181 - There are noted Zero Carbon buildings, will this take into consideration AI usage in homes, businesses and restaurants.

Clarify that the sustainable transit will take residents to where they want to go.

Clarify where the farmers markets and food trucks will be located and that all Brisbane residents will have access.

Page 182 - Clarify and detail how the treated water will be provided for outdoor irrigation and designated indoor sanitary systems.

Clarify what community uses and how big the Roundhouse will be.

Clarify and detail what measures you are taking to ensure remediation and restoration.

Detail the safe transportation routes from downtown Brisbane to Baylands to encourage biking and walking to the Baylands.

Page 183 - provide specific detail for the 100% renewable electricity.

Clarify what other renewable energy systems are being considered.

Clarify how you will enforce the CC&Rs.

Energy Star rated products might become obsolete and something else in its place. Perhaps focus on the energy output instead of the label.

Clarify and detail what will happen if there is still soil that is contaminated on the property.

Page 184 - clarify if an HOA is a mandate or a suggestion. The HOA at the Ridge has a lot of faults, including the mandated cost of insurances through one provider.

Clarify point 4 that perhaps should encourage use of cloth bags or paper bags that can be composted.

Clarify and detail what containers the pet wastes will go in.

Sustainable Transportation

Page 184 - 3 miles is a long way for families with strollers to get to the listed amenities.

Clarify what streets would need to be crossed for residents to get access to the amenities. If the amenities are not all within a half mile walk/bike, the residents will have to drive.

The parking maximum of 11,000 seems extremely insufficient.

Page 185 - Add to point 3 that there should be family parking and pregnant person parking.

Page 186 - For the building materials, we live in earthquake country, shouldn't this dictate the materials used such as steel and cement.

For the local and sustainable food, why not use urban agriculture. There is a non profit in Oakland that is farming on roof tops.

You can have both solar and gardens on roofs.

Page 187 - Clarify that using a dual plumbed system will not cost more. If it does cost more, clarify who bears the cost.

Clarify using drought tolerant plants.

Clarify who would enforce and mandate the outdoor landscape irrigation program on a night time schedule.

Page 188 - Add point 9, discuss rain collection systems to use for irrigation.

Culture and heritage - clarify what the actual build cost will be and increase the art fee to 1%. A portion of the art fee should be used for TK-12 art education classes, art field trips, bringing artists to the community and perhaps a local museum.

Clarify that the public art costs will not include the landscape environmental design elements, signage and wayfinding. Those should be covered the construct costs.

Page 189 - clarify who will update, maintain and review the compressive emergency preparedness plans annually.

Clarify if the art fee can create an endowment to fund the programming including tours and this be managed by a community foundation.

Clarify that the Baylands Specific Plan shall create a net revenue positive for the City of Brisbane during all constructions phases and then into perpetuity.

Page 190 - clarify that the economic vitality outreach includes Brisbane, Daly City, San Francisco and greater Bay Area.

Perhaps create monthly “town hall” meetings that are accessible to families.

Recreation, Health and Happiness

Define and clarify the 50 acres of active and passive recreational facilities.

Ensure that the trails safely connect pedestrian and bicycle paths where needed.

Point 3, Define and detail the protected bicycle/pedestrian lanes that connect existing Brisbane to the Baylands Caltrain station.

Point 4, ensure access to sidewalks immediately adjacent to connecting active and passive recreation

Page 191 - Clarify that the plan is to provide 100% Accessibility for interconnecting stairs for fire safety, earthquake safety, etc.

Clarify who will be responsible for the maintenance of the multi use exercise rooms. Clarify if these will be included in the mid and low rise family residential units. And if so, is 5% enough.

Point 6, Define access to bike share memberships. Clarify who will pay for these memberships.

Point 7, clarify if there will be lockers and how big they will be for storage. Clarify who will have access. Clarify if this includes the mid residential buildings as well as the low and high residential buildings.

Point 8 seems incomplete. Bike what?

Chapter 5 Conservation and Open Space

Page 194 - define trifold recreation needs.

Ensure that the Baylands are connected to the surrounding communities.

Page 196 - Need to define age varied spaces and ADA accessible play structures. Clarify senior accessible parks. Add visitacion creek park.

All segments of the Bay Trail need to be developed.

Page 198 - need to increase the tree canopy

Page 199 - clarify and detail who will provide the community programming for healthy and wellbeing.

Page 200 - Figure 5.3.1 needs to have wildlife connectors depicted to cross Bayshore Boulevard.

Page 202 - In Figure 5.3.2 clarify if the existing culverts will be refurbished.

Page 203 - Clarify and detail that the low hydrologic conductivity layer and any additional layers the Baylands Development intends to add or remove will ensure and prevent the toxins from leaching up into the surface or soil above.

Page 204 - Clarify in Figure 5.3.3 if any of the areas can include trees.

Page 205 - Clarify and detail how the low impact design aid will treat contaminants.

Clarify and detail how the areas that will have a protective cap will manage and deter storm water flow into other areas.

Page 207 - clarify if the habitat protection areas include Visitacion creek not just the lagoon.

Page 208 - Clarify and detail what the community fields will be used for. Figure 5.3.5 depicts only one open field and one baseball field. Clarify if there is room for more.

Page 214 - In Figure 5.3.8, a soccer field is more appropriate for the community instead of a ball field. Clarify if there is parking to support all the activities at the Community fields. If not, detail where the overflow parking will be.

Page 216 - the comments on the Bay Trail start there are no provisions for pedestrians on Sierra Point Parkway. There must be pedestrian provisions along the whole Bay Trail. Otherwise you encourage pedestrians to use unsafe routes to get from the disconnected pedestrian areas.

Clarify if the under road wildlife corridor can accommodate coyotes and medium mammals crossing.

Page 220 - Clarify the width of the highway buffer in Figure 5.3.13 Section A-A. Clarify and detail what the buffer is made of and ensure no pedestrians can access US Highway 101.

Page 221 - In Figure 5.3.13 Section D, it appears the road is west of Bay Trail in Sections A and B. Clarify and detail where the Bay Trail crosses over the road and if this cross over can be eliminated to ensure maximum safety of bicyclists and pedestrians.

Page 231 - Clarify if the industrial art history garden is safe for children and accessible for all.

Page 232 - Figure 5.3.20 depicts an outdoor cafe, clarify who will own and manage the cafe and if food will be sold all year round and every day of the week.

Clarify if the distance from the dining to the outdoor dining is accessible for all. The Figure 5.3.20 depicts approximately 150' distance between the dining and seating.

Page 234 - clarify who will maintain the community display garden.

Page 238 - clarify who and what is enduring the Kinder Morgan Tank pipes are not leaching into the surrounding soil.

Clarify how close the community fields are to the lagoon. The statement says large gatherings shall not take place within 50' of the designated habitats.

Page 239 - In Figure 5.3.23, clarify if there is a wildlife crossing/culvert under Tunnel Avenue as well.

Clarify if the play area denoted as #4 will have age varying and appropriate play structures and ADA accessible/compliant play structures.

Clarify and detail what the community space designated as #8 is for. Perhaps restroom amenities.

Page 244 - Ensure the pedestrian and bike connections are ADA and stroller accessible in the Baylands Preserve.

Clarify if the large evergreen shrubs will survive in the soil along Tunnel Avenue and if they will impede visibility as they grow over the years.

Clarify if a bike path can be built directly next to Tunnel Avenue for the bike commuters.

Page 248 - In Figure 5.3.29, there should be more seating near the plazas.

Page 255 - In Figure 5.3.36, there is a depiction of Stormwater detention. Can this space serve dual purposes? Could more community soccer fields go here and a high school be built where the community fields are currently depicted.

Page 256 - clarify what you mean that Icehouse Hill is "outside" of the project remediation areas.

Clarify if the horses and stables will continue to be near Icehouse Hill. If so, can the owner partner with the city of Brisbane to create more educational experiences with the horses and stables and Icehouse Hill?

Define and detail where the hillside slides will be and if they will be safe.

Regardless if the Mission Blue Nursery is relocated to the Police Firing Range location, the land should be remediated.

Clarify how close Icehouse hill is to the Roundhouse and will that create much noise that are in conflict with the statements in no activities that produce loud and or prolonged noises.

Page 257 - Clarify and detail who will maintain the slides and discuss any safety concerns.

Page 259 - In Figure 5.3.37, clarify how visitors will get up to the play area and Icehouse Hill garden. Clarify if these recreational activities are accessible to all. Detail where the horse stables are. These could provide 4-H for the local schools in Bayshore and Brisbane. This could

be educational and goats could be used to mow the grass for fire suppression. Clarify where restroom amenities will be located on Icehouse Hill.

Page 262 - Detail and clarify what physical barriers will be added to eliminate human access to the rail lines.

Page 265 - Clarify if the 3' barrier described will keep not only domestic pets out but also other native animals.

Page 266 - Clarify and detail who will maintain and pay for the rodent control.

Clarify that the interpretive signage/placards will be in multiple languages.

Page 268 - clarify and detail that the public art and industrial sculpture garden will be placed throughout all of the parks and plazas.

Page 269 - Clarify if it floods, where the mulch will go.

Chapter 6 Circulation

Page 281 - In Section 6.2.2 define end of trip locations.

In section 6.2.4 ensure the street trees and their roots will not create havoc for the sidewalks for years to come thereby reducing the accessibility of the sidewalks.

Who will maintain the trees and ensure the root systems do not disrupt the sidewalks. And if the roots do disrupt the sidewalks, who will maintain the sidewalks since the trees are chosen by the developer.

Page 282 - The walking and biking facilities must be well lit and the safety of pedestrians and bicyclists must be prioritized over the dark sky ordinance.

In section 6.3 the Bayshore and Roundhouse districts will have shorter blocks to promote walking and biking. Clarify what amenities the shorter blocks are encouraging pedestrians and bicyclists to get to.

Policy C.3 should state it is not causing queuing of vehicles from intersections onto freeway mainline.

Page 284 Table 6.2 - Sierra Point Parkway section should detail and ensure safety along the pedestrian and bike path of the Bay Trail.

Page 285 - Table 6.2 The East Park Street and West Park Street should ensure the sidewalks and bike paths protected.

Local streets should have sidewalks denoted.

For the green shared streets, define and provide options for the traffic calming measures.

Bayshore Boulevard is not listed in Table 6.2 and it should be. It intersects with many of the streets and the flow of pedestrians, bicyclists and motor vehicles into the development.

Page 288 - Ensure the planned streetscapes do not impede visibility for any group.

Clarify and detail why the sidewalk on Bayshore Boulevard is not projected to continue beyond Campus Parkway. It should extend all the way to Valley at least of accessibility of residents and commuters to work in Crocker Park.

Detail and define the pedestrian paths in the open space throughout the Baylands.

Page 292 - In section 6.3.4 need to modify that there is currently only one shuttle bus service in Brisbane.

For the Baylands shuttles, clarify if visitors will be able to use the shuttle and if they will be inclined to use them as opposed to other transit means.

Clarity of the Baylands shuttle service will be implemented at phase one after the residential development is built out.

Clarify and define who will cover the cost of the fare-free shuttle services.

Clarify how often the phase one shuttle will make stops and how many buses will be in circulation. An hour headway seems like quite a long time to wait and most people would not wait that long. This would likely encourage people to take other more efficient modes of transit.

Clarify and detail who will cover the phase two routes using passenger vans and how many passengers the vans will be able to accommodate.

Page 294 - regarding the mobility hubs, shouldn't one be placed near Tunnel/Bayshore or Valley Drive/Bayshore.

Page 296 - Table 6.8 add a TDM measure of free parking or free during certain hours.

Add ADA/Family/Pregnant person parking.

Under the programs and services, perhaps include information on Waymo and autonomous vehicles.

Page 297 - Table 6.8 define and detail the community supported agriculture pick up.

Detail and clarify who will cover the cost of the subsidized or free transit passes.

Clarify if non employees can use the bike parking and end of trip facilities.

Page 298 - Add that on site childcare can be in the commercial buildings. This will be used by employees with children. Easier for the family unit.

Ensure the real time transportation information is placed in all of the mobility hubs as well.

Clarify who will provide the Transportation Welcome Packet to residents and for how many years after construction is completed.

Page 299 - In section 6.4, ensure that the streetscape elements do not impede visibility of pedestrians, bicyclists and motorists.

Page 302 - Clarify that for unsignalized marked crosswalks there will be stop signs, flashing lights or some other mode of identification to show the motorists that pedestrians have the right of way.

Add that intersections are a key opportunity to add lighting.

Again add a mobility hub closer to Bayshore/Tunnel or Valley.

The mobility hubs must have shuttle stops and/or transit layover zones. The mobility hubs must provide transit shelters with real time arrival information.

The rest of the items listed on page 302 may be included in the mobility hubs.

Page 303 - under Section 6.4.4 Clarify how many employees will be on premises when the Baylands are fully developed. Clarify how many driving able residents will be anticipated. These numbers should dictate the off street parking cap. Just by being ambitious in reducing the parking does not mean human behavior will change. Brisbane does not want another parking problem area. These caps if not truly studied on the amount of residents, employees and visitors, will likely agitate people. Why add to the parking problem Brisbane already has?

If parking supply is counted by the district level, will that create accessibility issues if the parking is not by the block.

The parking caps seem overly ambitious.

Clarify short-term parking locations and long term parking locations. Clarify if the market rate parking costs run be a restriction got various socioeconomic families and individuals. Brisbane tried that with the pilot parking permit program and it did not succeed.

Will this market rate create issues those wanting to access or work for the hospitality, restaurants, local businesses that will fill the AGFs.

Clarify that off street parking will include ADA accessible, pregnant person accessible and family accessible parking.

For on street parking clarify if it will be free or for a fee. Clarify if the on street parking will be timed.

Perhaps add and clarify on street parking near the commercial streets and parks. Clarify where loading/unloading and pick up and drop off zones will be.

Page 306 - clarify and detail where the loading/unloading and pick up/drop off areas are.

Page 307 - clarify and detail what is happening with the 68' space below the Geneva Avenue Bridge.

Page 310 - On Campus parkway you have residential denoted; however no space for street parking, loading/unloading, or pick up/drop off. You are creating a situation where double parking will happen.

For the 10' median, clarify and detail if that space will create visibility issues.

Page 312 - Clarify and detail where loading/unloading and pick up/drop off will be located. Clarify street parking as you have high residential buildings. There will be visitors and guests of the residents. Clarify where they park their cars.

Page 315 - Clarify and detail where the gutters are and/or stormwater runoff. These streets will create water issues if there is no where for the rain/storm water to go.

The bicycle parking and vehicular parking/loading are must incorporations on green streets of there are going to be green streets.

Page 317 - Clarify why no bicycle parking is denoted.

Page 318 - Clarify that the buffer with the CalTrain ROW will be a very tall wall in addition to 6' of greenery.

Page 320 - Clarify if the 10' median will create any visibility issues for bicycles, pedestrians and motor vehicles.

Page 321 - There should be parking at the parks and plazas to provide for visitors, both off street and on street for over flow. This includes the park and open space at the lagoon and visitacion creek.

Page 329 - clarify if the photo metric study will ensure safety of pedestrians and bicyclists above all else.

Page 330 - clarify if benches will be placed throughout the open spaces for residents and visitors to enjoy nature.

Typo on bike racks, it should say "racks for every 100'-300'" not benches.

Page 331 - clarify if the transit shelters will be enclosed enough to block wind and rain.

Page 332 - Ensure the tree canopies and limbs on the regional arterial road ways do not impede visibility.

Page 333 - Ensure an animal crossing is installed across Bayshore Boulevard. Detail a sidewalk installed along the full length of Bayshore Boulevard.

Clarify if the existing bike lane along Bayshore Boulevard will be contiguous the whole route from Geneva Avenue to Tunnel Avenue.

Detail the current soundness of the retaining wall along Icehill and discuss if it must be improved for the improved access on Icehill.

Page 334 - Clarify if the full growth trees will impede the light cast of the road light poles down to the sidewalk and streets.

Page 337 - clarify and detail other uses for underneath the Geneva bridge. Planting shrubs will not deter human occupation.

Page 341 - In Figure 6.8.9 clarify how the shared lanes will merge onto Baylands on Geneva.

Page 342 - is this diagram part of the Geneva bridge

Page 345 - Clarify and detail the screening of Kinder Morgan Tank Farm.

Detail that any side of Tunnel Avenue that shall have bicyclists and/or pedestrians must be well lit with appropriate lighting.

Clarify the lanes for entering/exiting Kinder Morgan Tank Farm. Detail loading/unloading stops if permissible along Tunnel Avenue.

Include in grade tree up lighting along the sidewalks.

Page 347 - clarify and detail if there will be loading/unloading zones and if they will impede the bike lane.

Page 349 - Shared use part of the Bay Trail should be upgraded to be contiguous and safe for bicyclists and pedestrians the whole length of Sierra Point Parkway all the way to the Marina. This will properly connect the Bay Trail along this stretch of the trail.

Lighting is needed along the whole Bay Trail for use by commuters at all hours if day light.

Page 353 - Clarify and detail loading/unloading and pick up/drop off zones along the collector streets. Especially near residential developments.

Ensure the zones do not impede bike lanes.

Page 357 - Detail loading/unloading and pick up/drop off zones for residential areas on Baylands Boulevard, Main Street and Campus Parkway

Due to the high activity of Baylands Boulevard, ensure safety of all with appropriate and adequate lighting.

Safety with lighting must be a priority since Bayshore Boulevard is a HIN and the streets intersect with Bayshore.

Page 362 - clarify where the transit lane is that is listed in the legend as #5.

Page 363 - Detail more road Light poles and clarify where the transit lane is in the figure.

Page 365 - In Section 6.5.5.4, Clarify that the East side streetscape is adjacent to the Caltrain ROW and the West side is where the side walk.

The assumption that the Frontage Road will have low pedestrian activity does not mean it should not be well lit. This will likely be a high bicycle commuter route and vehicle route even if Bayshore is modified or not due to the influx of residents, employees and visitors and vehicles transitioning through the area.

Also want to ensure it is well lit to deter human occupation and human access to the Caltrain ROW.

Page 367 - Clarify if trees will be planted on the West side as well.

Page 369 - Clarify loading/unloading and pick up/drop off zones on the local streets.

Page 371 - Clarify if bicycles will be using the vehicle lanes on local streets.

Page 373 - Detail on Street parking and bike lanes for the streets covered in Sections 6.5.6.2 and 6.5.6.3.

Add for streetscape lighting in ground tree up lighting.

Page 376 - No legend for the Figure 6.8.30 and need to clarify what #11 and 12 are for in the figure.

Page 378 - clarify and detail gutters for rain and storm water run off. Or detail permeable surfaces.

Page 379 - If the storm water planting areas are similar to the ones near BES they are a fall hazard. Children and adults use the raised curbs to balance on and pass other pedestrians on the side walk and can and have fallen into the storm water planter.

Page 389 - Clarify if the integrated bike lane signage be used in pedestrian areas as well throughout the whole development.

Page 390 - Clarify if elevated crosswalks will be used. Consider storm water runoff and water flow around and over elevated crosswalks.

Page 396 - Clarify that cross walk signs should emit sound for blind pedestrians so they know when to cross. Same could be said that the vocal cross walls signals alert children and elderly as well.

Page 404 - clarify where on the road the EV charging stations will be. The mobility hubs are on or near main through roads.

Page 407 - Clarify if the flashing beacons or pedestrian hybrid beacons will be used throughout the development and not solely in the open space areas.

Page 409 - Clarify that the featured park or open space signage will be at each entry point to the park, plaza or open space.

Page 422 - Clarify that contaminated soil from the former landfill site in the east will be transferred to the West side. If the soil is contaminated with heavy metals or other irritants shouldn't it be completely removed from the site.

Clarify what testing has been done to confirm the soil on the east side contains non hazardous waste. Clarify if this soil will be safe for active family and domestic pet usage.

Page 423 - Clarify how the ground water level changes on the West side could affect the residential developments, future maintenance needs of sidewalks, green streets, etc.

Clarify the long term effects on commercial buildings of the on going settlement due to compression and decomposition of the waste later on the East side.

Page 424 - Clarify how you can ensure "clean soil corridors" and that they stay clear indefinitely.

Page 426 - Clarify why moving contaminated soil from the East to the West side. If there is additional export of soil on the East side, will this create a potential flooding issue. Clarify why not import clean soil and remove all contaminated soil with heavy metals and known irritants.

Clarify if the “clean soil corridors “ will be used for the under street animal crossings/culverts. Clarify if the animal usage of these culverts will expose any traversing animals to contamination thereby potentially exposing other flora and fauna.

Page 427 - Detail the complete overhaul of the Bayshore drainage as necessary.

Page 430 - Design parameters consider SLR. Have the calculations considered tsunamis? After this years tsunami warning, is it likely or possible the Bay shoreline could be exposed to a tsunami.

Page 433 - Clarify where the evacuation routes are to, US 101? What about Geneva and Beatty/Alana Way.

Page 434 - clarify and detail what sounds, smells and/or irritants if any the on site water tanks, pumps, WRF might expound.

Clarify and detail why the operating expenses of the WRF and on site storage tanks will be covered by the Mello Roos district or HOA and not the commercial land owners. There are many detailed places in the sourcing plan where residents are taxed for improvements. The commercial and hospitality should pick up a significant portion of these costs.

Page 437 - Clarify if residential areas are built first, when during that process will the WRF, emergency generators and on site tanks be built to be used by residents. It states concurrently, but detail when.

Clarify if art can be installed on the exterior of the WRF facilities and on suit storage tanks.

Page 439 - clarify why BSD does not have a cap on MGD and The City of Brisbane does.

Page 440 - Clarify that the WRF will be built in conjunction with the residential build or built prior to occupancy at the Baylands. And occupancy of residents or commercial tenants.

Page 443 - clarify if there will be any interruption to natural gas services during construction.

Page 445 - Extensive work has been done along Bayshore Boulevard for fiber communication systems. Confirm that this will continue into the Baylands.

Page 448 - clarify and detail revenue positive for the city of Brisbane during construction.

Page 449 - Table 8.1 clarify who is the West side POA, East Side POA, and Master POA. Clarify who oversees them, the city of Brisbane.

Under transportation the non standard roadways are defined as which specific streets. Are these the green streets? Should the HOA really be responsible for the road, it's a public right of way.

Define public in the ownership column for the Traffic signalization, Geneva Bridge and Geneva Ave Extension.

Page 450 - Clarify in Table 8.1 if the ownership and maintenance is different during construction and post-construction for all utilities and sustainability services.

Page 451 - Clarify in Table 8.1 who will be the owner and maintainer of Ice House Hill and the ball fields. Define the discretionary general fund. Clarify if the conservation easement is already established and how long it will last. Clarify which HOAs are going to be responsible for the maintenance of the Bay Trail this seems inappropriate and the same for habitat preservation and wetlands. Again taxing the residents of the Baylands.

Clarify who owns the Club house and where this is located.

Page 453 - Clarify who the land owners are that will vote and authorize the CFD. Present owners or current residents of Brisbane or future residents of Baylands.

Clarify if CFDs can be temporary and if the proposed real estate taxes will cover the recreation programs, library services, operation of museums, cultural facilities and maintenance of school sites.

Page 455 - The EIFD should require affordable housing. And Sunquest should include a certain percentage of Below market rentals and Below market houses.

Page 457 - The developer should apply for both TOD and MHP under California Prop 1.

Page 461 Table 9.1 clarify if the roadway improvements will be completed prior to commercial buildouts.