

CHAPTER 3

Revisions to the Text of the Draft EIR

This chapter contains revisions to the text of the Draft EIR for the Brisbane Baylands, dated June 2013 contained in responses to comments on the Draft EIR. For each revision to the Draft EIR, the following information is presented:

- Draft EIR page number where the revision occurs;
- The specific response to comment where the revision to the Draft EIR is discussed;
- The Final EIR page number where the comment leading to the Draft EIR revision can be found;
- A description of the revision (e.g., add, revise, or delete text); and
- The text of the Draft revision. Added text is underlined, while deletions are shown in strikethrough text.

3.1 Table of Contents

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Brisbane Baylands Draft Environmental Impact Report

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3.2 Introduction

Page 1-1 OSEC-8 [See page 5-306 for the original comment] **REVISE** the description of the four concept plan scenarios starting on page 1-1 to read as follows.

The proposed Project consists of the following components:

- A **Concept Plan** for the development of the Baylands, as required by the Brisbane General Plan prior to development within the Baylands. Development of the following four Concept Plans are evaluated in the EIR at an equal level of detail:
 - ***Developer-Sponsored Plan (DSP)***. The DSP scenario was proposed by Universal Paragon Corporation (UPC), the primary landowner at the Project Site, and is defined within the February 2011 *Draft Brisbane Baylands Specific Plan* (Specific Plan). The DSP includes only the 684-acre portion of the Baylands within the Brisbane city limits and excludes the 44.2-acre Recology site and adjacent road rights-of-way. The DSP proposes approximately 7 million square feet of office/retail/industrial/institutional uses, 4,434 residential units, approximately 169.7 acres of “open space/open area,” and approximately 135.6 acres of “lagoon” area. Total new development under the DSP would be approximately 12.1 million square feet of new building area.
 - ***Developer-Sponsored Plan – Entertainment Variant (DSP-V)***. The DSP-V scenario is also proposed by UPC and defined within the Specific Plan. The DSP-V encompasses the same 684-acre area as the DSP. It is similar to the DSP in its development intensity and land use pattern, but replaces the retail and office/research and development (R&D) uses proposed under the DSP in the northeast portion of the Project Site with entertainment-oriented uses, including a 17,000- to 20,000-seat sports arena, a 5,500-seat concert theater, a multiple-screen cinema, and more conference/exhibition space and hotel rooms than are proposed under the DSP. New development under the DSP-V also includes 4,434 residential units, and would total approximately 12.0 million square feet of new building area.
 - ***Community Proposed Plan (CPP)***. The CPP scenario was developed through extensive community input and designated for study in this EIR by the Brisbane City Council in 2010. The CPP provides for approximately 7.7 million square feet of office, industrial, commercial, and institutional uses, along with approximately 330 acres of open space/open area and the 135.6-acre lagoon. In addition to the 684-acre area included as part of the DSP, the CPP includes the 44.2-acre Recology site, which spans the cities of Brisbane and San Francisco, encompassing the Beatty Subarea designated in the City of Brisbane General Plan and adjacent roadway rights-of-way for a total area of 733 acres. The CPP does not include residential

development. New development under the CPP would total approximately 7.7 million square feet of new building area.

- **Community Proposed Plan – Recology Expansion Variant (CPP-V).** The CPP-V scenario encompasses the same 733-acre area as the CPP scenario, and differs from the CPP in that it proposes expansion of the existing Recology facility in the northeast portion of the Brisbane Baylands within the Brisbane city limits. Under the CPP-V scenario, Recology would expand southward from its current boundary, replacing the hotel and R&D uses proposed under the CPP just north of Geneva Avenue and east of Tunnel Road. The existing 44.2-acre Recology site would expand by 21.3 acres to a total of 65.5 acres, consolidating existing offsite recycling and corporation yard facilities into one location within the Baylands. The square footage of the developed areas on the Recology site would increase from the existing 260,000 square feet to 1,011,000 square feet. Total new development under the CPP-V scenario would be approximately 8.1 million square feet of new building area.

Page 1-5 **Master Response 28 - REVISE** the third paragraph as follows:

Future discretionary approvals and permits ~~proposed~~ required for development within the Baylands, including, but not limited to, site remediation and provision of water supply, will be subject to the provisions of CEQA. Pursuant to CEQA ~~Guidelines Section 15168(e)~~, the City or the Responsible Agency undertaking will review any such future discretionary actions concerning development within the Baylands Project Site ~~for development within the Baylands~~ will ~~to~~ determine the extent to which the analyses contained in this EIR address the impacts of such discretionary actions, whether additional environmental review is required, and what form that that review will take. When ~~Should~~ additional environmental analysis is determined to be necessary, the City or the Responsible Agency may use the information in this EIR to assist in ~~support~~ such future environmental review.

Page 1-8 **Master Response 28 - REVISE** the third and fourth full paragraphs to read as follows:

In addition to providing sufficient information and adequate analysis of the environmental effects of Project Site development, this EIR also provides analysis of those activities that must occur as conditions of future development within the Project Site. Such activities include the remediation of hazardous materials contamination in the former railyard and landfill areas of the Project Site and verification of water supply for Project Site development. More specifically, this EIR is intended to ~~adequately~~ characterize and analyze the impacts of possible remedial activities to be undertaken within the former landfill and railyard areas of the Project Site at a programmatic level. The EIR recognizes that the specific remediation

technologies to be employed in site remediation and Title 27 landfill closure must be identified, evaluated, and approved by the appropriate regulatory agencies, and that remediation and landfill closure activities approved by regulatory agencies must be completed prior to initiation of Project Site development in areas requiring such remediation and landfill closure. Such activities will require specific project-level environmental analysis under CEQA to determine the appropriate form of environmental documentation to support discretionary actions by the RWQCB and DTSC associated with site remediation and Title 27 landfill closure.

Additionally, with regard to water supply, this EIR is intended to assess the impacts that would occur with the proposed transfer of water from its source to the Project Site based on the current information and level of detail available in relation to the facilities and operation of the proposed water transfer agreement. Prior to final approval of the proposed water supply agreement, additional project-level environmental analysis of the proposed transfer of water will be required under CEQA to determine the appropriate form of environmental documentation.

As discussed above, this EIR includes a program-level analysis intended to provide a comprehensive environmental review of proposed Project Site development and may be used to facilitate evaluation of ~~evaluate~~ future site-specific development proposals within the Baylands, as well as other activities, such as site remediation and the proposed water supply agreement. The EIR analyzes ~~certain specific Project components for which more clearly defined plans, construction methods, and operational requirements are currently available. Such actions include the proposed Specific Plan for two of the four Concept Plan scenarios being evaluated, Concept Plans for the CPP and CPP-V scenarios, and the proposed expansion of the Recology facility included as part of the CPP-V Concept Plan scenario. While the proposed Brisbane Baylands Specific Plan for the DSP and DSP-V scenarios provides zoning requirements, design guidelines, preliminary grading, infrastructure, and landscaping plans, and other information required by State law, the specific plan does not include site-specific development plans, such as detailed site plans and architectural design for specific building sites within the Baylands. Neither state law nor City ordinance require the provision of such detailed information as part of a specific plan. Thus, even though the proposed Specific Plan provides more detailed information on proposed development than clearly defined plans, construction methods, and operational requirements for the DSP and DSP-V scenarios than is available for the CPP and CPP-V Concept Plan scenarios, subsequent project-level environmental review will be required pursuant to the provisions of CEQA for subsequent site-specific development proposals under all scenarios, site remediation, and the proposed water supply agreement.~~

3.3 Executive Summary

Page 2-15 CSLC-2 [See page 5-13 for the original comment] REVISE the fourth full paragraph on page 2-15 to read as follows.

In the case of the Baylands, the No Project-No Build Alternative would not be environmentally superior since it allows existing site contamination to remain without remediation. The No Project-General Plan Buildout would ~~also not~~ be environmentally superior since it provides for future development of the site ~~without a reliable water supply~~ as envisioned in the General Plan, reduces or avoids many of the significant effects of Project Site development, provides for remediation of Project Site contamination, provides a firm water supply to support Project Site development as well as 400 acre-feet of firm supply to facilitate citywide buildout of the General Plan, and meets most of the basic Project objectives, as described in Section 5.3.2, No Project-General Plan Buildout Alternative. Of the Project Site development scenarios and alternatives evaluated in this EIR, the Renewable Energy Generation Alternative would be the environmentally superior alternative since it is consistent with the Brisbane General Plan, involves minimal impacts compared to other scenarios and alternatives, and meets key project objectives including:

Page 2-17 BBCAG-7 [See page 5-89 for the original comment] ADD a new bullet point to the listing of major areas of controversy on page 2-17:

- Water Supply, including the diversion of water from rivers, along with the transport and storage of the proposed water supply for the Brisbane Baylands.

3.4 Project Description

Page 3-4 OSEC-14 and OSEC-15 [See page 5-307 for the original comment] REVISE the second paragraph within Section 3.1, *Regional Setting*, to read as follows:

The area surrounding the Project Site includes residential areas in San Francisco, Daly City, and the western portion of Brisbane, and commercial/industrial uses near the San Francisco/San Mateo County line and along Bayshore Boulevard. The Visitacion Valley neighborhood of San Francisco ~~adjoins the~~ is located northwestern ~~border~~ of the Brisbane Baylands. Candlestick Park, ~~an existing former~~ an existing former National Football League venue, is approximately 0.5 mile northeast of the Brisbane Baylands, east of US Highway 101. Candlestick Park is anticipated to be demolished in 2015 to allow for future redevelopment including a mix of retail, housing, and entertainment venues. Central Brisbane lies directly west of Brisbane Lagoon, separated by Bayshore Boulevard. Sierra Point, an office/commercial/hotel development with access to the Brisbane Marina, lies just to the southeast of Brisbane Lagoon on the east side of US Highway 101.

Caltrain, a major commuter line connecting San Francisco with communities in the Peninsula region and San Jose, has tracks that bisect the Brisbane Baylands, with the nearest Caltrain station (Bayshore Station) located at the northern end of the Baylands. The Brisbane Fire Station (Station Number 81), operated by the North County Fire Authority, is located on Bayshore Boulevard just outside of the southwestern edge of the Project Site.

Page 3-7 **OSEC-93 [See page 5-316 for the original comment] REVISE** the first paragraph as follows:

The Project Site is bisected in the north-south direction by the Caltrain railroad tracks and in the east-west direction by a central drainage channel, which is a part of the Visitacion Creek alignment. ~~The majority of the Project Site is flat or gently sloping toward the Bay, with an elevation range of 10 to 50 feet above mean sea level.~~ The Baylands topography is variable due to current and historic industrial activities at the site; elevations generally range from 10 to 60 feet above mean sea level with the exception of: A prominent hill (Icehouse Hill), located at the southeastern end of the Project Site, which ranges from 25 to 200 feet above mean sea level with steep cuts adjacent to the Caltrain railroad and more gently sloping cuts along Bayshore Boulevard.

Page 3-11 Figure 3-4 is deleted from the EIR.

Page 3-13 **REPLACE Figure 3-5** with revised Figure 3-4, which follows this page (change in figure number only).

Page 3-15 **REPLACE Figure 3-6** with revised Figure 3-5, which follows revised Figure 3-4, below (change in figure number only).

Page 3-19 **OSEC-24 [See page 5-307 for the original comment] ADD** the following text following the second bullet point:

Old County Road is a two-lane east-west collector street that connects Bayshore Boulevard and Tunnel Avenue with Central Brisbane.

Page 3-21 **REPLACE Figure 3-7** with revised Figure 3-6, which follows revised Figure 3-5, below (change in figure number only).

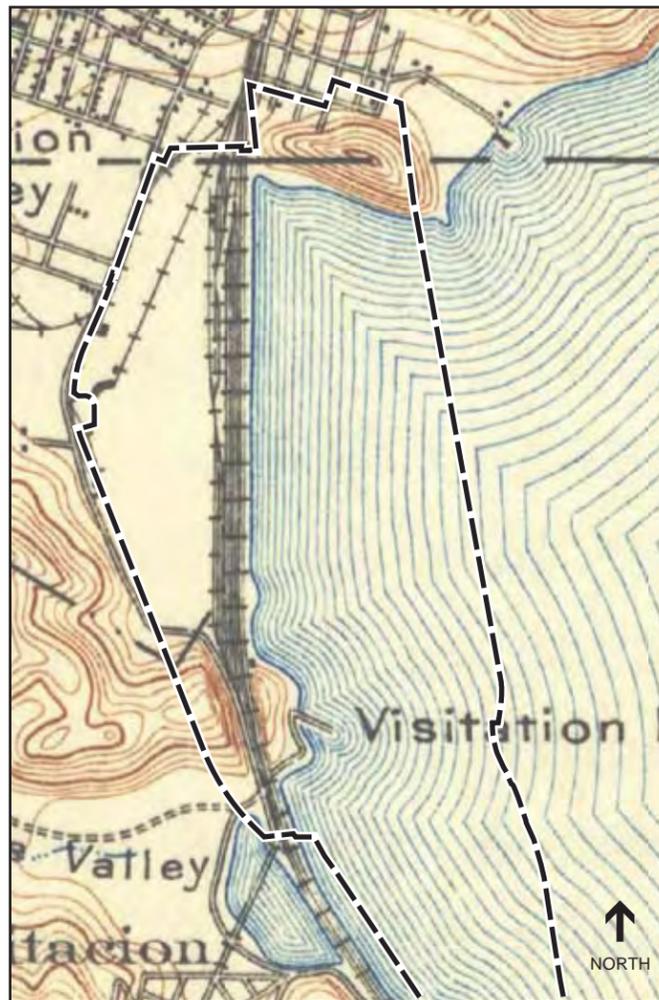
Page 3-25 **REPLACE** Figure 3-8 with revised Figure 3-7, which follows revised Figure 3-6, below (change in figure number only).

Page 3-26 **REPLACE** Figure 3-9 with revised Figure 3-8, which follows revised Figure 3-7, below (change in figure number only).

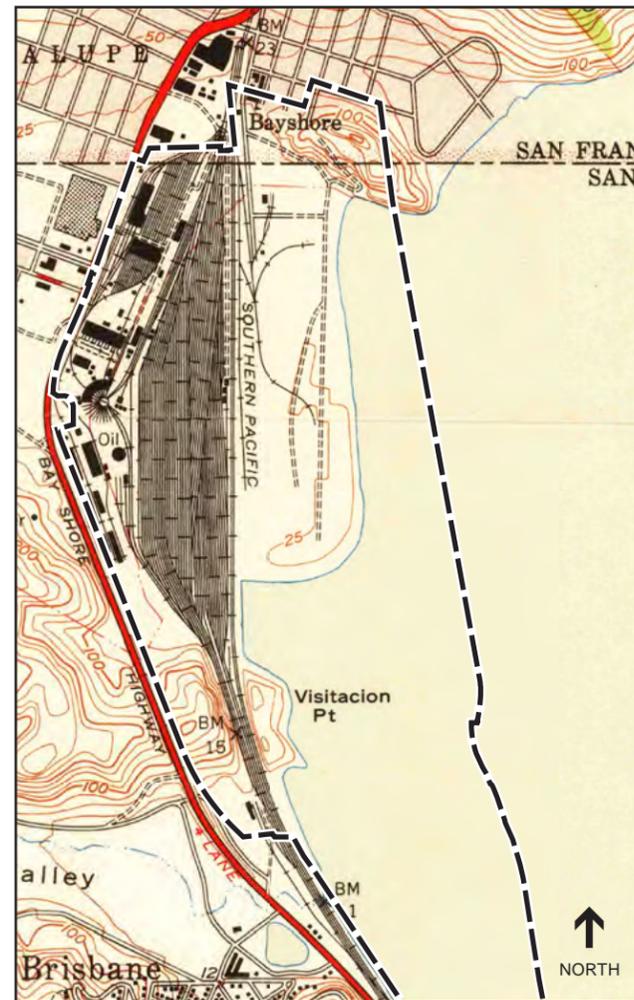
Page 3-28 **REPLACE** Figure 3-10 with revised Figure 3-9, which follows revised Figure 3-8 below (change in figure number only).

Page 3-33 **REPLACE** Figures 3-11 and 3-12 with revised Figures 3-10 and 3-11, which follow revised Figure 3-9 below (change in figure number only).

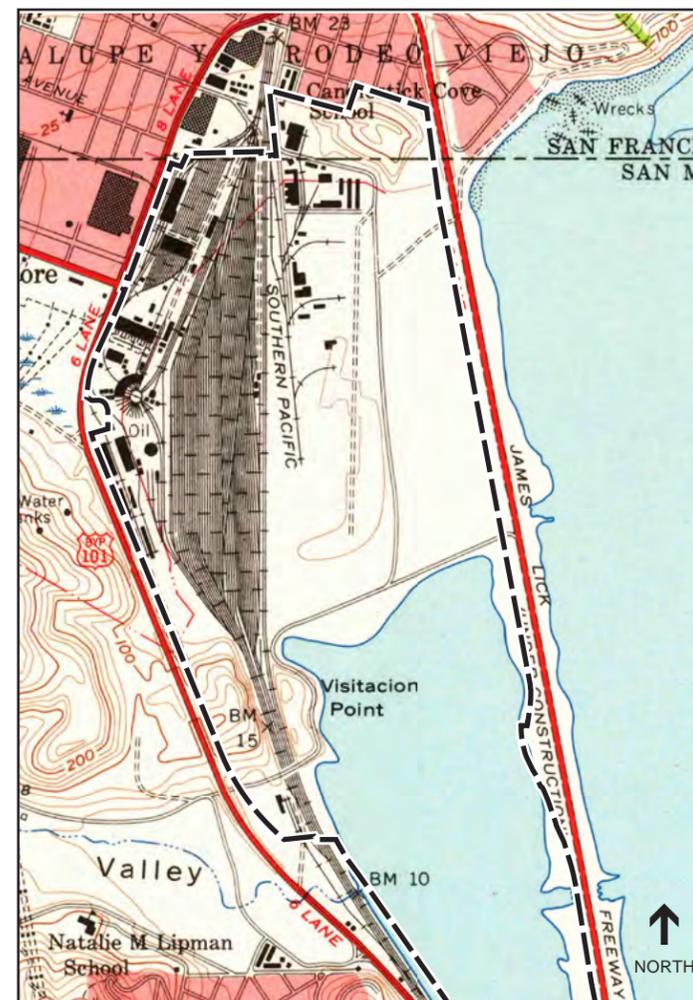
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1915
The railroad through this site officially opened for service on December 8, 1907.



1950
Peak of railroad operations. By 1950, approximately 75 railroad maintenance shops and smaller structures had been constructed along the western edge of the railroad yard and clustered along Bayshore Boulevard.



1956
The construction of U.S. Highway 101 (U.S. 101) in the mid-1950s established the easternmost boundary of the Bay fill.



1995
Use of the freight yard ceased in the 1960s, and by 1989 nearly all of the railroad spur tracks and numerous other maintenance shops and smaller support structures had been removed. This 1995 map shows present day conditions and full extent of site fill.

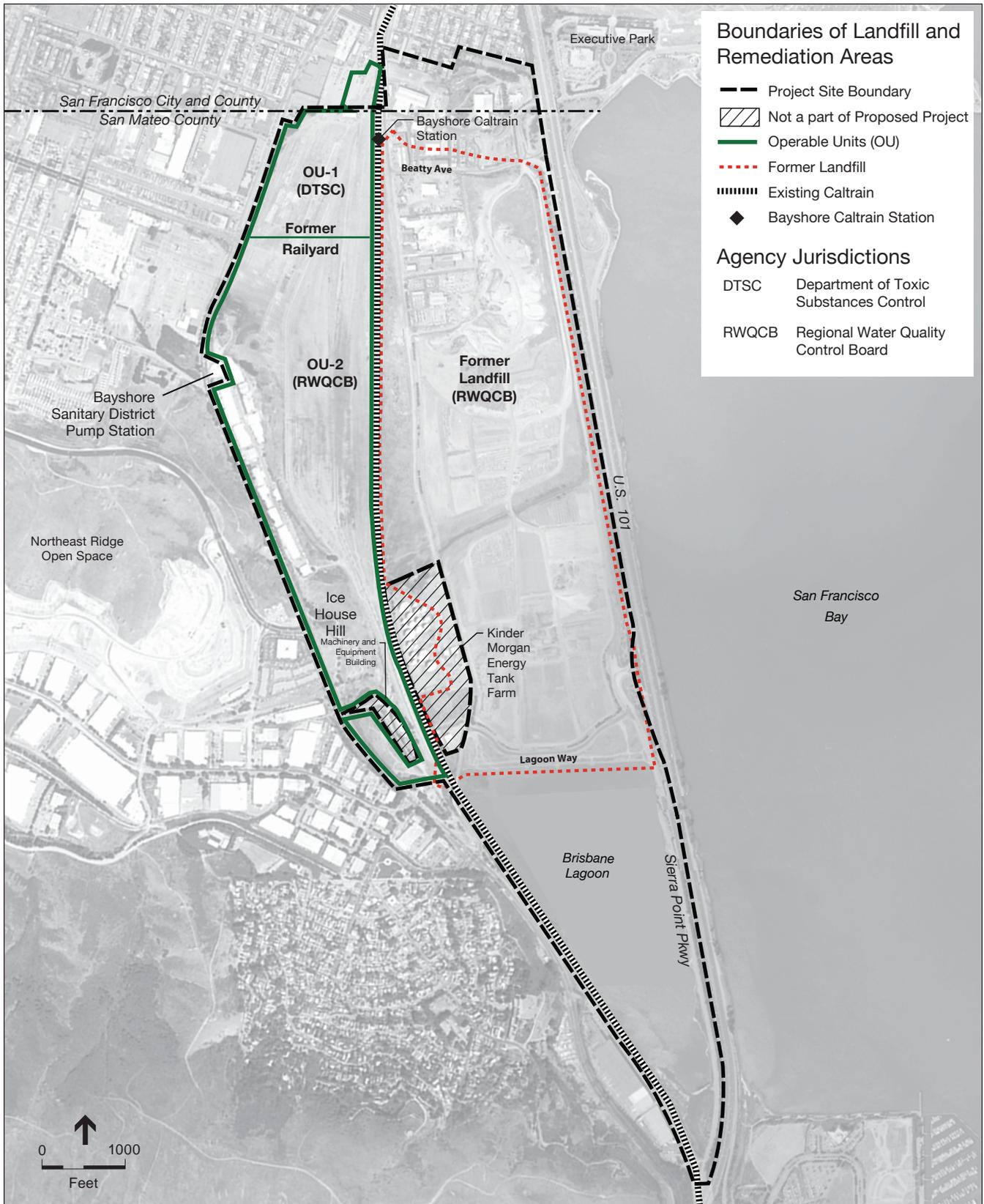
--- Project Boundary

SOURCE: ESA; USGS, 1915; USGS 1950; USGS 1956; USGS 1995

Brisbane Baylands . 206069

Figure 3-4
Former Railway Site Over Time

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SOURCE: BFK, et al., 2011

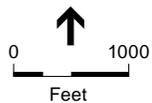
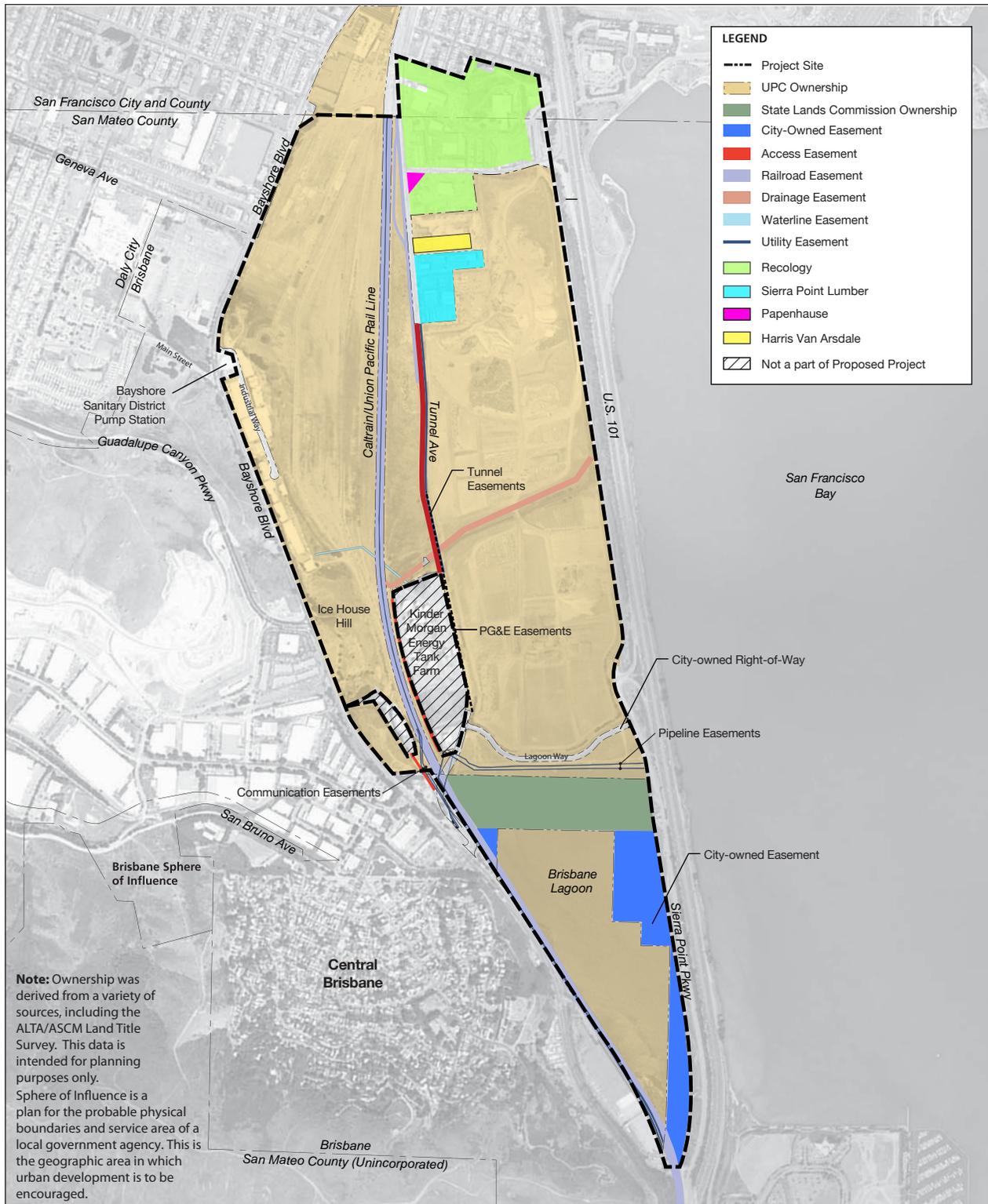
Brisbane Baylands . 206069

Figure 3-5
Former Landfill Site and Former Railyard Site
(Remediation Areas)



SOURCE: UPC, 2011

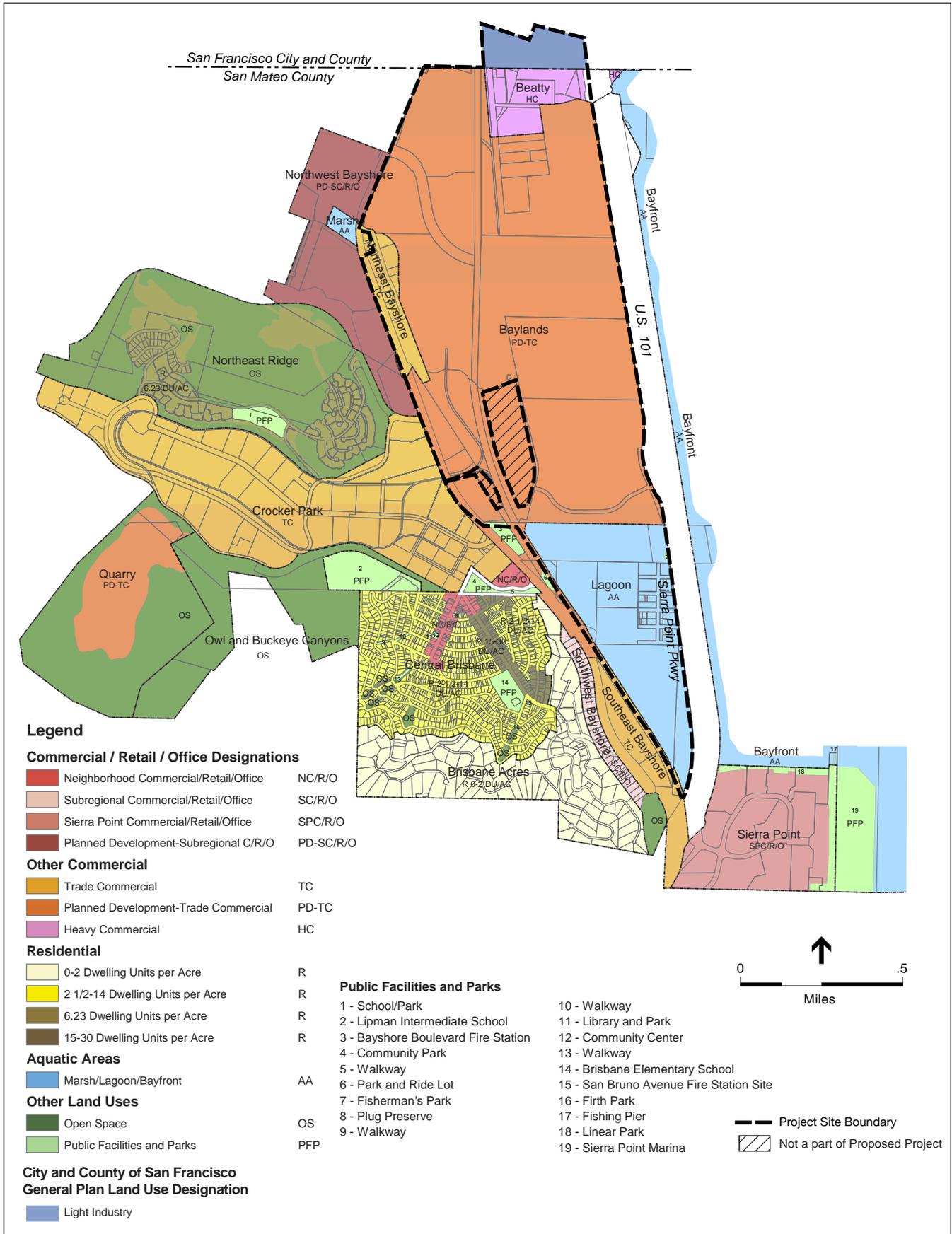
Brisbane Baylands . 206069
Figure 3-6
Existing Roadways



SOURCE: UPC, 2011

Brisbane Baylands . 206069

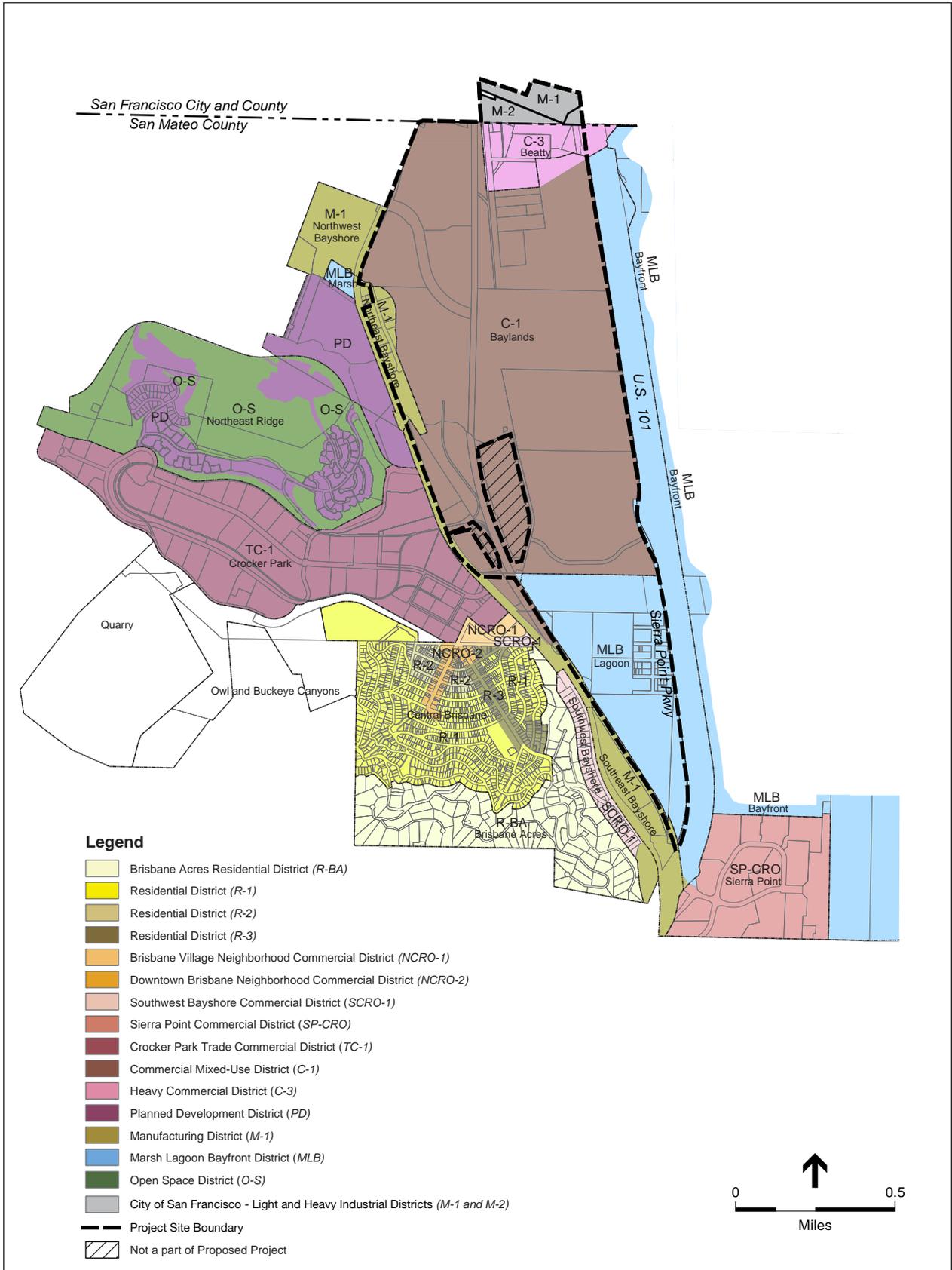
Figure 3-7
Site Ownership and Easements



SOURCE: City of Brisbane, General Plan, 1994

Brisbane Baylands . 206069

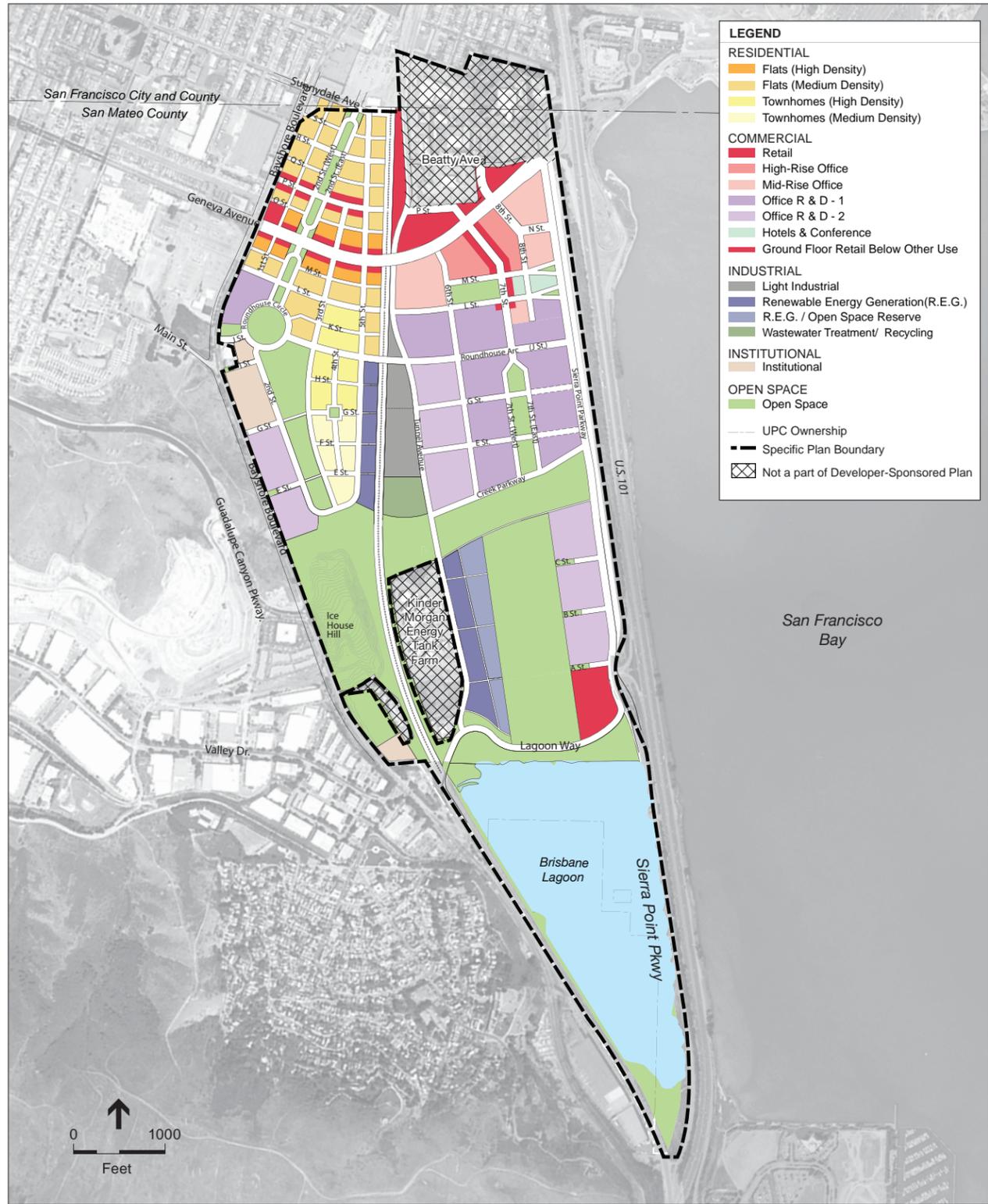
Figure 3-8
General Plan Land Use Designations



SOURCE: City of Brisbane, July 2003

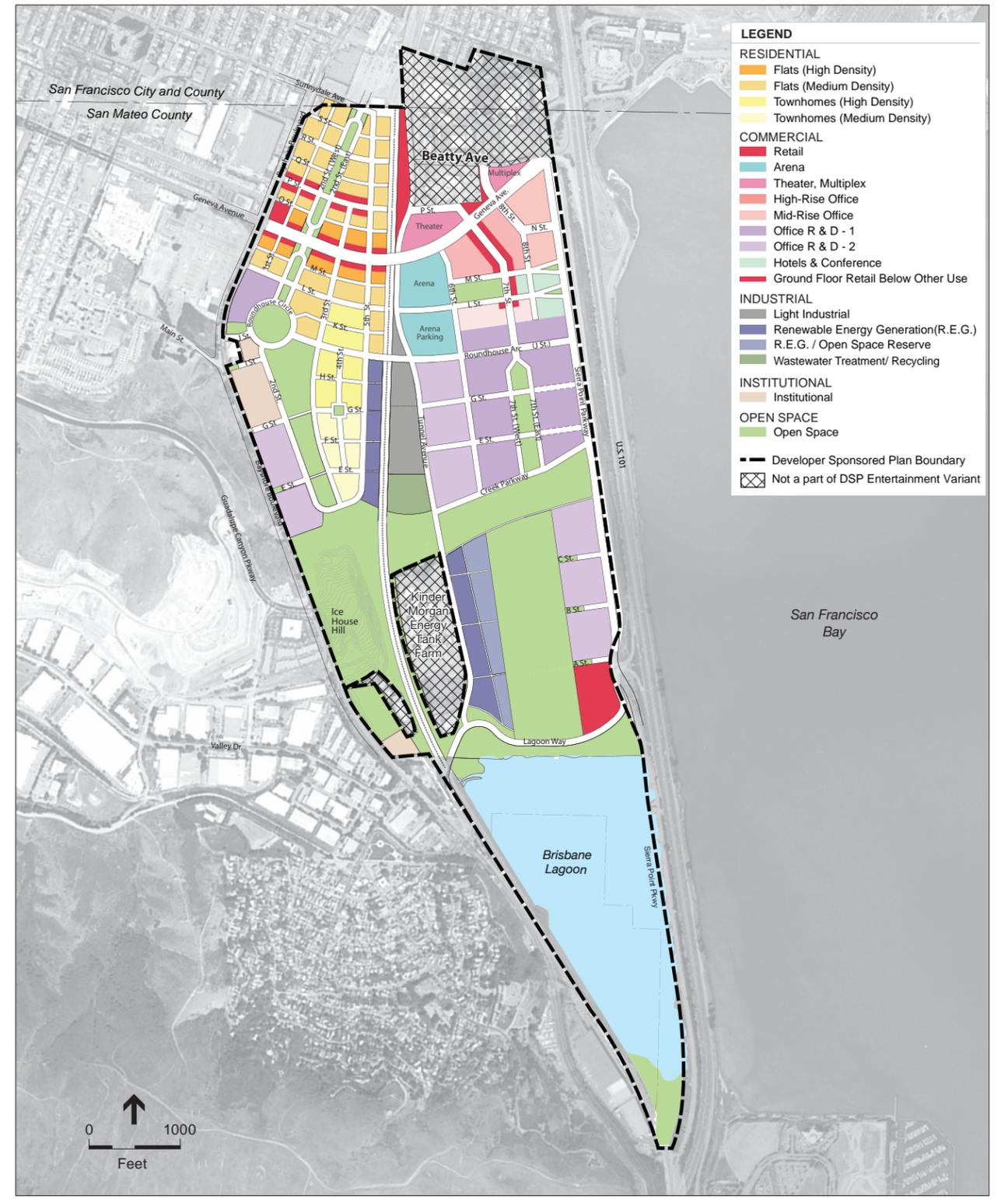
Brisbane Baylands . 206069
Figure 3-9
Zoning Map

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SOURCE: UPC, 2011

Brisbane Baylands . 206069
Figure 3-10
 Developer-Sponsored Plan (DSP)
 Proposed Land Use Plan



SOURCE: UPC, 2011

Brisbane Baylands . 206069
Figure 3-11
 Developer-Sponsored Plan-Entertainment Variant (DSP-V)
 Proposed Land Use Plan

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Page 3-37 Master Response 19 – REVISE the first full bullet point as follows:

- Following certification of this EIR, implementation of the proposed water transfer/ supply agreement will require approvals of final Water Supply and Conveyance Agreements between Brisbane and OID, between Brisbane and the Modesto Irrigation District (MID), and Brisbane and SFPUC for individual portions of the proposed water transfer. Prior to such approvals, subsequent project-level environmental evaluation and CEQA documentation will be prepared to evaluate the specific mechanisms by which water will be delivered from OID through MID and SFPUC to the City of Brisbane and the Baylands ~~There are no known issues other than certification of this EIR to address the environmental impacts of the water transfers that will implement the agreements that require resolution.~~

Page 3-37 Caltrain-2 [See page 5-27 for the original comment] REVISE the second bullet on page 3-37 to read as follows:

- Interagency Cooperation Agreements will be needed to coordinate and implement public facilities and infrastructure improvements with various agencies, as follows:
 - City and County of San Francisco.
 - Specific roadway alignments and transit facilities improvements will need to be designed and approved;
 - Design of sewer and water supply infrastructure improvements connecting the Baylands to the SFPUC’s sewer system via BSD.
 - Design of water infrastructure improvements connecting the Baylands to the SFPUC supply via the City of Brisbane.
 - BSD. In addition to an onsite recycled water plant, specific recycled water supply improvements will need to be designed and approved.
 - City of Daly City. Specific improvements will need to be designed and approved for the new Bayshore Boulevard/Geneva Avenue intersection.
 - NCFCA. Expansion of fire facilities will be necessary to implement the fire service performance standards of the NCFCA as set forth in this EIR to provide adequate fire protection to support development of the Baylands. This may require a review of services and fire service demands for the NCFCA’s overall service area to determine the best method of meeting applicable fire service performance standards.
 - Peninsula Corridor Joint Powers Board (Caltrain)
 - Agreements with Caltrain will be needed for all project features and construction activities occurring over, through, or under Caltrain right-of-way. Agreements with Caltrain will also be needed for planning, design, and construction related to the Bayshore Intermodal Station and associated access to the station.

- San Francisco County Transportation Authority. Engineering and architectural studies, as well as funding agreements, will be required to define specific transportation corridor alignments and transit facilities improvements.
- San Mateo County Congestion Management Agency. Engineering and architectural studies will be required to define specific designs for regional transportation facilities and roadway improvements.

Page 3-40 **OSEC-33 [See page 5-308 for the original comment] REVISE** the last paragraph to read as follows.

As shown in Table 3-1C 3-2C above, the CPP includes 7,742,600 square feet of new non-residential development. No residential development is proposed in the CPP. The CPP includes the existing 44.2-acre Recology facility. The CPP scenario emphasizes maximizing the quality of public space and concentrating development near transit. Under the CPP scenario, almost all of the land area south of Visitacion Creek would be designated for passive open space and active recreational use (see **Figure 3-13**).

Page 3-41 **REPLACE Figures 3-13 and 3-14** with revised Figures 3-12 and 3-13, which follows this page (change in figure numbers only).

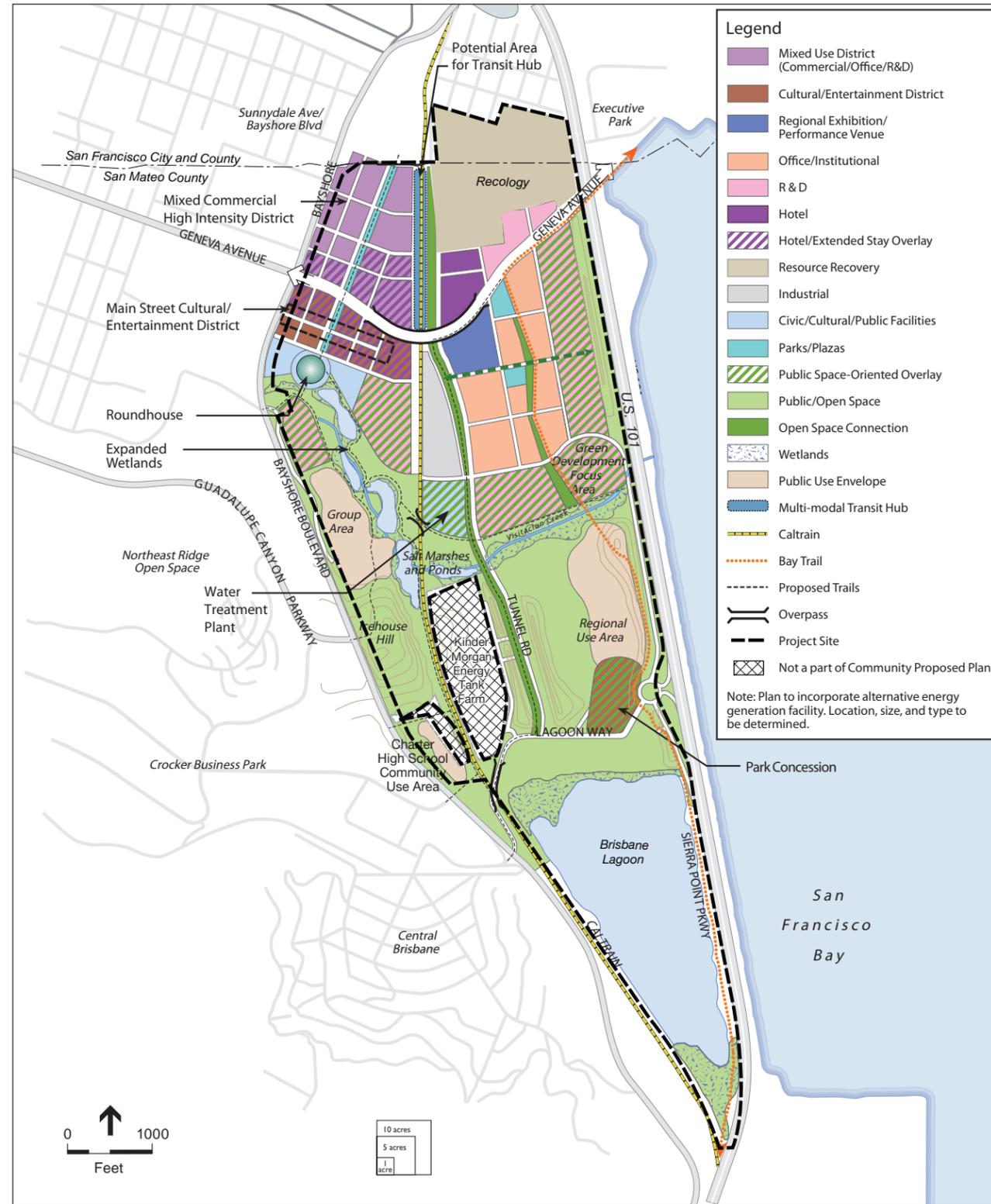
Page 3-47 **REPLACE Figure 3-15** with revised Figure 3-14, which follows revised Figures 3-12 and 3-13 below (change in figure number only).

Page 3-48 **REPLACE Figure 3-16** with revised Figure 3-15, which follows revised Figure 3-14 below (change in figure number only).

Page 3-56 **REPLACE Figure 3-17** with revised Figure 3-16, which follows revised Figure 3-15 below (change in figure number only).

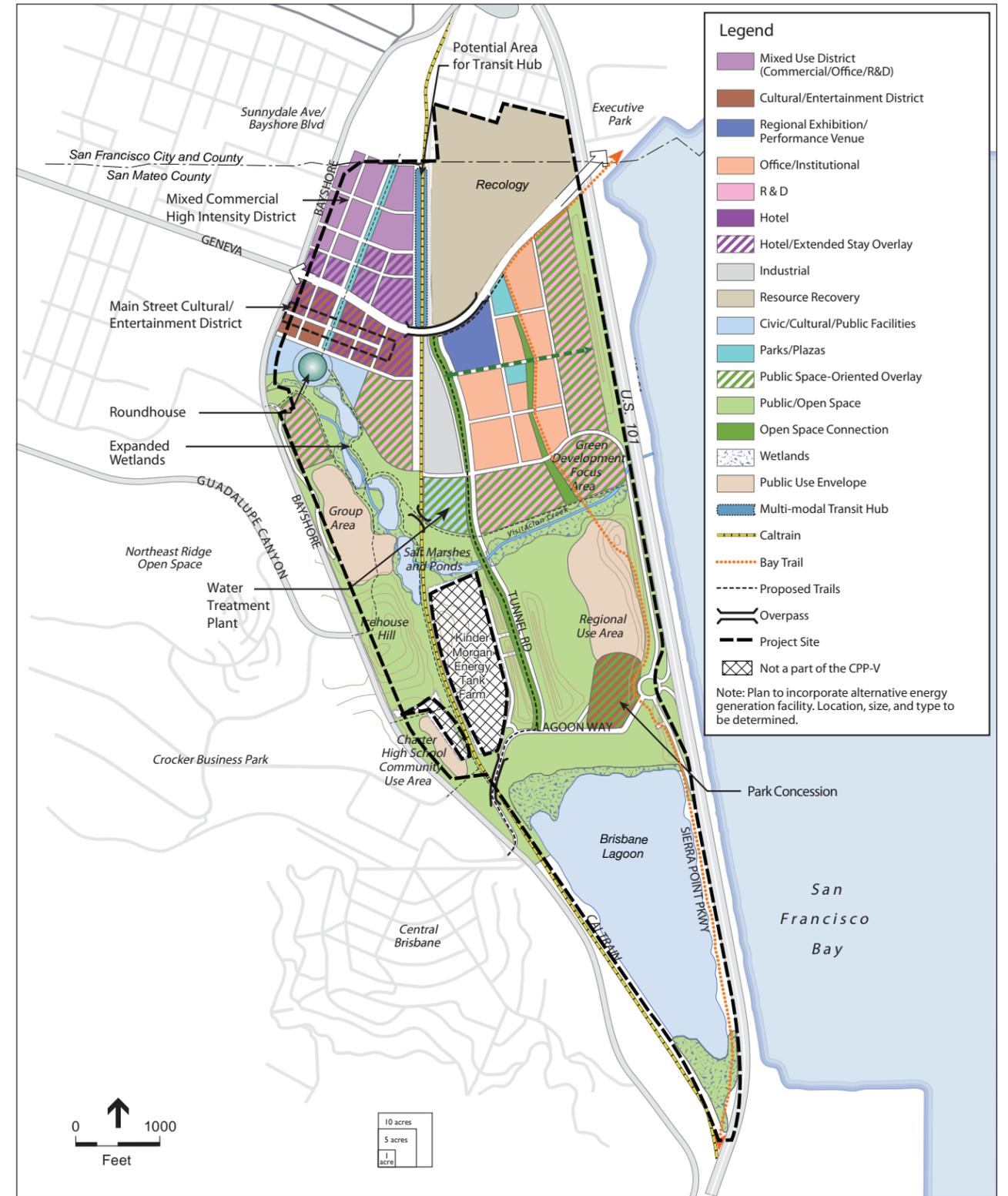
Page 3-62 **OSEC-41 [See page 5-309 for the original comment] REVISE** the first full paragraph on page 3-62 to read as follows.

The Specific Plan proposes a network of pedestrian and bicycle paths within the Baylands. Pedestrian circulation is proposed to include sidewalks and single- or multi-use paths adjacent to roadways within the Specific Plan area. The Specific Plan also establishes streetscape standards and guidelines for the provision of these facilities. Enhanced pedestrian street crossings are proposed in the Specific Plan to provide traffic calming effects and reduced distances at pedestrians crossing streets by using curb extensions or similar features that allow pedestrians and approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility. The Specific Plan also proposes ~~one pedestrian~~ overcrossings over the Caltrain right-of-way and Tunnel Avenue for pedestrians and bicyclists along the Geneva Avenue extension and Roundhouse Street in addition to the overpasses at the existing and proposed relocated Caltrain platform (see Figure 4.N-17).



SOURCE: Dyett & Bhatia

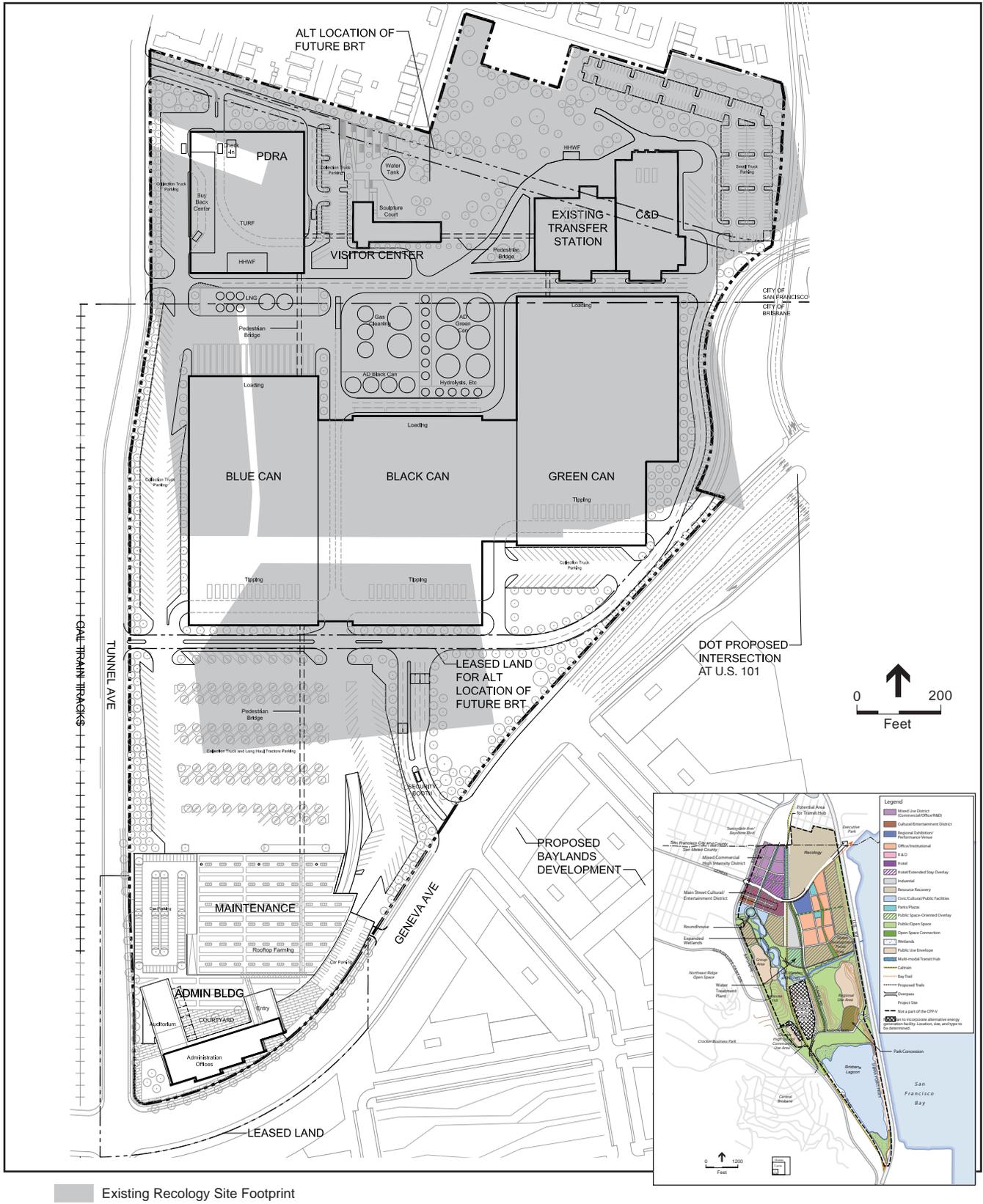
Brisbane Baylands . 206069
Figure 3-12
 Community Proposed Plan (CPP)
 Proposed Land Use Plan



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069
Figure 3-13
 Community Proposed Plan Recology Expansion Variant (CPP-V)
 Proposed Land Use Plan

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Existing Recology Site Footprint

SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

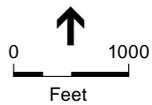
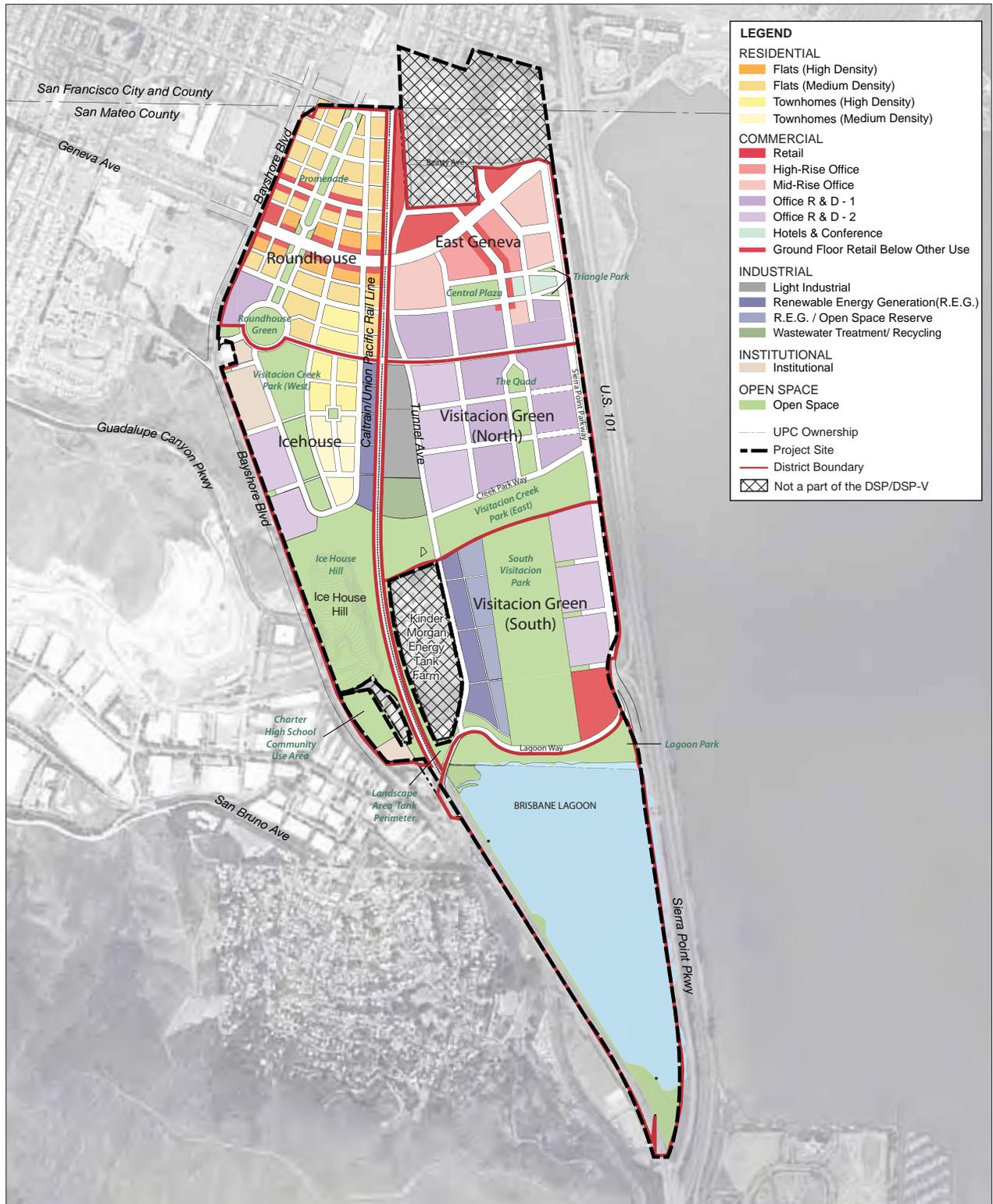
Figure 3-14
Community Proposed Plan Recology Expansion Variant (CPP-V)
Proposed Site Plan



SOURCE: UPC, 2011

Brisbane Baylands . 206069

Figure 3-15
Proposed Lumberyard Relocation



SOURCE: UPC, 2011

Brisbane Baylands . 206069
Figure 3-16
 DSP and DSP-V District Plan

Page 3-68 Master Response 28 – REVISE the first full paragraph as follows:

Brisbane has negotiated a term sheet with OID for the proposed water transfer. Brisbane is responsible for establishing a transfer agreement with MID and a wheeling agreement with the SFPUC to provide for the conveyance of the OID water transfer to Brisbane. Implementation of the proposed water transfer/supply agreement will require approvals of final Water Supply and Conveyance Agreements between Brisbane and OID, between OID and MID, and between Brisbane and the SFPUC for individual portions of the proposed water transfer. These Water Supply and Conveyance Agreements will contain provisions stating that the delivery of water from OID through MID and the SFPUC to Brisbane will not be permitted to impair the ability of MID or the SFPUC to deliver water to their existing customers.

Pages 3-77, 78 Master Response 1 - REVISE the text starting with the last paragraph on page 3-77 and continuing on page 3-78 as follows:

Section 15168 of the CEQA Guidelines defines a program EIR as an EIR that may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. Insofar as the components of the Project Site development, as approved, would include a plan and policy framework that would govern future development within a discrete geographic area within Brisbane (and an adjacent portion of San Francisco and other offsite infrastructure locations), such a program-level approach is considered appropriate. Future site-specific development projects that would fall within the purview of this program-level analysis would undergo further environmental analysis ~~be evaluated in light of the program EIR to determine whether their implementation would require preparation of an additional subsequent or supplemental environmental analysis documentation under CEQA.~~ Additional CEQA ~~compliance~~ documentation for site-specific development projects or implementing activities components proposed under the selected Concept Plan scenario would be required where the site-specific impacts of the development proposal(s) or implementing activity were not addressed at a sufficient level of detail in this program EIR, or in the event subsequent changes are proposed to the Project Description selected scenario that were not analyzed in this EIR. This includes those proposed actions over which other agencies have approval authority, such as the proposed remedial actions overseen by the RWQCB, the San Mateo

County Health Agency, and DTSC; the water supply transfer by OID, MID and SFPUC; and the Recology expansion requiring permits from both Brisbane and San Francisco. ~~The approval of these actions would rely upon the analysis presented in this EIR, provided that the information related to such actions that is analyzed herein is sufficient and remains current.~~

Overall, the analysis of the Project Site development components identified above is intended to avoid duplicative reconsideration of basic policy considerations and to allow the City of Brisbane as Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early stage when it has greater flexibility to avoid or mitigate environmental impacts. By doing so, the program EIR for the Brisbane Baylands provides a starting point for subsequent planning, design, and environmental analysis of site-specific development and future implementation activities such as site remediation and transfer of water supply. The analysis of ~~Project~~ impacts under CEQA also can promote environmental sustainability by encouraging the incorporation of development standards and strategies into Project design, and by requiring implementation of mitigation measures that not only avoid or minimize significant impacts but also promote the responsible use of environmental resources. Additionally, the EIR analysis will allow for the quantification of various environmental factors that contribute to environmental sustainability, such as greenhouse gas emissions, water usage, energy usage and generation, and solid waste generation, thereby allowing the four Concept Plan scenarios and project alternatives to be compared according to their relative performance in regard to these various sustainability factors.

Page 3-77 Nelson-5 [See page 5-606 for the original comment] REVISE the text beginning in the final paragraph to read as follows.

Section 15168 of the CEQA Guidelines defines a program EIR as an EIR that may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. Insofar as the components of the Project Site development, as approved, would include a plan and policy framework that would govern future development within a discrete geographic area within Brisbane (and an adjacent portion of San Francisco and other offsite infrastructure locations), such a program-level approach is considered appropriate. The specific impacts of all ~~future~~ projects that would fall within the purview of this program-level analysis would be evaluated in light of the program

EIR to determine ~~whether the appropriate form of environmental analysis~~ their implementation would require ~~subsequent or supplemental environmental analysis~~. Additional CEQA compliance documents for specific projects or components proposed under the selected Concept Plan scenario would be required where site-specific impacts of the development proposal(s) were not addressed at a sufficient level of detail in this program EIR, or in the event subsequent changes are proposed to the selected scenario that were not analyzed in this EIR. This includes those proposed actions over which other agencies have approval authority, such as the proposed remedial actions overseen by the RWQCB, the San Mateo County Health Agency, and DTSC; the water supply transfer by OID, MID and SFPUC; and the Recology expansion requiring permits from San Francisco. ~~The approval of these actions would rely upon the analysis presented in this EIR, provided that the information related to such actions that is analyzed herein is sufficient and remains current.~~

Page 3-80 **Caltrain-2 [See page 5-27 for the original comment] REVISE** the sixth bullet (Permits and Approvals Required from Other Agencies) to read as follows:

- Interagency Cooperation Agreements to coordinate and implement roadway and utility improvements as follows:
 - BSD: utility relocation coordination;
 - City and County of San Francisco: Expansion of the Recology site, roadway and transit facilities improvements, bus route realignments, sewer and water supply infrastructure improvements.
 - City of Daly City: Bayshore Boulevard roadway and Bayshore Boulevard/Geneva Avenue intersection improvements and transit facilities improvements.
 - NCFCA: expansion of fire facilities.
 - San Francisco County Transportation Authority: Transportation corridors and transit facilities improvements.
 - Peninsula Corridor Joint Powers Board (Caltrain): Project features and construction activities occurring over, through, or under Caltrain right-of-way (e.g., bridge crossings, utilities); improvements related to the Bayshore Intermodal Station.
 - San Mateo County Congestion Management Agency: Regional transportation facilities and roadway improvements.
 - San Mateo County Transportation District: bus route realignments and transit facilities improvements.

3.5 Environmental Settings, Impacts, and Mitigation Measures

Aesthetics and Visual Resources

Pages 4.A-1, 2 Meeting 1-50 [See page 5-650 for the original comment] REVISE the discussion starting on the bottom of page 4.A-1 as follows:

Surrounding Area

Brisbane is ~~in an urban setting~~ located on the eastern shore of the San Francisco Peninsula. The city is surrounded by urban communities dominated by single-family small lot and suburban-style homes to the north and west, San Bruno Mountain State Park to the south/ southwest, and US Highway 101 and San Francisco Bay to the east with the East Bay Hills beyond. As viewed from US Highway 101, the community lies within a low-density “cove” setting ~~between~~ that visually separates the community from the highly urbanized cities of San Francisco to the north and South San Francisco to the south, as well as from the more urbanized portions of Brisbane at Sierra Point.

The Central Brisbane neighborhood is located directly west of the southern portion of the Project Site, across Bayshore Boulevard. Central Brisbane consists of both residential and commercial development. It is developed primarily with one- to two-story commercial buildings along Visitacion Avenue and one- to two-story single-family houses throughout. Northeast Ridge, which lies northwest of Central Brisbane and west of Guadalupe Canyon, consists of single-family houses and higher-density residential buildings.

Non-residential uses in the city include one- to two-story industrial buildings in Crocker Park and mid-rise office buildings and hotels at Sierra Point.

The visual character of nearby areas in Daly City (west of the Project Site) and San Francisco (north of the Project Site) is defined by commercial buildings along Geneva Avenue and Bayshore Boulevard, and industrial and residential uses north of the San Francisco/San Mateo border.

Page 4.A-2 OSEC-47 [See page 5-309 for the original comment] To better describe the screening effect of existing vegetation along the freeway, the fourth paragraph on page 4.A-2 is revised to read:

The western edge of the Project Site is bordered by Bayshore Boulevard, while US Highway 101 and San Francisco Bay border the Project Site to

the east. Existing views of ~~the Project Site is partially screened from view~~ along US Highway 101 and as well as Bayshore Boulevard are partially screened due to vegetative growth along the highway and the boulevard. Views of ~~However, the northern approach to the Project Site along from~~ US Highway 101 are far more available for northbound freeway motorists than for southbound traffic, since northbound freeway motorists are ~~does~~ afforded a brief but encompassing view of the Project Site, with San Bruno Mountain in the background.

Page 4.A-4 OSEC-52 [See page 5-310 for the original comment] REVISE the next to last sentence of the last paragraph as follows:

The lagoon shoreline is characterized by low grasses, occasional shrubbery, and ~~the~~ a riprap embankment supporting the railroad tracks ~~along the eastern edge.~~

Page 4.A-29 UPC 2-1 [See page 5-529 for the original comment] Mitigation Measure 4.A-1a on Draft EIR page 4.A-29 is revised to read as follows.

Mitigation Measure 4.A-1a: Development within 350 feet of the eastern boundary of the Baylands Project Site (US Highway 101) shall be designed to avoid blockage of views of the Bay shoreline from Viewpoints 1, 2, 3, 7, 8, and 11 by limiting the height of buildings within 350 feet of US Highway 101 to a maximum height of 80 feet based on the grading plan included in the proposed Brisbane Baylands Infrastructure Plan. Each specific plan approved for development within the Baylands Project Site shall include development standards setting forth this requirement. ~~These standards shall require that buildings within 350 feet of US Highway 101 be no taller than 80 feet in height.~~

Page 4.A-29 BCC-53 [See page 5-174 for the original comment] REVISE Mitigation Measure 4.A-1a to read as follows:

Mitigation Measure 4.A-1a: Development within 350 feet of the westerly edge of US 101 freeway right-of-way (eastern boundary of the Project Site) ~~(US Highway 101)~~ shall be designed to avoid blockage of views of the Bay shoreline from Viewpoints 1, 2, 3, 7, 8, and 11. Each specific plan approved for development within the Project Site shall include development standards setting forth this requirement. These standards shall require that buildings within 350 feet of US Highway 101 be no taller than 80 feet in height.

Page 4.A-31 BCC-54 [See page 5-174 for the original comment] REVISE the last full paragraph to read as follows.

As discussed previously, determinations about aesthetics and visual resources are subjective by nature. Therefore, while it is recognized that one's assessment of whether a change from the existing conditions would be comparatively better (substantially improved) or worse (substantially

degraded), this evaluation assumes that while well-designed and well-landscaped urban development that is compatible in scale and appearance with the surroundings may be substantially *different* from the surrounding visual character, it would not necessarily represent an *adverse* change (i.e., resulting in substantial degradation). “Compatible” in scale and appearance does not necessarily mean “the same as,” but would indicate that two areas can exist together without conflict.

Moreover, while development proposed within the Project Site would not *directly* affect the visual character of its surroundings, if Project Site development would result in poorly designed buildings or development, Project Site development could detract from nearby existing, relatively well-designed built or natural environments. This would be considered an adverse effect on the surrounding area.

Page 4.A-34 OSEC-57 [See page 5-310 for the original comment] REVISE the final paragraph to read as follows:

Although there are differences that could occur under the DSP, DSP-V, CPP, and CPP-V scenarios, ~~the following~~ Mitigation Measure 4.A-3 sets forth design guidelines to address the design elements that largely contribute to the overall visual character and continuity of a site as large as the Baylands Project Site. Adherence to these specific guidelines, in combination with the City’s Design Review process, would reduce the impact of the Project Site development on the visual character of the Project Site and its surroundings to a less-than-significant level.

Page 4.A-35 OSEC-56 [See page 5-310 for the original comment] REVISE the second bullet point in Mitigation Measure 4.A-3 to read as follows.

- ***Development Intensity, Setbacks, Stepbacks, and Building Heights:*** Variations, including reductions in the development intensity of site-specific development sites within the Project Site from the maximum allowable development intensity, shall be provided to maintain compatibility with the development intensity of surrounding neighborhoods and community areas. Variations in building heights (~~including~~ reductions from maximum allowable heights), along with appropriate building setbacks and ~~provision of~~ provision of buildings stepbacks in height, shall be employed to maintain a feeling of openness within Project Site open space areas; to maintain compatibility with the scale of historic structures being preserved onsite; ~~and~~ to reduce the perceived intensity of development as viewed from the Geneva Avenue extension, Bayshore Boulevard, US 101 freeway, and Viewpoints 1, 2, 3, 7, 8, and 11; and to provide view corridors through the Baylands so that development is not perceived as a solid mass of buildings when viewed from downtown Brisbane or the US 101 freeway.

Page 4.A-38 OSEC-58 [See page 5-310 for the original comment] REVISE the last paragraph to read as follows:

Migrating birds such as songbirds can be affected by human-built structures because of their propensity to migrate at night, their low flight altitudes, and their tendency to be disoriented by artificial light, making them vulnerable to collision with obstructions. Both tall structures such as wind turbines and windows on buildings provide collision hazards to migrating birds. A majority of bird strikes occur when birds do not recognize windows on buildings. Thus, operation of the wind turbines and tall residential (DSP and DSP-V scenarios) and non-residential buildings would pose collision hazards to migratory birds since effects associated with the lighting of the towers can alter the flight patterns of migratory birds and substantially increase bird strike collisions with the structures. As discussed in Section 4.C, *Biological Resources*, of this EIR, due to the potential for bird strikes at tall buildings associated with construction of dense urban development with many windows adjacent to the Bay and within the Pacific Flyway, an increase in bird strikes would occur. Mitigation measures are set forth in Section 4.C, *Biological Resources*, ~~would~~ to reduce impacts related to bird strikes tall structures and increased night lighting. The following measures would reduce bird strike impacts to below a level of significance less than significant levels by incorporating design features that would help minimize bird strikes, including design features making structures, especially glass surfaces, more visible from the outside.

- Mitigation Measure 4.C-4d to minimize the effects of a building's lighting on birds.
- Mitigation Measure 4.C-4e addressing the external appearance of buildings to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design:

These measures require the City to ensure that building design related measures to reduce the risk of bird collisions have been incorporated to the extent practicable.

Page 4.A-40 OSEC-66 [See page 5-311 for the original comment] REVISE Mitigation Measure 4.A-4a to read as follows:

Mitigation Measure 4.A-4a: All development within the Project Site shall comply with the following lighting design standards in order to minimize project lighting to the extent required for safety and comfort only in order to reduce nighttime lighting effects:

- Exterior lighting shall be kept to the minimum required for safety; purely decorative lighting displays shall be prohibited.

- Limit light spill across the property lines, such that illumination at the property line of any use within the Project Site that is attributable to the subject property does not exceed 0.1 foot-candles on business properties and 0.05 foot-candles on residential properties and open space areas. Onsite lighting of site-specific development within the Project Site shall result in zero direct-beam illumination leaving the site.
- Street lighting shall be comprised of shorter, pedestrian-scaled fixtures, rather than tall cobra head fixtures.
- Off-street pedestrian walkways and trails shall have bollard-type lighting to ensure visibility and safety for pedestrians, cyclists, and others.
- Laser source lights and searchlights, and any other high-intensity light for outdoor advertising or entertainment used to attract attention to commercial activities or community events, shall be prohibited.
- Light fixtures that produce a warm light and focus the light downward onto the pedestrian zone shall be selected.
- Landscape lighting shall be unobtrusive and shielded to prevent glare such as bollard-type fixture or ground-mounted up-lights for trees.
- Entry monuments shall be lighted with low-level lights with fixtures concealed to highlight the names, maps, etc.
- All parking lot, recreational area, walkway, and trail lighting shall have no light emitted above 90 degrees.
- Project lighting shall be designed to control light energy and ensure that exterior lighting is directed downward and away from adjacent streets and buildings in a manner designed to minimize offsite light spillage.
- A master plan for street and parking lot lighting shall be approved by the City prior to final approval of design plans for roadways within the Brisbane portion of the Project Site.
 - All streets within the Brisbane portion of the Project Site shall have uniform lighting standards with regard to style, colors, and materials in order to ensure consistency with design.
 - Parking lot lighting shall be of the same source of illumination as street lighting so as to ensure uniformity of night lighting color.
 - Due to their high-energy efficiency, long life, and spectral characteristics, Narrow-Spectrum Amber LEDs shall be the preferred illumination source throughout the Brisbane portion of the Project Site.
- A photometric analysis and lighting plan shall be prepared for each development project. The photometric analysis shall include an assessment of potential lighting impacts based on the height,

location, light fixtures, direction, illumination intensity, and hours of operation. This analysis shall identify any potential light spill beyond the boundary of the specific plan, as well as light spill beyond the boundaries of individual sites within the Project Site Lighting performance standards as described above shall apply. The lighting plan shall demonstrate maintenance, to the maximum extent feasible, of ambient light levels as measured from 100 feet from the individual site. The lighting plan shall be submitted to the Community Development Department and City Engineer for final approval prior to approval of a building permit.

When reviewing illumination plans, the City will review the following factors to determine the level of illumination required.

- **Purpose:** The function and activities for the planned area;
- **Safety:** The level of comfort and security needed to be provided;
- **Aesthetics:** The overall appearance of proposed lighting with respect to the Baylands and surrounding community; and
- **Impacts:** The extent to which proposed lighting minimizes impacts on adjacent land uses, maintains the area's dark night sky, and conserves energy.

Page 4.A-42 OSEC-63 [See page 5-311 for the original comment] ADD the underlined text to the second paragraph as follows.

Overall, a substantial amount of new development would occur on the Project Site (as illustrated in Table 4.A-1). New buildings and structures would include highly finished surfaces that could be seen from nearby US Highway 101, air traffic, and nearby residential neighborhoods, causing a substantial increase in glare. The glare resulting from Project Site development could adversely affect motorists along US Highway 101 by impairing vision, as well as produce nuisance effects in adjacent residential neighborhoods to the north and west of the Project Site, including Central Brisbane, and (in the DSP and DSP-V scenarios) within the residential neighborhoods of the Project Site itself.

Page 4.A-42 BBCAG-13, UPC 2-5 [See page 5-90 for the original comment] REVISE Mitigation Measure 4.A-4b to read as follows:

Mitigation Measure 4.A-4b: All building exteriors within the Baylands Project Site shall be composed of textured and other non-reflective materials, including high-performance tinted non-mirrored glass. Any reflective materials on building exteriors that have a light reflectivity factor greater than 30 percent shall be positioned so as to not reflect daytime glare onto the 101 freeway or onto existing residential communities in Brisbane and Visitacion Valley limited to less than 50 percent of any wall area. Mirrored glass shall be prohibited.

Page 4.A-42 UPC 2-5 [See page 5-530 for the original comment] REVISE Mitigation Measure 4.A-4b to read as follows.

Mitigation Measure 4.A-4b: All building exteriors within the Baylands Project Site shall be composed of textured and other non-reflective materials, including high-performance tinted non-mirrored glass. Reflective materials on building exteriors that have a light reflectivity factor greater than 30 percent shall be limited to less than 50 percent of any wall area mirrored glass shall be prohibited.

Air Quality

Page 4.B-1 BBCAG-20 [See page 5-92 for the original comment] REVISE the final paragraph as follows:

Brisbane's proximity to the onshore breezes stimulated by the Pacific Ocean provides for generally very good air quality at the Project Site. These winds are the result of the presence of the ~~San Bruno~~ Aleman Gap to the west of the Project Site. The ~~San Bruno~~ Aleman Gap is oriented northwest to southeast, the same direction as the prevailing wind with elevations under 200 feet. Consequently, the Project Site receives some of the highest wind speeds along the peninsula. These winds maintain relatively good air quality in the flat valley portions of Brisbane.

Page 4.B-21 BCC-66 [See page 5-176 for the original comment] ADD the underlined text to the first bullet under Mitigation Measure 4.B-1 as follows:

Basic Controls that Apply to All Construction Sites

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered as needed, but no less than two times per day on days with no precipitation.

Page 4.B-22 SBMW-6 [See page 5-500 for the original comment] and OSEC-92 [See page 5-316 for the original comment] ADD the following bullet to Mitigation Measure 4.B-1 on Draft EIR page 4.B-22:

Construction foreman and crew shall receive training from contractors on implementation of the above emission reduction techniques prior to each development phase.

Page 4.B-37 UPC 2-6 [See page 5-530 for the original comment] REVISE the third bullet in Mitigation Measure to read as follows.

- Provide and maintain showers and changing facilities for employees in buildings having a gross leasable area of 25,000 square feet or more as a condition of final building permit;

Page 4.B-47 **BBCAG-37 [See page 5-95 for the original comment] DELETE** from Mitigation Measure 4.B-8 the text in strikethrough as follows:

Mitigation Measure 4.B-8: Recycled Water Plant Odor Management Plan. Prior to the start of operation pursuant to issuance of a permit to operate from ~~San Francisco Public Utilities Commission or RWQCB~~, the recycled water plant shall formulate and implement a progressive Odor Management Plan for review and comment by BAAQMD prior to review and approval by the City. The Odor Management Plan shall select a sufficient number of control measures from the following menu of options identified by BAAQMD to attain a performance standard which meets the odor detection thresholds of BAAQMD Regulation 7 as achieved and verified by the BAAQMD inspector.

- Activated carbon filter/carbon absorption
- Biofiltration/bio trickling filters
- Fine bubble aerator
- Hooded enclosures
- Wet and dry scrubbers
- Caustic and hypochlorite chemical scrubbers
- Ammonia scrubber
- Energy efficient blower system
- Thermal oxidizer
- Capping/covering storage basins and anaerobic ponds
- Mixed flow exhaust
- Wastewater circulation technology
- Exhaust stack and vent location with respect to receptors

Page 4.B-49 **UPC 2-7 [See page 5-530 for the original comment] REVISE** Mitigation Measure 4.B-9 to read as follows.

Mitigation Measure 4.B-9: The following TDM measures shall be implemented:

- Promote use of clean fuel-efficient vehicles through preferential parking and/or installation of charging stations.
- As a potential element of a required TDM program, Ppromote zero-emission vehicles by providing such as through a neighborhood electric vehicle program or other programs or policies to reduce the need to have a car or second car vehicles as of a TDM program that would be required of all new developments.

See also Table 4.B-21.

Page 4.B-51 OSEC-86 [See page 5-314 for the original comment] ADD one sentence to the analysis of Control Strategy ECM 4: Shade Tree Planting in Table 4.B-21 as follows:

The overall Landscape Guidelines of the Specific Plan prepared for the DSP and DSP-V scenarios provide for substantial tree planting throughout the Project Site's developed and open areas in order to enhance the area's visual quality and identity, visually buffer new development, and provide environmental benefits such as micro-climate control. The CPP and CPP-V scenarios are intended at a minimum to provide equivalent landscaping including tree planting. Restrictions to protect the landfill cap may be contained in the Landfill Closure Plan to restrict tree planting within the former landfill area.

Biological Resources

Page 4.C-4 OSEC-101 [See page 5-321 for the original comment] REVISE the last sentence of the first full paragraph as follows.

“Even though biologists observed that the Johnny jump-up plants had been grazed by herbivores such as ~~deer~~ rabbits or other fossorial rodents, these plants represent a potential host for the callippe silverspot butterflies.

Page 4.C-5 REPLACE Figure 4.C-1 with revised Figure 4.C-1, which follows page 3-44, to correct mapping of wetland areas within the Baylands.

Page 4.C-10 BCC-70 [See page 5-178 for the original comment] ADD the following information to the end of the fifth complete paragraph:

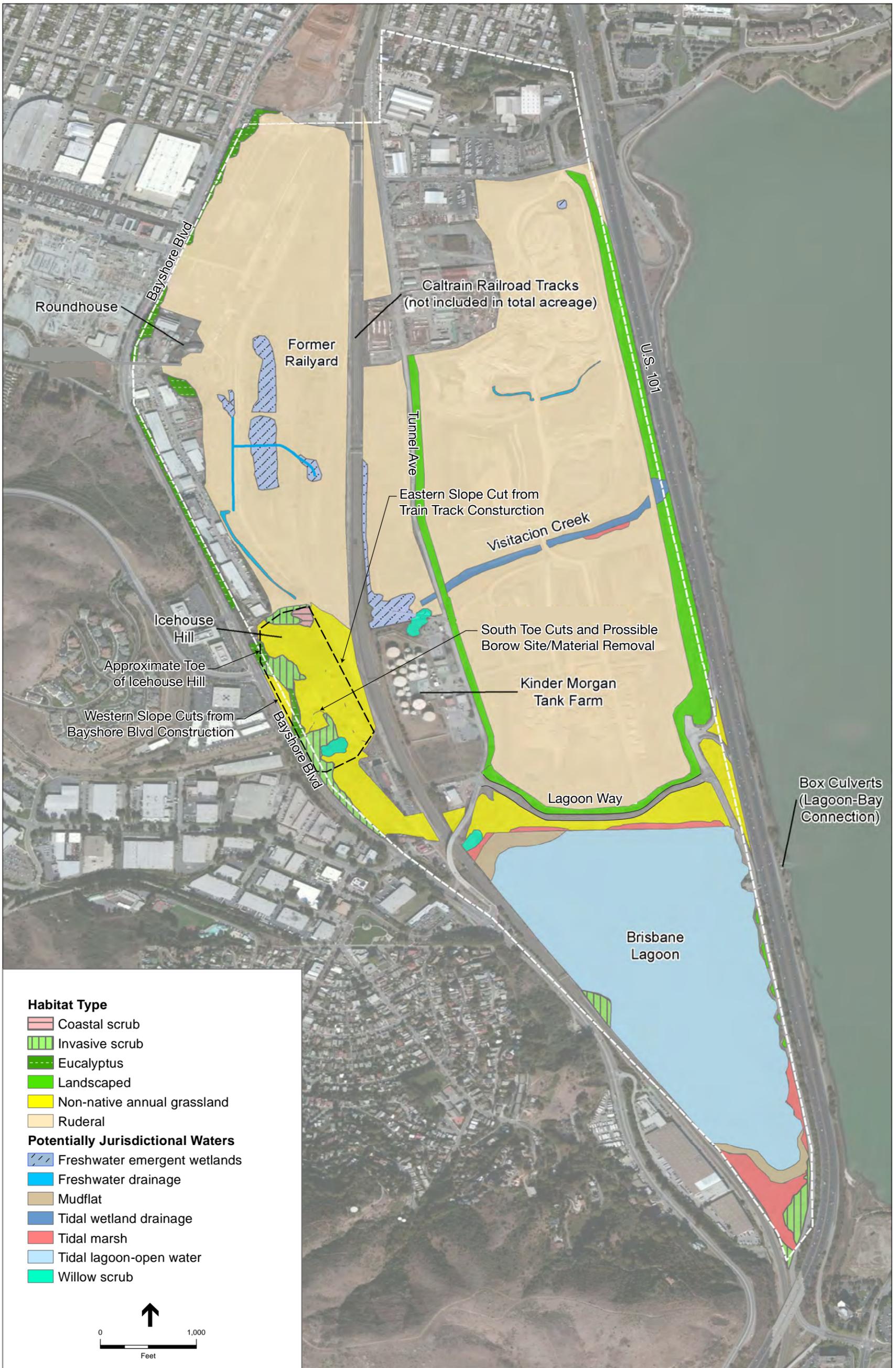
Over 87 bird species have been recorded from the Brisbane lagoon between 1990 and 2013 and this is documented in the Audubon bird count data base known as eBird¹ (eBird 2012) At least 45 species have been observed during the non-breeding season, when birds overwinter in the SF Bay region (National Audubon Society 2010).

¹ Launched in 2002 by the Cornell Lab of Ornithology and National Audubon Society, eBird provides data sources for bird abundance and distribution at a variety of spatial and temporal scales.

eBird documents the presence or absence of species, as well as bird abundance through checklist data. Individual recreational and professional bird watchers enter when, where, and how they went birding, and then fill out a checklist of all the birds seen and heard during the outing. Automated data quality filters developed by regional bird experts review all submissions before they enter the database. Local experts review unusual records that are flagged by the filters.

eBird collects observations from birders through portals managed and maintained by local partner conservation organizations.

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SOURCE: ESA, 2013

Brisbane Baylands . 206069
Figure 4.C-1
 Vegetation and Habitat Types

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Page 4.C-11 OSEC-109 [See page 5-322 for the original comment] REVISE the last full paragraph as follows:

Brisbane Lagoon is a tidal lagoon feature composed of approximately 119 acres of open water subject to muted tidal influence and an additional 17.6 acres of lagoon perimeter, located at the southern end of the Project Site. The lagoon's shorelines are a dynamic environment and depending on the tide can include some beach during low tides. During high tides, open water can extend up to the riprap edges of the Lagoon, inundating any beach or tidal habitat ~~contain little beach during high tides and most of the shoreline exposed during low tides is protected by riprap.~~ Marsh areas are present at the southern end of the lagoon, which has attained marsh plain elevations and supports tidal marsh habitat dominated by pickleweed (*Salicornia* sp). This also occurs at the northern most portion of the Lagoon where the Guadalupe Channel drains to the Lagoon.

Page 4.C-14 BCC-87 [See page 5-181 for the original comment] REVISE the discussion of special status fish within the project site as indicated below.

Special-Status Fish

The special-status fish species discussed below are assumed to be present in the Brisbane Lagoon, although species-specific surveys were not conducted, based on their known presence in the adjacent Bay waters and the lack of barriers between the lagoon and the Bay. It is plausible that individuals of the species could freely move between these two water bodies. The two large sized concrete box culverts located at the northeastern corner of the lagoon are tidally influenced with brackish conditions prevailing within the water body.

San Francisco Bay serves as a migratory pathway for two anadromous salmonid species: chinook salmon (*Oncorhynchus tshawytscha*) and steelhead (*O. mykiss*). Williams (2006) stated, "Chinook salmon and steelhead have highly variable life-history patterns, with age at spawning in Chinook varying from one year to seven years, and age at emigration to estuaries or the ocean ranging from a few days to two years. Steelhead have even more variable life histories and may omit ocean rearing altogether..." Both species spawn in gravel-bed, freshwater streams. Juveniles return (as smolts) to the ocean. A biologically profound difference between the two species is that chinook die after spawning once (semelparous), whereas steelhead have the capacity to survive the spawning run, return to sea, and spawn again in future years (iteroparous) (for recent reviews of biological literature see Williams 2006, 2012; for recent data and discussions of out-migration of juveniles through San Francisco Bay see Hearn et al. 2010, Jahn 2011a, Hearn et al. 2013). The

following salmonid evolutionary significant units² (ESUs) (NOAA Fisheries 2005a) have the potential to be near the project site.

Central California coast steelhead trout (*Oncorhynchus mykiss*) Federally Threatened, ~~California Species of Special Concern~~. Steelhead populations in what is known as the Central California Coast “evolutionarily significant unit” are listed as threatened under the Federal Endangered Species Act (FESA). Anadromous rainbow trout, or steelhead, occur in California from the Smith River in Del Norte County south along the coast to San Mateo Creek, San Diego County, and in streams of the San Francisco Estuary and Central Valley (Moyle, 2002).

All Central Valley steelhead are considered winter steelhead. Busby et al. (1996) wrote, “Steelhead within this ESU have the longest freshwater migration of any population of winter steelhead. There is essentially a single continuous run of steelhead in the upper Sacramento River. River entry ranges from July through May, with peaks in September and February; spawning begins in late December and can extend into April.”

The timing of steelhead outmigration is less well known, but trawl capture data are consistent with a late-winter and spring migration (Jahn 2011a). Steelhead smolts, like chinook smolts, migrate mainly in deep water, but steelhead tend to wander into shallow water more than chinook (Jahn 2011a). Thus, there is some chance that steelhead, especially of the coastal ESU that spawn in some south Bay tributaries, may enter the Brisbane Lagoon in small numbers. Because numbers are low, and most smolts are expected to remain in the deep channel, the probability of encounter within the lagoon at any given time would be low.

~~The “headwaters” of Visitacion Creek terminate in the former railyard area to the east of the round house and consist of shallow stagnant drainages which are dry during approximately half of the year. The drainage channels in this vicinity are not suitable for spawning steelhead due to the lack of appropriate spawning substrates and absence of sufficient attracting water flows for steelhead.~~

~~Spawning habitat for anadromous fish does not exist within Brisbane Lagoon or within the tributary channels to the lagoon. Guadalupe Creek does not provide spawning habitat because it is located underground within culverts for significant portions of its length to the west of the outfall at the northwest corner of the lagoon. The unnamed drainage that enters the southern corner of the lagoon likewise runs through underground storm~~

² Evolutionary significant unit (ESU) refers to a population of organisms that is considered to be distinct from other populations for purposes of conservation.

~~drain culverts which have eliminated the potential for spawning habitat to occur upstream from the lagoon.~~

~~Although species-specific surveys for steelhead were not conducted and there have been no documented occurrences of this species in the vicinity of the Project Site, individuals of the species could gain access to the lagoon via the box culvert that connects the Project Site to the Bay. These individuals could potentially use the lagoon for foraging. Therefore, for the purposes of this analysis the species is presumed to be present at least on an occasional basis.~~

~~Sacramento River winter-run, and Central Valley spring-run, and Central Valley fall/late fall-run Chinook salmon (*Oncorhynchus tshawytscha*) Federally Endangered, and California Threatened Endangered. The population of Chinook salmon in San Francisco Bay consists of ~~three~~ four, more-or-less, distinct races: winter-run, spring-run, and fall run, and late fall-run (Williams 2012). ~~Sacramento River winter-run Chinook salmon, listed as endangered by both the state and the federal government, migrate through San Francisco Bay from December through July with a peak in March (Moyle, 2002).~~ These races are distinguished by the seasonal differences in adult upstream migration, spawning, and juvenile downstream migration. Chinook salmon are anadromous fish, spending three to five years at sea before returning to fresh water to spawn. These fish pass through San Francisco Bay waters to reach their upstream spawning grounds. In addition, juvenile salmon migrate through the Bay en route to the Pacific Ocean.~~

~~The steelhead and Adult chinook typically occur in the Bay waters north and east of the Project Site during in-migration to freshwater, gravel-bed streams, where they die after spawning. Chinook appear to make little use of near shore habitats in San Francisco Bay (as opposed to the brackish marshes upstream of San Pablo Bay; Williams 2006). This is because the fish (at least in modern times) migrate rapidly through the lower bays on their way to the ocean (MacFarlane and Norton 2002, Hearn et al. 2010, Jahn 2011a, Hearn et al. 2013). In the CDFW Bay study, trawl captures of juvenile chinook of all sizes/stages (fry/fingerling/smolt) were mainly in the deep channels of San Pablo and Central Bay (Jahn 2011a). Chinook considered by CDFW not to be fall-run fish (i.e., the larger fish believed to represent winter-, spring-, and late fall-run ESUs) were taken in CDFW's Bay study mainly in the months of April through early June (Jahn 2011a), although the size-at-date criteria by which the fish were assigned to runs are not reliable (Williams 2006, Jahn 2011b).~~

Chinook smolts tend to migrate through San Pablo and Central Bays in a few days' time (Hearn et al. 2010, Jahn 2011a, Hearn et al. 2013). The fish also tend not to enter South Bay, and are not taken in significant numbers south of Hunters Point (Jahn 2011a). Because of their low abundance in South Bay and their tendency to remain in deep water while emigrating from their rearing habitats, it is very unlikely that any of the listed chinook ESUs will enter Brisbane Lagoon.

The only likely occurrence of the species at the project site is ~~spawning sites in the South Bay and~~ during out-migrations of ~~anadromous~~ juveniles heading from freshwater to ocean habitat. Although the great majority of outmigrating juveniles never enter South Bay, it is possible that individuals of this these species could occasionally enter Brisbane Lagoon via the box culvert that connects the Project Site with the Bay. ~~Therefore,~~ the analysis in this section is based on presumed occurrence. ~~Smolts and juveniles would not be prevented from entering the Project Site as part of their known behavior to remain in estuarine habitats before migrating to the ocean.~~

Longfin Smelt (*Spirinchus thaleichthys*) California Threatened. The life history and distribution of longfin smelt in the San Francisco Estuary are best described in a recent paper by Merz and others (2013). These authors characterize the species as estuarine, but with many individuals undergoing a migration to the ocean for several months. The species exhibits a 2-year life cycle and spawns in the low salinity zone and fresh water of the Delta in winter and early spring. The larvae gradually spread into the lower bays in spring and summer as they transform into juveniles.

A well-documented decline in numbers of this species (Rosenfield and Baxter 2007) occurred in about 2001 and is the reason for the State listing. From 2001 to 2011, the average otter trawl catch of longfin smelt in South San Francisco Bay stations nearest the Project site has been about one fish per hectare (Table 4.C-2); data courtesy of CDFW's San Francisco Bay Study and the Interagency Ecological Program for the San Francisco Estuary). The catch rate is somewhat less than abundance *per se*, because of inefficiencies in the sampling gear. However, longfin smelt are an open water species and would be expected to be even less abundant near shore, where the CDFW trawling vessel could not venture. This expectation is borne out by the CDFW beach seine program, which ran from 1980 to 1986 and consisted of monthly sampling at eight South Bay Stations (Orsi 1999). This effort yielded only 7 specimens of longfin smelt, at a time when longfin smelt were approximately six times as abundant in South Bay as they are now (Table 4.C-3).

TABLE 4.C-2
AVERAGE MONTHLY CATCH (FISH PER HECTARE) OF LONGFIN SMELT
(ALL LIFE STAGES COMBINED) AT CDFW SOUTH BAY OTTER
TRAWL STATIONS*, 2001-2011

<u>101</u>	<u>102</u>	<u>103</u>	<u>104</u>	<u>105</u>	<u>106</u>	<u>107</u>	<u>108</u>	<u>140*</u>
49.2	4.6	2.1	8.5	2.4	5.1	8.4	56.9	4.8
19.5	0	1.1	1.1	2.4	0	105.4	18.6	0
15.1	0	0	0	4.1	7.5	12.0	14.7	4.2
7.5	0	0	4.0	2.5	0	1.1	7.0	2.9
0	0	0	0	0	0	0	11.8	0
0	0	5.9	0	0	0	0	0	0
0	0	0	0	0	0.8	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.8	0
3.1	0.8	0	2.0	0	0	4.4	12.4	0
8.1	0	2.4	9.5	3.9	0	4.8	20.8	0.9
8.2	0.4	1.0	2.1	1.3	1.0	11.5	11.5	1.0

* Station 140 was added to the program in 1988.

TABLE 4.C-3
AVERAGE MONTHLY CATCH (FISH PER HECTARE) OF LONGFIN
SMELT (ALL LIFE STAGES COMBINED) AT CDFW SOUTH BAY
OTTER TRAWL STATIONS*, 1980-1986

<u>Month</u>	<u>101</u>	<u>102</u>	<u>103</u>	<u>104</u>	<u>105</u>	<u>106</u>	<u>107</u>	<u>108</u>
Jan	28.2	14.6	1.3	8.0	10.4	4.5	48.6	392.6
Feb	74.4	5.7	2.5	37.1	55.1	4.9	214.9	42.3
Mar	876.0	0	0	0	0	2.0	24.6	7.3
Apr	8.2	8.6	5.9	0.9	3.1	4.5	0	6.1
May	11.3	1.9	2.0	27.4	9.0	0	0	1.8
Jun	15.6	0	0	1.8	0	0	3.8	7.2
Jul	0	0	0	0	0	1.1	1.0	0
Aug	0	0	0	0	0	4.8	0	0
Sep	5.4	0	0	0	0	8.0	0	0
Oct	0	0	0	0	2.2	17.4	0	6.3
Nov	3.8	4.7	1.0	0	0	0	0	3.8
Dec	30.3	8.2	1.4	10.4	17.4	35.9	63.2	110.6
Total	88.5	3.6	1.2	6.9	8.1	6.4	29.3	49.6

* Data courtesy of CDFW's San Francisco Bay Study and the Interagency Ecological Program for the San Francisco Estuary.

From the above, it is only reasonable to conclude that there is a low probability of longfin smelt entering Brisbane Lagoon through the box culverts and remaining in the vicinity in significant numbers during the proposed site development. Longfin smelt listed as a California threatened species in 2009, is a small schooling fish that inhabits the freshwater section of the lower Delta and has been observed from south San Francisco Bay to the Delta, with the bulk of the San Francisco Bay population occupying the region between the Carquinez Strait and the Delta

(CDFW, 2009; Miller and Lea, 1972). They have been collected in large numbers in Montezuma slough, Suisun Bay and near the Pittsburg and Contra Costa power plants. In the fall, adults from San Francisco and San Pablo Bays migrate to fresher water in the Delta to spawn. The spawning habits of longfin smelt are similar to the delta smelt and both species are known to school together. Larval stages are known to inhabit Suisun Bay and move south within the Bay Delta as they grow larger in April and May (CDFW, 2009; Ganssle 1966). The larvae are pelagic and found in the upper layers of the water column. Data (CDFW, 2006) indicate that longfin smelt are present to a small extent in the Central Bay and are may be seasonally transient within the Brisbane Lagoon and shoreline of San Francisco Bay.

Green Sturgeon (*Acipenser medirostris*) Federally Threatened. Green sturgeon is the most widely distributed member and the most marine-oriented of North American sturgeons, entering rivers only to spawn. Adults (age 15 yrs. +) of the southern “distinct population segment” (DPS) of green sturgeon enter the Sacramento River in winter and spawn in spring and early summer; juveniles remain in fresh and estuarine waters for one to four years and then begin to migrate out to the sea (Moyle et al 1995, Moyle 2002, Israel et al. 2004). Sub-adult green sturgeon present in San Francisco Bay in summer are probably a mix of Northern and Southern DPSs (NOAA 2005b), although most of them are of the southern DPS (Israel et al. 2009). The summertime aggregations in San Pablo Bay, and in estuaries in general, are not associated with spawning (Lindley et al. 2008, Israel et al. 2009).

Although South Bay is not on the regular migration route of this species, green sturgeon are expected to occur in small numbers as strays in South Bay. It is not possible to estimate their abundance there, because no appropriate sampling programs exist for this large species, and the few small individuals that have been taken, e.g., in CDFW’s Bay study, do not provide a basis for quantitative estimation. Hearn et al. (2010) reported that known scientific collecting captures of green sturgeon were in or upstream of San Pablo Bay. At the time of their report, there were more than 400 acoustically tagged green sturgeon in the San Francisco Estuary, with the promise of increasing numbers in the future. Some of these fish have been detected at the San Francisco waterfront monitors, but not in the first two years of monitoring at an array in South San Francisco Bay near the Dumbarton Bridge (Tom Keegan, personal communication to A. Jahn, July 2011). It is possible, though it seems unlikely, that green sturgeon could occasionally wander into Brisbane Lagoon. The southern Distinct Population Segment of the green sturgeon has federal threatened status, with the only known spawning habitat available in the upper Sacramento River.

~~The green sturgeon is the most widely distributed member of the sturgeon family and the most marine-oriented of the sturgeon species. Green sturgeons use nearshore areas from Mexico to the Bering Sea and are common occupants of bays and estuaries along the western coast of the United States (Moyle et al., 1995). Adults in the San Joaquin Delta are reported to feed on benthic invertebrates including shrimp, amphipods and occasionally small fish while juveniles have been reported to feed on opossum shrimp and amphipods (Moyle et al., 1995). Adult green sturgeons migrate into freshwater beginning in late February with spawning occurring in March through July, and peak activity in April and June. After spawning, juveniles remain in fresh and estuarine waters for one to four years and then begin to migrate out to the sea (Moyle et al., 1995). Although green sturgeon are caught and observed in the lower San Joaquin River, spawning is not known to occur within that river. Green sturgeons are uncommon in the Central Bay, and therefore would uncommonly occur in the Brisbane Lagoon or shoreline areas in San Francisco Bay adjacent to the Project Site (NMFS, 2008).~~

Page 4.C-36 OSEC-115 [See page 5-322 for the original comment] **REVISE** the conclusions paragraph as follows:

Conclusions: Special status plant species are assumed to occur within the Project Site ~~only where~~ where suitable conditions occur on Icehouse Hill. Damage to or mortality of special-status plants caused by construction of trails on Icehouse Hill and an anticipated post-construction increase in recreation-related activities including equestrian uses would be a significant impact. Adherence to performance standards during construction and operation of the proposed trails set forth in **Mitigation Measures 4.C-1a** and **4.C-1b** would reduce the impacts on special-status plants to a less-than-significant level.

Page 4.C-37 BCC-107 [See page 5-185 for the original comment] **REVISE** Mitigation Measure 4.C-1b to read as follows:

Mitigation Measure 4.C-1b. Documented plant occurrences on Icehouse Hill shall be avoided by establishing a buffer zone of no less than 25 feet prior to Project trail construction, or other ground-disturbing activities having the potential to disturb or result in mortality of special-status plant populations. This buffer zone, whose specific width shall be determined based on site-specific analysis of proposed construction techniques and their potential for dust creation, shall be demarcated using flagging, orange fencing, or any other visual barrier between plant populations and the active disturbance footprint. Buffer distances may be increased if hydrology features would be altered as a result of train construction.

~~Trail configurations shall be sited to avoid special-status plants and *Viola pedunculata*. In the event the City determines that trail construction cannot be accomplished without disturbance or mortality then trail construction would be abandoned and Icehouse Hill would remain closed for public uses, special status plants shall be restored onsite in either the annual grassland or coastal scrub habitat located on Ice House Hill. Restoration would be at a 1:1 ratio consistent with typical CDFW requirements in areas that are to remain as post-development open space, as is Icehouse Hill. The 1:1 replacement ratio shall be met at the end of five years, and may therefore require initial plantings at a greater than 1:1 ratio, as determined by a qualified botanist. If feasible, special status plants and/or seeds shall be salvaged from on-site plants and used for any replacement plantings.~~

~~Trail configurations shall be sited to avoid special-status plants and *Viola pedunculata*. In the event ~~if~~ the City determines that trail construction cannot be accomplished without disturbance or mortality, no trails would be constructed and Icehouse Hill would remain closed to public uses is unavoidable, special status plants shall be restored onsite in either the annual grassland or coastal scrub habitat located on Ice House Hill. Restoration would be at a 1:1 ratio consistent with typical CDFW requirements in areas that are to remain as post-development open space, as is Icehouse Hill. The 1:1 replacement ratio shall be met at the end of five years, and may therefore require initial plantings at a greater than 1:1 ratio, as determined by a qualified botanist. If feasible, special status plants and/or seeds shall be salvaged from on-site plants and used for any replacement plantings.~~

~~To reduce impacts from off-trail use, and increased horse use in association with trail riding, trail head signage shall be required to educate the public regarding sensitive resources and restoration that would be affected by off-trail use. Mitigation areas shall be fenced or marked for three years. Protected areas shall be marked in perpetuity. Trail use rules shall be developed prior to trail construction, and in addition to limiting use to identified trails, may include other requirements to limit the possibility that sensitive species would be impacted.~~

~~As part of trail construction, native grasses, and host plant species for special status butterflies shall be planted to enhance the existing habitat and assist in soil stabilization on Icehouse Hill. A planting palette shall be designed by a qualified botanist in coordination with the San Bruno Mountain Habitat Conservation Plan using plant species that are known to have high survival rates and are compatible with the flora and fauna of the region, as proven by successful restoration efforts on San Bruno Mountain.~~

~~To avoid indirect impacts to special status plant species that could occur if slope drainage or surface hydrology is modified as a result of trail construction **Mitigation Measure 4.C1-g** shall also be applied.~~

~~Prior to issuance of project approvals, and in coordination with state and federal permitting requirements, a five-year restoration mitigation and~~

~~monitoring program shall be developed and implemented for any planting areas established to mitigate impacts to special status species plants. Restoration success criteria shall include:~~

- ~~1) Establishment of mitigation site(s) at or near the location of impacts where plant restoration will occur.~~
- ~~2) A qualified botanist shall identify an appropriate plant palette and restoration methodology compatible with the specific impacted special status species. Mitigation sites could include existing annual grassland or coastal scrub habitat areas on Icehouse Hill, depending on site conditions and locations of special status plants found.~~
- ~~3) No loss in total number of individual plants in a special status plant population found on Project Site shall be verified at the end of the five year monitoring period established in coordination with state and federal agencies with jurisdiction over these resources.~~

Page 4.C-39 BCC-111 [See page 5-186 for the original comment] ADD the following text as the final bullet point of Mitigation Measure 4.C-1c:

Establishment of seasonal restrictions or a period during which horses would be permitted to occur on Ice House Hill associated with passive recreation areas shall be implemented in a manner that coordinates best with the use pattern of special status butterflies, under consultation with a Lepidopterist.

Page 4.C-40 BCC-113 [See page 5-186 for the original comment] REVISE the second full paragraph as follows:

Build out of Project Site development would result in grading and developing existing ruderal, and non-native annual grassland habitats as well as remediation of the unpaved, non-vegetated developed areas under current commercial use (i.e. the landfill area). Resident and migratory raptors currently use ruderal, non-native annual grassland and land fill areas for foraging. Initial loss of these habitats would occur during site remediation and grading as the existing substrates will be modified. Over time the newly graded and developed site would be used by raptors species and although the total overall amount of foraging area would be reduced by approximately one third under the CPP/CPP-V scenarios and approximately one half under the DSP/DSP-V scenarios, raptors would continue to use open space areas within the Project Site for foraging after Project Site development build out is complete. ~~The CPP/CPP-V scenarios would result in approximately 203 acres of habitat enhancement and open space areas that would provide potential foraging habitat for raptors after site build out is complete. The DSP/DSP-V scenarios would include~~

~~approximately 150 acres of open space, habitat areas and promenades that would provide potential foraging habitat for raptors.~~

Page 4.C-46 BCC-119 [See page 5-187 for the original comment] REVISE the first paragraph of Mitigation Measure 4.C-1g as follows:

Mitigation Measure 4.C-1g: Construction and operation of proposed ~~recreational uses~~ and open space areas along Visitation Creek or adjacent to the northern lagoon edge shall include implementation of erosion control and water pollution control measures consistent with Storm Water Pollution Prevention Program (SWPPP) requirements, and implementation of an on-going maintenance plan to ensure no reduction in water and environmental quality as a result of recreational uses adjacent to within the Creek and lagoon.

Page 4.C-47 BCC-120 [See page 5-187 for the original comment] REVISE the final bullet point in Mitigation Measure 4.C-1g as follows.

Identify a funding mechanism to ensure site maintenance and implementation of environmental quality monitoring at the creek and lagoon as part of the open space interpretive center. Monitoring parameters ~~may shall include but would not be limited to~~ water quality monitoring that at a minimum tests the first draw of stormwater from the new rainy season, and may include, but not be limited to vegetation monitoring, and passive observation and recording of fish species present.

Page 4.C-54 BCC-136 [See page 5-190 for the original comment] REVISE the first full paragraph to read as follow:

Open space areas in the vicinity of the Project Site that support large wildlife populations and attract wildlife movement include the San Bruno Mountain area to the west of the Project Site, and wetland and aquatic habitats in San Francisco Bay located to the east of the site. Currently, suitable ~~wildlife~~ upland habitat for special status wildlife at the site is limited to Icehouse Hill, which could attract butterfly species present in the San Bruno Mountain area, ~~and~~ In addition, aquatic habitat in the lagoon ~~which~~ may attract fish species present in San Francisco Bay. Butterflies would be attracted by host species that could colonize Icehouse Hill, and fish would potentially be attracted to open water lagoon habitats at the site. Within the interior of the site currently much of the area is open, but habitat quality is low with large expanses of compacted bare ground and not likely to attract or facilitate animal movements in its current condition.

Page 4.C-54 BCC-130 [See page 5-189 for the original comment] REVISE Mitigation Measure 4.C-2a to read as follows:

Mitigation Measure 4.C-2a: The applicant shall avoid or minimize adverse effects on sensitive natural communities and restored wetland mitigation areas created to comply with remediation permit requirements or any restored habitat that may have been created as part of site clean-up actions. After Project Site remediation has concluded, measures shall be implemented to avoid impacts to sensitive natural communities or restored habitat areas, including the installation of silt fencing, straw wattles, or other appropriate erosion and sediment control methods or devices to prevent runoff and construction debris from entering these areas. Such measures shall also be employed where pre-construction grading and post-remediation development may require work adjacent to sensitive natural communities, either prior to or after restoration of those areas occurs. Where construction activities occur in the vicinity of sensitive natural communities onsite, the following shall be implemented to ensure no loss of restored mitigation sites:

- Fencing shall be erected adjacent to the areas where construction is occurring to avoid unintended impacts to sensitive natural area that occur just outside the construction area, and shall be constructed in a manner that will not impede wildlife access to wetland areas. Construction workers will be educated about local resources and instructed to avoid sensitive habitats during construction including limiting any human intrusion into natural areas.
- If work in the vicinity of natural communities cannot be avoided, work within these areas shall be conducted during the dry season, typically between May 1 and October 15, and shall occur under permit authority of CDFW, Corps and RWQCB pursuant to the CWA Section 404 requirements for avoidance, mitigation and monitoring. **Mitigation Measures 4.2-2b** and **4.C-2c** shall also apply if work cannot be avoided in or directly adjacent to sensitive natural areas or restored habitats created as part of site cleanup actions.

Page 4.C-51 Master Response 9 - REVISE Mitigation Measure 4.C-2c to read as follows:

Mitigation Measure 4.C-2c: Where disturbance to sensitive natural communities cannot be avoided, compensation shall be provided for temporary impacts and permanent loss to ensure that there is no overall loss of sensitive natural communities as a result of Project Site development. Onsite, in kind replacement of sensitive natural communities including coastal scrub, willow scrub, tidal marsh, freshwater emergent wetlands, and lined manmade drainages that have developed bed and bank characteristics shall be a condition of development. Compensation shall be detailed on an impact-specific basis and shall include development of an onsite wetland mitigation and monitoring plan, which shall be developed prior to Project Site development or in coordination with permit applications and/or

conditions. Alternately, offsite mitigation may be pursued through an approved mitigation bank, although this option may result in a higher ratio for compensation. At a minimum, such plans shall include:

- Baseline information, including a summary of findings for the most recent wetland delineation conducted at the Project Site;
- Anticipated habitat enhancements to be achieved through compensatory actions, including mitigation site location (onsite enhancement or offsite habitat creation) and hydrology;
- Performance and success criteria for wetland creation or enhancement including, but not limited to, the following:
 - At least ~~70~~90 percent survival of installed plants for each of the first three years following planting.
 - Performance criteria for vegetation percent cover in Years 1-4 as follows: at least 10 percent cover of installed plants in Year 1; at least 20 percent cover in Year 2; at least 30 percent cover in Year 3; at least 40 percent cover in Year 4; and at least 50 percent cover in Year 5.
 - Performance criteria for hydrology in Years 1-5 as follows: 14 or more consecutive days of flooding, ponding, or a water table 12 inches or less below the soil surface during the growing season at a minimum frequency of three of the five monitoring years; OR establishment of a prevalence of wetland obligate plant species.
 - Invasive plant species that threaten the success of created or enhanced wetlands should not contribute relative cover greater than 35 percent in Year 1, 20 percent in Years 2 and 3, 15 percent in Year 4, and 10 percent in Year 5.
 - If necessary, supplemental water shall be provided by a water truck for the first two years following installation. Any supplemental water must be removed or turned off for a minimum of two consecutive years prior to the end of the monitoring period, and the wetland must meet all other criteria during this period. At the end of the five-year monitoring period, the wetland must be self-sufficient and capable of persistence without supplemental water.
 - At least 75 percent cover by hydrophytic vegetation at the end of the five-year monitoring period. In addition, wetland hydrology and hydric soils must be present and defined as follows:
 - *Hydrophytic vegetation* – A plant community occurring in areas where the frequency and duration of inundation or soil saturation produce permanently or periodically saturated soils of sufficient duration to exert a controlling influence on the plant species present.

- *Wetland hydrology* – Identified by indicators such as sediment deposits, water stains on vegetation, and oxidized rhizospheres along living roots in the upper 12 inches of the soil, or satisfaction of the hydrology performance criteria listed above.
 - *Hydric soils* – Soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions, which are often characterized by features such as redox concentrations, which form by the reduction, translocation, and/or oxidation of iron and manganese oxides. Hydric soils may lack hydric indicators for a number of reasons. In such cases, the same standard used to determine wetland hydrology when indicators are lacking can be used.
- Five years after any wetland creation, a wetland delineation shall be performed to determine whether created wetlands are developing according to the success criteria outlined in the project permits. If they are not, remedial measures such as re-planting and or re-design and construction of the created wetland shall be taken to ensure that the Project’s mitigation obligations are met.
- Monitoring and reporting requirements. If permanent and temporary impacts ~~on jurisdictional waters~~ cannot be compensated onsite through the restoration or enhancement of wetland features incorporated within proposed open space areas, the specific project applicant shall provide additional compensatory mitigation for these habitat losses. Potential options include the creation of additional wetland acreage onsite or the purchase and maintenance in perpetuity of offsite mitigation as approved by the City. Offsite compensatory mitigation would be required to fulfill the performance standards described above.

Page 4.C-56 BCC-140 [See page 5-191 for the original comment] REVISE Mitigation Measure 4.C-4a as follows.

Mitigation Measure 4.C-4a: Development in the Baylands shall be subject to a requirement for a Project wide Open Space Plan to be prepared by a landscape architect in coordination with a qualified habitat restoration biologist and included as a component of ~~the~~ any Specific Plan within the Brisbane Baylands. The Plan shall incorporate designs to provide for wildlife movement corridors and to enhance habitat for native wildlife species. Specific requirements shall include the following:

- Landscaped areas shall contain a mosaic of native habitat types that support fauna of the surrounding area, including coastal scrub, grassland, and willow scrub habitats. Tree plantings shall be limited to native species whenever possible, as these species could create more nesting and roosting habitat for native birds and bats.

- Landscape plans shall incorporate both east-west and north-south open space areas, to promote both linkages between upland habitats and San Francisco Bay and linkages between upland habitats along the Bay shoreline.
- Removed trees shall be replaced at a minimum ratio of 1:1 (native trees shall be substituted for non-native trees whenever possible). The minimum ratio of 1:1 shall be met five years after planting; initial plantings may require greater than 1:1 ratio to achieve this standard.
- Nest boxes for bats and cavity-nesting bird species shall be installed in passive recreational areas.

Page 4.C-56 BBCAG-298 [See **page 5-150 for the original comment**] **REVISE** Mitigation Measure 4.C-4b as follows.

Mitigation Measure 4.C-4b: Development in the Baylands shall be subject to a requirement for a Marsh Wildlife and Habitat Protection Plan for the Project to be prepared as part of the specific plan process prior to approval of any site-specific development projects. The Habitat Protection Plan shall be prepared by a qualified biologist and subject to approval by the Brisbane Community Development Department and must be implemented prior to or concurrently with construction of development projects in the Baylands. The Plan shall provide for accommodating the hydrologic effects of 100 years of projected sea level rise, recognize potential negative effects of rodent population management programs, and include (but not be limited to), the following components:

- To minimize the effect of night lighting on wetland habitats adjacent to Project Site development, the following shall apply in the vicinity of wetlands located north of the lagoon, development north and south of the Visitacion Creek channel, and any development adjacent to freshwater wetlands in the western portion of the Project Site:
 - Street lighting shall be provided only at intersections.
 - Low-intensity street lamps and low elevation lighting poles shall be provided.
 - Internal silvering of the globe or external opaque reflectors shall be provided to direct light away from preserved wetland or open water habitats.
 - In addition, private sources of illumination around homes (**for DSP and DSP-V only**) shall also be directed and/or shaded to minimize glare into these habitats.
- Residential and commercial leases within the Project Site shall prohibit building occupants from creating outdoor feeding stations for feral cats to prevent feral cat colonies from establishing and to prevent the attraction of other predatory wildlife such as red fox, raccoon, or opossums. Such restrictions shall be monitored by a

property owners association, which shall have the right to impose fines for violation of this requirement.

- If a buffer cannot be accommodated between development and habitat areas, cyclone fencing with vinyl slats (or an equivalent screening barrier) at a minimum height of three feet for screening shall be installed outside of wetland habitat and between any preserved wetland or open water habitat and all residential or commercial development. Appropriate native vegetation shall be planted both inside and outside of the fence to provide further screening. This fencing would provide a barrier to exclude cats, dogs, and other household pets, which are not effectively deterred by buffers.
- If control of rodent populations in open space areas becomes necessary trapping and use of non-poisonous methods will be utilized. Any rodent control actions would be coordinated and documented with the County Health department.
- An education program for residents shall be developed including posted interpretive signs and informational materials regarding the sensitivity of preserved habitats, the dangers of unleashed domestic animals in this area. Such restrictions shall be monitored by a property owners association, which shall have the right to impose fines for violation of the pet policy. Such information shall be provided in the vicinity of onsite marshes where public access is provided.

Page 4.C-57 BCC-152 [See page 5-192 for the original comment] REVISE Mitigation Measure 4.C-4c to read as follows:

Mitigation Measure 4.C-4c: All development on the Baylands shall be required to have a no pets policy for construction workers. All development within the Baylands that includes a residential component shall also include a pet policy that requires residents to adhere to the measures of this policy to prevent impacts on wildlife from domestic animals. The policy shall become a part of the Covenants, Conditions, and Restrictions (CC&Rs) attached to each property deed for for-sale residential properties and enforced through the homeowners association or other entity specified in the CC&Rs, and made part of leases for residential rental properties and commercial leases within the Project Site. The pet policy shall limit the number of animals per residence and require adult cats, dogs, and rabbits to be spayed or neutered. Cats and dogs shall be required to be kept inside the residences and allowed outside residences only if on a leash and under the tenant's control and supervision, except within areas specifically designed as dog parks. Pet owners shall be required to remove any pet waste from trails or any other areas within the Baylands to prevent potential introduction of pathogens to local wildlife populations via transmittal through fecal matter. To provide effective predator control, feral animal trapping may be necessary.

Page 4.C-58 BCC-144, OSEC-95 [See page 5-316 for the original comment] REVISE

Mitigation Measure 4.C-4e as follows:

Mitigation Measure 4.C-4e: During design of any building greater than 100 feet tall, the applicant and architect shall consult with a qualified biologist experienced with urban building bird strikes design issues (as approved by the City of Brisbane Planning Department) to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall reflect most current practice in in bird strike protection, and be incorporated into the building's design:

- Treat all windows to decrease reflectivity, including ~~Use of non-reflective tinted glass and~~.
- ~~Use~~ window films to make windows visible to birds from the outside.
- Use external surfaces/designs that break up reflective surfaces.
- Use of outdoor lighting and colors of lighting that increase visibility of buildings to birds without substantially increasing energy consumption or decreasing public safety.
- Place bird attractants, such as bird feeders and baths, at least three feet and preferably 30 feet or more from windows in order to reduce collision mortality.
- A report of the design measures considered and adopted shall be provided to the City of Brisbane Planning Department for review and approval prior to construction. The City of Brisbane Planning Department shall ensure that building design related measures to reduce the risk of bird collisions have been incorporated to the extent practicable.

Page 4.C-63 BCC-88 [See page 5-181 for the original comment] (and other BCC responses) REPLACE Table 4.C-1 with revised Table 4.C-1, as follows Draft EIR Table 4.C-1 has been updated to include 2011 California clapper rail results of the Spartina Project report. Table 4.C-1 has been updated in the Final EIR to include recent detection of this species (anise swallowtail).

**TABLE 4.C-1
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE**

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
SPECIES LISTED OR PROPOSED FOR LISTING				
Animals				
Invertebrates				
San Bruno elfin butterfly <i>Callophrys mossii bayensis</i>	FE/--	Inhabits rocky outcrops and cliffs on north-facing, often shady slopes in coastal scrub and relatively undisturbed grasslands. Larval host plant is <i>Sedum spathulifolium</i> .	Low. Host plant not observed to date and not expected to occur on Project Site due to lack of suitable habitat. Species occurs on San Bruno Mountain.	February–April
Bay checkerspot butterfly <i>Euphydryas editha bayensis</i>	FT/--	Restricted to native grasslands on outcrops of serpentine, with dwarf plantain and owl's clover as host plants.	Low. No suitable habitat. Project Site. Critical habitat is located on San Bruno Mountain but not within Project Site.	February–May
Mission blue butterfly <i>Plebejus icarioides missionensis</i>	FE/--	Coastal scrub and grassland habitat. Requires <i>Lupinus albifrons</i> , <i>L. variicolor</i> , or <i>L. formosus</i> as larval host plant.	Moderate. One unidentified lupine species, (i.e. <i>Lupinus</i> sp. not keyed to the species level) was observed on Icehouse Hill during ESA's 2011 reconnaissance site visit, and multiple occurrences of mission blue butterfly are documented on lands within 0.25 mile west of the Project Site and on San Bruno Mountain.	March–July
Callippe silverspot butterfly <i>Speyeria callippe callippe</i>	FE/--	Occurs in grasslands with a native component. Host plant is <i>Viola pedunculata</i> .	High. Host plant is present on Icehouse Hill where grasses are grazed by horses, and individual plants show signs of insect herbivory. Multiple occurrences are documented on lands within 0.25 mile of the Project Site and on San Bruno Mountain.	May–July
Myrtle's silverspot butterfly <i>Speyeria zerene myrtleae</i>	FE/--	Coastal dune and coastal prairie habitat. Larval food plant is <i>Viola adunca</i> .	Low. Dune habitat is not present. Type locality is given as "San Mateo County," but no location is given. Historic reference.	June–September
Fish				
Central California coast steelhead <i>Oncorhynchus mykiss</i>	FT/CSC	Spawns and rears in coastal streams between the Russian River and Aptos Creek, as well as drainages tributary to San Francisco Bay, where gravelly substrate and shaded riparian habitat occur.	Moderate. No spawning habitat available, but may occasionally stray into Brisbane Lagoon or Visitacion Creek. Juveniles are known to spend time in San Francisco Bay.	<u>Fall through spring</u> Year-round
<u>Central Valley steelhead</u> <u><i>Oncorhynchus mykiss</i></u>	<u>FT</u>	<u>Spawns in Central Valley gravel-bed streams. Adults and juveniles migrate through San Francisco Bay. No documented straying into South Bay</u>	<u>Low. Juveniles may wander south of Hunters Point in small numbers, possibly present</u>	<u>Fall through spring</u>

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
SPECIES LISTED OR PROPOSED FOR LISTING (cont.)				
Animals (cont.)				
Fish (cont.)				
Green sturgeon <i>Acipenser medirostris</i>	FT/--	Spawns in upper Sacramento River, adults feed in Delta. <u>Juveniles common in San Pablo Bay in summer. Uncommon in Central Bay.</u>	Low. No spawning habitat within Project Area. Uncommon in <u>Central South Bay</u> based on <u>CDFW trawling tagging</u> data. Unlikely within Brisbane Lagoon or in near shore areas of Bay.	<u>Year-round</u>
Sacramento winter-run Chinook salmon <i>Oncorhynchus tshawytscha</i>	FE/CE	Spawns and rears in Sacramento River and tributaries where gravelly substrate and shaded riparian habitat occur.	Moderate/Low. Migrates through San Francisco Estuary. May occasionally stray into Brisbane Lagoon or Visitacion Creek, but no spawning habitat present.	Year-round <u>Winter and spring</u>
Central Valley spring-run Chinook salmon <i>Oncorhynchus tshawytscha</i>	FT/CT	Spawns and rears in Sacramento River and San Joaquin and River tributaries where gravelly substrate and shaded riparian habitat occur.	Moderate/Low. Migrates through San Francisco Estuary. May occasionally stray into Brisbane Lagoon or Visitacion Creek for brief stay. No spawning habitat present.	Year-round <u>Fall through Spring</u>
Longfin Smelt <i>Spirinchus thaleichthys</i>	--/CT	<u>Adults live in San Francisco Bay and Gulf of Farallons. Occure Spawns in freshwater section of lower Delta between Carquinez Straight and Delta. Larvae/juveniles invade San Pablo, Central and South Bays. Also in San Francisco bay but move to Delta for spawning.</u>	Low. Spawning habitat absent from tributaries to Brisbane Lagoons only in Delta. No historic presence in lagoon. <u>All life stages Larvae</u> are pelagic so low potential for transient presence in <u>Central Bay project area.</u>	<u>Year-round</u>
Amphibians				
California red-legged frog <i>Rana draytonii</i>	FT/CSC	Breeds in stock ponds, pools, and slow-moving streams.	Low. Aquatic habitat exists in freshwater wetlands in the old railyard, in the Roundhouse wetland and the westernmost drainage and associated wetlands; however, these wetlands are contaminated with hazardous materials that are potentially damaging to amphibians. Extant upstream populations are absent on San Bruno Mountain, and habitat fragmentation that would prevent access to the Project Site from other potentially suitable habitat; extant populations (Lake Merced and San Francisco Airport, both six miles away.)	May–August

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
SPECIES LISTED OR PROPOSED FOR LISTING (cont.)				
Animals (cont.)				
Reptiles				
San Francisco garter snake <i>Thamnophis sirtalis tetrataenia</i>	FE/CE/CFP	Most often observed in the vicinity of standing water; ponds, lakes, marshes, and sloughs. Temporary ponds and seasonal bodies of water are also used. Banks with emergent and bankside vegetation are preferred and used for cover.	Low. Marginally suitable habitat exists west of the Project Site. However, lack of habitat historically on the Project Site, distance from extant documented populations (Pacifica and San Francisco Airport, seven and six miles away, respectively), absence of extant upstream populations on San Bruno Mountain make the likelihood of occurrence extremely low.	March–November
Birds				
Western snowy plover <i>Charadrius alexandrinus nivosus</i>	FT/CSC	Sandy coastal beaches, salt pans, coastal dredged spoils sites, dry salt ponds, salt pond levees, and gravel bars. Nests in sandy substrate and forages in sandy marine and estuarine bodies.	Low. Marginal (small in area) nesting habitat on shell beach at southern end of Brisbane Lagoon on Project Site. Potential foraging habitat along tidal areas of San Francisco Bay. No documented nesting. Nearest nesting occurs in Monterey Bay.	Year-round
California black rail <i>Laterallus jamaicensis coturniculus</i>	--/CT/CFP	Salt marshes along large bays, also freshwater marshes.	Low. Marginally suitable habitat present. Not expected to inhabit smaller marshes in proximity to urban uses (PRBO, 2002). Nearest population locations south of San Francisco Airport (greater than five miles away).	Year-round
California brown pelican <i>Pelecanus occidentalis californicus</i>	DL/CFP	Nests on protected islets near freshwater lakes.	Low. No suitable nesting habitat present. May forage in bay adjacent to Project Site and in Brisbane Lagoon on Project Site where project activities are limited to trails so not likely to impact foraging habitat for the species.	May–July
California clapper rail <i>Rallus longirostris obsoletus</i>	FE/CE/CFP	Salt-water and brackish marshes with tidal sloughs.	Low. Marginally suitable breeding and foraging habitat present. However, not detected during recent protocol-level surveys. Detected from 0.1-mile east of Project Site in 2011 (ISP, 2013 ⁹).	Year-round
Bank swallow <i>Riparia riparia</i>	--/CT	Largely found in riparian ecosystems, particularly rivers in the larger lowland valleys of northern California. Nesting colonies are located in vertical banks or bluffs in friable soils.	Low. No banks suitable for nesting colonies exist within the Project Site	March-August
California least tern <i>Sternula antillarum browni</i>	FE/--	Feeds in relatively shallow, near-shore waters, coastal freshwater ponds, channels, and lakes occupied by small fish. Colonial nesters on sand, gravel, or shell beaches where visibility is good.	Observed. Noted foraging at Brisbane Lagoon on Project Site, but potential for breeding is low due to lack of suitable habitat. Nearest extant breeding colony in San Francisco Bay is located at the former Alameda Naval Air Station greater than five miles away to the east across San Francisco Bay.	April–August

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
SPECIES LISTED OR PROPOSED FOR LISTING (cont.)				
Mammals				
Salt marsh harvest mouse <i>Reithrodontomys raviventris</i>	FE/CP	Dense pickleweed marsh habitat with adjacent to uplands vegetated with salt tolerant vegetation for escape during high tides.	None. Tidal marsh in the Project Site is small in size, confined, and has no connectivity to larger-sized habitat. Project Site has abrupt transitions to rocky shoreline and uplands with lack of suitable refuge vegetation during high tides.	Resident
Plants				
Franciscan manzanita <i>Arctostaphylos franciscana</i>	FE/--/1B.1	Coastal scrub on serpentine soils.	Low. Only one plant (not located on the Project Site) believed to exist in the wild. No serpentine soils present on the Project Site. Project Site not within critical habitat proposed for the species.	February–April
San Bruno Mountain manzanita <i>Arctostaphylos imbricate</i>	--/CE/1B.1	Restricted to chaparral and coastal scrub habitats on San Bruno Mountain.	Low. No chaparral present on the Project Site. No manzanita observed in coastal scrub on the Project Site.	February–May
Presidio manzanita <i>Arctostaphylos montana</i> ssp. <i>ravenii</i>	FE/CE/1B.1	Chaparral, coastal prairie, and serpentine outcrops of coastal scrub.	Low. No chaparral or serpentine outcrops present on the Project Site. No manzanita observed in coastal scrub on the Project Site.	February–March
Pacific Manzanita <i>Arctostaphylos pacifica</i>	--/CE/1B.2	Chaparral, coastal scrub	Low. No manzanita observed in coastal scrub on the Project Site.	February–April
Robust spineflower <i>Chorizanthe robusta</i> var. <i>robusta</i>	FE/--/1B.1	Sandy or gravelly soils in coastal scrub, cismontane woodland, or coastal dunes.	Low. Although coastal scrub is present on Icehouse Hill, a dense understory of grasses is present that likely precludes establishment of this annual species.	April–September
Beach layia <i>Layia carcosa</i>	FE/C/1B.1	Occurs in openings in coastal sand dunes ranging in elevation from 0-100 feet, where it colonizes sparsely vegetated, semi-stabilized dunes and areas of recent wind erosion.	Low. Coastal dune habitat does not exist on the Project Site and this species is not expected to be found based on lack of suitable habitat.	March–July
San Francisco lessingia <i>Lessingia germanorum</i>	FE/CE/1B.1	Remnant dunes in coastal scrub.	Low. Although coastal scrub is present on the Project Site, there is no evidence of remnant dune habitat.	(June) August–November
White-rayed pentachaeta <i>Pentachaeta bellidiflora</i>	FE/CE/1B.1	Grasslands, usually dry rocky or grassy slopes with serpentine soils.	Low. Limited grasslands provide only marginal habitat. Serpentine soils not present within the Project Site.	March–May
Showy 66ancheria clover <i>Trifolium amoenum</i>	FE/--/1B.1	Coastal bluff scrub, valley and foothill grassland, sometimes on serpentine.	Low. Limited grasslands provide only marginal habitat. Serpentine soils not present within the Project Site.	April–June

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
OTHER SPECIAL-STATUS SPECIES				
Animals				
Invertebrates				
Incredible harvestman <i>Banksula incredula</i>	--/*	Known only at San Bruno Mountain.	Low. Restricted to type locality on San Bruno Mountain.	Year-round
Tomales isopod <i>Caecidotea tomalensis</i>	--/*	Localized freshwater ponds or streams with still or near-still water.	Low. Nearest occurrences are from Pacifica, approximately 5 miles away from Project Site. Little information is available for this species.	Year-round
Sandy beach tiger beetle <i>Cicindela hirticollis gravida</i>	--/*	California coastlines in clean, light-colored sand above wave action; larvae prefer moist sand.	Low. Nearest records in San Francisco are historical (1906, 1922) and have since been extirpated.	Year-round
Stage's durfourine bee <i>Dufourea stagei</i>	--/*	San Bruno Mountain.	Low. Little information exists regarding this species; only known from San Bruno Mountain.	Year-round
Leech's skyline diving beetle <i>Hydroporus leechi</i>	--/*	Sag ponds on the San Francisco peninsula.	Low. Only known occurrences are from Pacifica, approximately 5 miles away from Project Site. Little information is available for this species.	Year-round
San Francisco forktail damselfly <i>Ischnura gemina</i>	--/*	Sag ponds on the San Francisco peninsula.	Low. Only known occurrences are from Pacifica, approximately 5 miles away from Project Site. Little information is available for this species.	Year-round
Bumblebee scarab beetle <i>Lichnanthe ursina</i>	--/*	Coastal sand dunes, typically flying close to sand surface near the crest of the dunes.	Low. No sand dune habitat is present in the vicinity of the Project Site.	Year-round
Reptiles				
Western pond turtle <i>Emys marmorata</i>	--/CSC	Freshwater ponds and slow streams edged with sandy soils for laying eggs.	Low. Freshwater aquatic habitat at the Project Site is not large enough to support this species.	Year-round
Fish				
Pacific herring <i>Clupea pallasii</i>	CDFW-regulated fishery	San Francisco Bay has been a major spawning ground for species. Preferred spawning substrate is eelgrass (which was not observed onsite) and algae, but the species will also use pier pilings, riprap, and other rigid, smooth structures within Bay waters. Recent spawning areas include Oyster Point and Hunters Point.	Low. Aquatic habitat in Brisbane Lagoon is marginal for this species. Spawns in large schools that are unlikely to move from bay to lagoon through culverts.	November–March
Hardhead <i>Mylopharodo concephalus</i>	--/CSC	Clear, deep pools with sand, gravel, or boulder bottoms and slow water velocity.	Low. Freshwater habitats on the Project Site are small and isolated without rocky substrate; nearest occurrence is from Lake Merced, a much larger water body more than 3 miles west of the Project Site.	Year-round

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name <i>Scientific Name</i>	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
OTHER SPECIAL-STATUS SPECIES (cont.)				
Animals (cont.)				
Fish (cont.)				
Central Valley fall/late fall-run Chinook salmon <i>Oncorhynchus tshawytscha</i>	--/CSC	Spawns and rears in Sacramento River and tributaries where gravelly substrate and shaded riparian habitat occur.	Moderate. Migrates through San Francisco Bay. May occasionally stray into Brisbane Lagoon or Visitacion Creek, but no spawning habitat available.	Year-round
Birds				
Cooper's hawk <i>Accipiter cooperi</i>	--/CSC	Nests in conifers or deciduous stands near riparian areas; also nests in urban areas near riparian corridors.	Low. Suitable nesting habitat occurs in larger eucalyptus within the Project Site. However, species is closely tied to riparian corridors, which are lacking at the Project Site.	March–August
White-tailed kite <i>Elanus leucurus</i>	--/CP	Forages in grasslands and ruderal habitats. Nests in small to large size trees in riparian or savanna and can use trees in various grasslands. Can nest and forage in ruderal and agricultural settings.	Moderate. Trees surrounding edges of Project Site are suitable for nesting. Foraging habitat is present across ruderal and grassland habitat within Project Site.	Resident
Sharp-shinned hawk <i>Accipiter striatus</i>	--/CSC	Nests in forest canopy.	Low. Do not generally breed in the region. May winter in the area.	Winter
Great egret <i>Ardea alba</i>	--/* Rookeries only	Nests colonially in groves of trees. Rookery sites located near marshes, tide-flats, irrigated pastures, and margins of rivers and lakes.	Low. Potential nesting habitat is not available on the site and rookery formation is unlikely. Individual birds likely to forage in wetland habitat and at Brisbane Lagoon. Large eucalyptus are present at margins of Project Site representing potential nesting locations, but high levels of disturbance preclude nesting activity. No rookeries were observed or are recorded in the immediate vicinity.	Year-round
Great blue heron <i>Ardea herodias</i>	--/* Rookeries only	Nests colonially in groves of trees. Rookery sites located near marshes, tide-flats, irrigated pastures, and margins of rivers and lakes.	Low. Potential nesting habitat is not available on the site and rookery formation is unlikely. Individual birds have been observed foraging in the former landfill portion of the Project Site. Large eucalyptus at margins of Project Site represent potential nesting sites, but high levels of disturbance preclude nesting activity. No rookeries were observed or are recorded in the immediate vicinity.	Year-round
Short-eared owl <i>Asio flammeus</i>	--/CSC	Nests in fresh and salt marshes with tules or tall grasses, in depression on ground concealed by vegetation.	Low. Potentially suitable foraging habitat present in marshes at northern end of Project Site. Not expected to nest in the region.	Winter

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
OTHER SPECIAL-STATUS SPECIES (cont.)				
Animals (cont.)				
Birds (cont.)				
Great horned owl <i>Bubo virginianus</i>	--/3503.5	Often uses abandoned nests of corvids or squirrels; nests in large oaks, conifers, eucalyptus.	Moderate. Suitable nesting habitat occurs in mature eucalyptus within the Project Site.	Year-round
Red-shouldered hawk <i>Buteo lineatus</i>	--/3503.5	Usually nests in large trees, often in woodland or riparian deciduous habitats. Forages over open grasslands and woodlands.	Observed. Suitable nesting habitat occurs in mature eucalyptus within the Project Site.	Year-round
Red-tailed hawk <i>Buteo jamaicensis</i>	--/3503.5	Usually nests in large trees, often in woodland or riparian deciduous habitats.	Observed. Suitable nesting habitat occurs in mature eucalyptus within the Project Site. Observed foraging over the Project Site and roosting in eucalyptus along Bayshore Boulevard.	Year-round
Northern harrier <i>Circus cyaneus</i>	--/CSC	Mostly nests in emergent vegetation, wet meadows, or near rivers and lakes, but may nest in grasslands away from water.	Moderate. Potentially suitable nesting and foraging habitat present at Project Site.	Year-round
American kestrel <i>Falco sparverius</i>	--/3503.5	Nests in cavities in large trees near open areas.	Observed. Forages over the Project Site. May nest in cavities of mature eucalyptus within the Project Site.	Year-round
Salt-marsh common yellowthroat <i>Geothlypis trichas sinuosa</i>	--/CSC	Emergent wetlands.	Moderate. Resident of San Francisco Bay region salt and freshwater marshes. Small and fragmented marsh size may reduce likelihood of presence.	Year-round
Alameda song sparrow <i>Melospiza melodia pusillula</i>	--/CSC	Salt marshes of Central San Francisco Bay.	Moderate. Suitable habitat present. Small and fragmented marsh size may reduce likelihood of presence.	Year-round
Double-crested cormorant <i>Phalacrocorax auritus</i>	--/CSC	Nests colonially on coastal cliffs, on offshore islands, and along lake margins.	Low. Foraging habitat available at Project Site but no suitable breeding habitat on site.	Year-round
Allen's hummingbird <i>Selasphorus sasin</i>	/* (AWLY)	Inhabits coastal scrub and a variety of woodlands and riparian habitat, as well as gardens in the urban-wildland interface.	Moderate. Suitable nesting and foraging habitat is present in coastal scrub on Icehouse Hill.	January–July
Barn owl <i>Tyto alba</i>	--/3503.5	Found in open and partly open habitats, especially grasslands. Nests in tree cavities or buildings.	Observed. Suitable nesting habitat in abandoned or underused buildings on the Project Site (WRA, 2003).	Year-round
Burrowing Owl <i>Athene cunicularia</i>	-/CSC	Found in open and partly open habitats, especially grasslands. Nests in small mammal burrows or manmade burrows.	Low. Suitable foraging habitat occurs within the non-native annual grassland and ruderal habitats across the project site. If burrows are present there is a potential for owls to occupy them and use site for foraging and breeding.	Year-round

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
OTHER SPECIAL-STATUS SPECIES (cont.)				
Animals (cont.)				
Mammals				
Pallid bat <i>Antrozous pallidus</i>	--/CSC/WBWW-HP	Occurs in various habitats including rocky arid deserts and canyon lands, shrub-steppe grasslands, and higher-elevation forests. Roosts include rocky outcrops and cliffs, caves, mines, trees, and various human structures.	Moderate. Potential roosting habitat is available in eucalyptus trees and crevices in the Roundhouse building. Good foraging habitat is available throughout the Project Site.	March–August
Townsend's Pacific big-eared bat <i>Corynorhinus townsendii townsendii</i>	--/CSC/WBWW-HP	Inhabits a variety of habitats; requires caves or human-made structures for roosting.	Moderate. Potential roosting habitat is available in eucalyptus and crevices in the Roundhouse building. Good foraging habitat is available throughout the Project Site.	April–August
Hoary bat <i>Lasiurus cinereus</i>	--/*/WBWW-MP	Prefers open habitats or habitat mosaics; roosts in dense foliage of medium to large trees.	Moderate. Potential roosting habitat is available in larger landscape trees and eucalyptus on the Project Site. Good foraging habitat is available throughout the Project Site.	April–August
Long-eared myotis <i>Myotis evotis</i>	--/*/WBWW-MP	Inhabits woodlands and forests; roosts in crevices and snags.	Moderate. Potential roosting habitat is available in eucalyptus and crevices in the Roundhouse building. Good foraging habitat is available throughout the Project Site.	April–August
Fringed myotis <i>Myotis thysanodes</i>	--/*/WBWW-HP	Inhabits a variety of woodland habitats, roosts in crevices or caves, and forages over water and open habitats.	Moderate. Potential roosting habitat is available in eucalyptus and crevices in the Roundhouse building. Good foraging habitat is available throughout the Project Site.	April–August
Yuma myotis <i>Myotis yumanensis</i>	--/CSC	Open forests and woodlands below 8,000 feet in close association with water bodies.	Moderate. Potential roosting habitat is available in eucalyptus and crevices in the Roundhouse building. Good foraging habitat is available throughout the Project Site.	March–August
Harbor seal <i>Phoca vitulina richardsi</i>	MMPA/--	Only permanent resident marine mammal in San Francisco Bay. Haul-out sites are used for pupping and are primarily located in the north, central and south bay. Uses deep water for foraging and feeds primarily on fish.	Low. Potential for foraging in offshore waters, but no suitable haul-out sites exist on Project Site.	Year-round
California sea lion <i>Zalophus californianus</i>	MMPA/--	Occurs along west coast from Vancouver to Gulf of California. In San Francisco Bay, uses deep waters and haul-out sites at Pier 39, Angel Island, and Seal Rock.	Low. Presence in bay tied to that of Pacific herring. No breeding or pupping known to occur within the estuary. No suitable haul-out sites present on Project Site.	Year-round

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
OTHER SPECIAL-STATUS SPECIES (cont.)				
Plants				
Bent-flowered fiddleneck <i>Amsinckia lunaris</i>	--/--/1B.2	Coastal bluff scrub, valley and foothill grassland.	Moderate. Potential habitat exists on Icehouse Hill. Documented from San Bruno Mountain (CDFW, 2013).	March–June
Montara manzanita <i>Arctostaphylos montaraensis</i>	--/--/1B.2	Maritime chaparral, coastal scrub.	Low. Nearby occurrences are on steep slopes associated with Montara Mountain and San Bruno Mountain; no similar habitat exists within the Project Site.	January–March
Alkalil milk vetch <i>Astragalus tener</i> var. <i>tener</i>	--/--/1B.2	Adobe clay soils in valley and foothill grassland.	Low. Adobe clay soils not present on the Project Site. Believed extirpated from the United States Geological Survey San Francisco South quadrangle.	March–June
Bristly sedge <i>Carex comosa</i>	--/--/2.1	Coastal prairie, marshes and swamps, valley and foothill grasslands.	Moderate. Nearest CNDDDB occurrence is historical and potentially extirpated, but potential habitat is present in freshwater wetlands in the former railyard area.	
Pappose tarplant <i>Centromadia parryi</i> ssp. <i>parryi</i>	--/--/1B.2	Vernally mesic, often alkaline microhabitats in valley and foothill grassland, coastal salt marsh, meadows and seeps, coastal prairie.	Low. Suitable habitat exists throughout Project Site. However, the only location documented on the San Francisco peninsula is historical and near Mussel Beach. Would likely have been identified during site wetland delineation and other site assessments.	May–November
San Francisco Bay spineflower <i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>	--/--/1B.2	Sandy soils in coastal bluff scrub, coastal dunes, coastal prairie, or coastal scrub.	Low. Value of suitable habitat on Icehouse Hill is reduced by density of understory grasses.	April–July
Franciscan thistle <i>Cirsium andrewsii</i>	--/--/1B.2	Mesic and sometime serpentine-derived soils in coastal bluff scrub, coastal scrub, and coastal prairie.	Low. Potentially suitable habitat occurs on Icehouse Hill. However, known primarily from coast and only one historical collection from San Francisco South quad.	March–July
Compact cobwebby thistle <i>Cirsium occidentale</i> var. <i>compactum</i>	--/--/1B.2	Coastal dunes, scrub, and prairie.	Low. Potentially suitable habitat occurs on Icehouse Hill. However, known primarily from coast and only one historical collection from San Francisco South quad.	April–June
San Francisco collinsia <i>Collinsia multicolor</i>	--/--/1B.2	Sometimes on serpentine soils in coastal scrub.	Moderate. May occur in coastal scrub habitat on Icehouse Hill. Occurs on nearby Bayview Hill and on San Bruno Mountain (Wood, 1996). No serpentine soils occur on Project Site.	March–May
Fragrant fritillary <i>Fritillaria liliacea</i>	FSC/--/1B.2	Coastal prairie and scrub, grasslands, often on serpentine soils.	Low. Serpentine soils are not present on Project Site. Scrub habitat is generally not open enough and grasslands are of marginal suitability for this species.	February–April

TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
OTHER SPECIAL-STATUS SPECIES (cont.)				
Plants (cont.)				
Dune gilia <i>Gilia capitata</i> ssp. <i>chamissonis</i>	--/--/1B.1	Coastal dunes and coastal scrub.	Low. No dune habitat present on Project Site; even quality coastal scrub understory dense with grasses and not conducive to persistence of herbaceous annuals.	April–June
San Francisco Gumplant <i>Grindelia hirstuta</i> var. <i>maritima</i>	--/--/3.2	Near or above high tide line of tidal marsh surrounding San Francisco Bay. Occurs among pickleweed and typical salt marsh halophytes.	High. <i>Grindelia</i> sp. observed around Brisbane Lagoon in appropriate habitat. Not collected or keyed during reconnaissance level surveys.	June–September
Diablo helianthella <i>Helianthella castanea</i>	--/--/1B.2	Broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland.	Low. Limited suitable habitat present on Project Site. Not observed.	March–June
Seaside tarplant <i>Hemizonia congesta</i> ssp. <i>congesta</i>	--/--/1B.2	Valley and foothill grasslands, sometimes along roadsides.	Low. Records in the CNDD) are historical and the species has likely been extirpated.	April–November
Short-leaved evax <i>Hesperevax sparsiflora</i> var. <i>brevifolia</i>	--/--/1B.2	Sandy soils in coastal bluff scrub.	Low. Species would have difficulty competing with dense, grassy coastal scrub understory. Only a small amount of quality habitat available on Icehouse Hill on Project Site. Not observed.	March–June
Kellog's horkelila <i>Horkelia cuneata</i> var. <i>sericea</i>	--/--/1B.1	Sandy or gravelly openings in coastal scrub.	Low. Only a small amount of suitable habitat present on Icehouse Hill within Project Site. Not observed.	April–September
Rose leptosiphon <i>Leptosiphon rosaceus</i>	--/--/1B.1	Coastal bluff scrub.	Low. While coastal scrub occurs on Icehouse Hill, no coastal bluffs exist within the Project Site, and other occurrences of this species are found on bluffs adjacent to the Pacific Ocean. Not observed.	April–July
Arcuate bush-mallow <i>Malacothamnus arcuatus</i>	--/--/1B.2	Chaparral, cismontane woodlands.	Low. Colonies previously found in hills of the Coast Range west of the Project Site. Chaparral habitat is not present on the Project Site.	April–September
Choris' popcorn-flower <i>Plagiobothrys chorisianus</i> var. <i>chorisianus</i>	--/--/1B.2	Mesic areas in coastal prairie, coastal scrub, and chaparral.	Moderate. Potential habitat exists on Icehouse Hill. Recorded from Visitacion Valley historically. Not observed.	March–June
Adobe sanicle <i>Sanicula maritima</i>	--/--/1B.1	Chaparral, coastal prairie, meadows and seeps, valley and foothill grasslands.	Low. Only known occurrence from Potrero Hill in San Francisco is likely extirpated.	February–May

**TABLE 4.C-1 (Continued)
SPECIAL-STATUS SPECIES POTENTIALLY OCCURRING WITHIN THE PROJECT SITE**

Common Name Scientific Name	Listing Status USFWS/ CDFW/CNPS^a	General Habitat	Potential for Species Occurrence Within Project Site	Period of Identification
OTHER SPECIAL-STATUS SPECIES (cont.)				
Plants (cont.)				
San Francisco campion <i>Silene verecunda</i> ssp. <i>verecunda</i>	--/--/1B.2	Sandy soils in valley and foothill grassland, coastal scrub, and chaparral.	Moderate. Suitable habitat exists on Icehouse Hill. Occurs on San Bruno Mountain. Not observed.	March–June
San Francisco owl's clover <i>Triphysaria floribunda</i>	--/--/1B.2	Usually on serpentine-derived soils in coastal prairie, coastal scrub, or valley and foothill grassland.	Low. Only a small area of moderate quality grassland habitat is present on the Project Site. No serpentine soils are present. Not observed.	April–June
California triquetrella <i>Triquetrella californica</i>	--/--/1B.2	Coastal bluff scrub and coastal scrub.	Low. Coastal scrub understory on Icehouse Hill generally too dense with grasses, small patch sizes for suitable habitat.	December–March

^a STATUS CODES

Federal (U.S. Fish and Wildlife Service [USFWS]):

FE = Listed as Endangered (in danger of extinction) by the federal government.
 FT = Listed as Threatened (likely to become Endangered within the foreseeable future) by the federal government.
 FP = Proposed for Listing as Endangered or Threatened.
 FC = Candidate to become a *proposed* species.
 DL = Delisted (no longer considered threatened or endangered due to recovery of the species).
 MMPA = Marine Mammal Protection Act

State (California Department of Fish and Game [CDFW]):

CE = Listed as Endangered by the State of California.
 CT = Listed as Threatened by the State of California.
 CFP = Listed as Fully Protected by the State of California.
 CR = Listed as Rare by the State of California (plants only).
 CSC = California Species of Special Concern.
 3503.5 = Protection for nesting species of Falconiformes (hawks) and Strigiformes (owls).
 *Special animal—listed on CDFW's Special Animals List.

California Rare Plant Rank (CRPR):

Rank 1A= Plants presumed extinct in California.
 Rank 1B = Plants rare, Threatened, or Endangered in California and elsewhere.
 Rank 2 = Plants rare, Threatened, or Endangered in California but more common elsewhere.

An extension reflecting the level of threat to each species is appended to each rarity category as follows:

- .1 – Seriously endangered in California.
- .2 – Fairly endangered in California.
- .3 – Not very endangered in California.

Audubon Watch List (AWL):

AWLR = Red List; species that are declining rapidly, have very small populations or limited ranges, and face major conservation threats. These typically are species of global conservation concern.
 AWLY = Yellow List; species that are also declining but at a slower rate than those in the red category. These typically are species of national conservation concern.

Western Bat Working Group (WBWG):

HP = High conservation priority; species are imperiled or at high risk of imperilment.
 MP = Medium conservation priority; a lack of information regarding the status of the species constitutes a threat, and conservation actions are warranted.

SOURCE: CDFW, 2013; CNPS, 2013; Leidy et al., 2003; USFWS, 2013.

Page 4.C-74 **ADD** the following references to the references list on pages 4.C-74 through 4.C-76:

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- MacFarlane, R. B., & Norton, E. 2002. Physiological ecology of juvenile chinook salmon (*Oncorhynchus tshawytscha*) at the southern end of their distribution, the San Francisco Estuary and Gulf of the Farallones, California. Fishery Bulletin 100: 244-257.
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Cultural Resources

Page 4.D-16 OSEC-126 [See page 5-324 for the original comment] **REPLACE** Draft EIR Table 4.D-1 with revised Table 4.D-1, which reads as follows:

**TABLE 4.D-1
HISTORICAL SIGNIFICANCE OF RESOURCES WITHIN OR ADJACENT TO PROJECT SITE**

Current Name / Description	Historic Name / Use	Eligibility
Roundhouse	Former Southern Pacific Roundhouse	Considered to be a "historical resource" as defined by CEQA Guidelines Section 15064.5(a).
Machinery & Equipment Building	Former SPRR Ice Manufacturing Plant	Considered to be a "historical resource" as defined by CEQA Guidelines Section 15064.5(a).
Lazzari Charcoal Building	Former Southern Pacific Tank and Boiler Shop	Not considered "historical resources" for purposes of CEQA Guidelines Section 15064.5(a).
Industrial Way warehouses	Former Bone Storage House. No other historic names present or (not applicable)	Not considered "historical resources" for purposes of CEQA Guidelines Section 15064.5(a).
Lumberyard buildings	(not applicable)	Not considered "historical resources" for purposes of CEQA Guidelines Section 15064.5(a).
Freight Yard Cultural Landscape	Former Southern Pacific Freight Yard	Not considered a "historical resource" for purposes of CEQA Guidelines Section 15064.5(a).
Recology site	Landfill diversion and resource recovery services	Not considered a "historical resource" for purposes of CEQA Guidelines Section 15064.5(a).

SOURCE: ESA, 2012, 2013.

Page 4.D-25 OSEC-127 [See page 5-324 for the original comment] ADD text to the last paragraph as follows:

A reconnaissance-level pedestrian field survey of the entire Project Site was completed by ESA architectural historian, Brad Brewster, on June 14, 2007, to identify potentially significant historic architectural resources that could be directly or indirectly affected by the Project Site development.

Page 4.D-27 UPC2-8 [See page 5-531 for the original comment] REVISE Mitigation Measure 4.D-1a to read as follows.

Mitigation Measure 4.D-1a: Within 90 days of Specific Plan adoption or prior to the issuance of the first grading or building permit within the Project Site (whichever occurs first), the property owner shall prepare and implement a stabilization plan subject to review and approval by the Brisbane Planning Department to protect and stabilize the Roundhouse from further deterioration and future vandalism. Such a plan may include, but is not limited to, additional protective fencing, signage, installation of temporary roof coverings to protect the interior from rainwater intrusion, and covering of all window and door openings with plywood. In preparation of the stabilization plan, the property owner shall use the National Park Service's *Preservation Brief #31, Mothballing Historic Buildings*.

~~Prior to~~ ~~Within 90 days of~~ the issuance of any planning or development approval ~~for use of the historic Roundhouse~~ (e.g., ~~site remediation, grading,~~ site development plan, building permit) ~~encompassing the area of the historic Roundhouse,~~ the property owner shall also submit a rehabilitation plan for the historic Roundhouse to the City for review and approval by the Brisbane Planning Commission. Implementation of the rehabilitation plan shall be completed prior ~~to the first issuance of an occupancy permit for the area subject to the planning or development permit approved encompassing the area of the~~ historic Roundhouse.

The rehabilitation plan shall be consistent with the performance standards contained in the following documents:³

- The Secretary of the Interior’s Standards for Rehabilitation. Such standards call for the retention of significant, character-defining features of the building while finding a new use for the structure that is compatible with its historic character;
- The National Park Service’s *Preservation Brief #17, Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Architectural Character*; and
- The National Park Service’s *Preservation Brief #18, Rehabilitating Interiors in Historic Buildings - Identifying and Preserving Character-Defining Elements*.

To ensure compliance with the Secretary of the Interior’s Standards for Rehabilitation, rehabilitation plans shall also be reviewed by a qualified consulting architectural historian who meets the Secretary of the Interior’s Standards for Architectural History prior to action by the Planning Commission. The rehabilitation plans shall meet a minimum of 7 out of 10 of the standards.

The Secretary of the Interior’s Standard #6, specifically, requires that replacement of missing features will be substantiated by documentary and physical evidence. As nearly 50 percent of the building is missing due to fires and vandalism, such evidence is key to its successful rehabilitation. Original plans and early photographs of the Roundhouse are available at the Library and Collections Department of the California State Railroad Museum in Sacramento. These original plans and early photographs shall be used when preparing the rehabilitation plan for this building to ensure that rehabilitation efforts will adequately preserve the historic architectural and structural integrity of the building.

³ The 10 Standards for Rehabilitation and Preservation Briefs #31, 17 18 and 31 are provided in **Appendix F** of this EIR.

Geology, Soils, and Seismicity

Page 4.E-38 OSEC-155 [See page 5-327 for the original comment] ADD text to the third paragraph as follows:

Under Order 01-041 from the RWQCB (2001), clay cap material must be maintained over landfill materials and undeveloped or open space areas. “If the cap should be breached (i.e., damaged such that its original purpose is compromised) by any means (differential settlement, construction, plantings, etc.), adequate restorative measures are required by Order 01-041 to maintain the integrity of the cap.”

Page 4.E-39 BBCAG-75 [See page 5-102 for the original comment] REVISE Mitigation Measure 4.E-2a as follows:

Mitigation Measure 4.E-2a: Prior to the issuance of a grading permit, applicants for all site-specific development and infrastructure projects within the Project Site, including structures, utilities, and roadways shall submit to the City Engineer a final design-level geotechnical report prepared by a licensed geotechnical or soil engineer experienced in construction methods on fill materials in an active seismic area. The report shall provide site-specific construction methods and recommendations regarding grading activities, fill placement, soil corrosivity/expansion/erosion potential, compaction, foundation construction, drainage control (both surface and subsurface), and avoidance of settlement, liquefaction, differential settlement, spread of leachate outside of the former landfill, and seismic hazards in accordance with current California Building Code requirements including Chapter 16, Section 1613.

The report shall also require that all subsurface improvements such as utilities that include any materials susceptible to corrosive effects would be engineered in conformance with the most recently adopted California Building Code requirements including the use of engineered backfill.

The report shall also include stability analyses of final design cut and fill slopes, including recommendations for avoidance of slope failure(s). The final grading plan and associated development elements including the landfill cap layer shall be designed and constructed in accordance with requirements of the final design-level geotechnical investigation as approved by the City Engineer prior to the issuance of any building permits.

Designers and contractors shall comply with recommendations of the design-level geotechnical investigation during pProject construction including any modifications required by the City Engineer. A licensed geotechnical or soil engineer shall monitor earthwork and construction activities to ensure that recommended site-specific construction methods are followed during Project construction. These recommendations shall be incorporated into all development plans submitted and approved for the Project Site development as conditions of approval.

Page 4.E-40 OSEC-160 [See page 5-327 for the original comment] REVISE the final paragraph as follows:

Conclusion: Because the potential for liquefaction ~~may be~~ is present at the site and would require site-specific analysis to determine the amount of potential settlement that could occur, this impact would be significant.

Mitigation Measure 4.E-3 is recommended to minimize impacts under all of the proposed development scenarios.

Page 4.E-42 UPC 2-10 [See page 5-531 for the original comment] ADD text to Mitigation Measure 4.E- as follows.

Mitigation Measure 4.E-4a: Site-specific development projects within the Baylands Project Site shall not place new fill materials within 600 feet of Brisbane Lagoon, except when required for roadway improvements, habitat enhancement, or other approved site improvements. Placement of new fill materials within 600 feet of the Brisbane Lagoon shall be designed to prevent erosion of soils into the lagoon during and subsequent to construction. All manufactured slopes shall require certification by a licensed geotechnical engineer to the satisfaction of the City Engineer that a factor of safety of at least 1.5 for static conditions and 1.2 under dynamic conditions will be achieved.

Page 4.E-44 OSEC-167 [See page 5-328 for the original comment] ADD text to the end of the second full paragraph as follows:

“Policy 152 requires, among other things, that soil and geologic investigations be done in areas identified as prone to slope instability. Program 152e specifically addresses areas that may be prone to erosion. Since protection of slope stability is often related to drainage control and prevention of soil erosion, adherence to Policy 152 could also be effective in minimizing the potential for soil erosion.”

Greenhouse Gas Emissions

Page 4.F-1 OSEC-173 [See page 5-328 for the original comment] ADD text to the second paragraph as follows:

“Global warming” and “global climate change” are the terms used to describe the increase in the average temperature of the earth’s near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal (IPCC, 2007), with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. By 2050, the frequency of 14-day heat waves is projected to increase up to tenfold (CARB, 2014). Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Page 4.F-2 OSEC-190 [See page 5-331 for the original comment] REVISE the last paragraph as follows.

Global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include the displacement of thousands of coastal businesses and residences, impacts on agriculture, changes in disease vectors, and changes in habitat and biodiversity. As the California Air Resources Board (CARB) *Climate Change Scoping Plan* noted, the legislature in enacting Assembly Bill (AB) 32 found that global warming would cause detrimental effects to some of the state's largest industries, including agriculture, winemaking, tourism, skiing, commercial and recreational fishing, forestry, and the adequacy of electrical power generation. The *Climate Change Scoping Plan* states as follows (CARB, 2011): "The impacts of global warming are already being felt in California. The Sierra snowpack, an important source of water supply for the state, has shrunk 10 percent in the last 100 years. It is expected to continue to decrease by as much as 25 percent by 2050. World-wide changes are causing sea levels to rise – about eight inches of increase has been recorded at the Golden Gate Bridge over the past 100 years – threatening low coastal areas with inundation and serious damage from storms."

Page 4.F-3 OSEC-191 [See page 5-331 for the original comment] ADD the following text after the first full paragraph:

Uptake of anthropogenic CO₂ results in gradual acidification of the ocean. The pH of surface seawater has decreased by 0.1 since the beginning of the industrial era, corresponding to a 26% increase in hydrogen ion concentration. The observed pH trends range between a –0.0014 and –0.0024 reduction per year in surface waters. In the ocean interior, natural physical and biological processes, as well as uptake of anthropogenic CO₂, can cause changes in pH over decadal and longer time scales (Rhein et al, 2013).

While more than half of the CO₂ emitted is currently removed from the atmosphere within a century, some fraction (about 20%) of emitted CO₂ remains in the atmosphere for many millennia. Because of slow removal processes, atmospheric CO₂ will continue to increase in the long term even if its emission is substantially reduced from present levels. Methane (CH₄) is removed by chemical processes in the atmosphere, while nitrous oxide (N₂O) and some halocarbons are destroyed in the upper atmosphere by solar radiation. These processes each operate at different time scales ranging from years to millennia. A measure for this is the lifetime of a gas in the atmosphere, defined as the time it takes for a perturbation to be reduced to 37% of its initial amount. While for CH₄, N₂O, and other trace

gases such as hydrochlorofluorocarbon-22, a refrigerant fluid, such lifetimes can be reasonably determined (for CH₄ it is about 12 years, for N₂O about 110 years and for HCFC-22 about 12 years). A lifetime for CO₂ cannot be defined (IPCC, 2007).

Pages 4.F-3, 4 OSEC-174 [See page 5-329 for the original comment] REVISE the text in five locations of pages 4.F-3 and 4.F-4 to add the term “metric” in the discussion of global, U.S., state and regional GHG inventory estimates, as follows:

Worldwide emissions of GHGs in 2004 were 30 billion metric tons of CO₂e per year (UNFCCC, 2012).

In 2009, the United States emitted about 6.7 billion metric tons of CO₂e or about 21 metric tons per year per person. Of the four major sectors nationwide -- residential, commercial, industrial, and transportation -- transportation accounts for the highest fraction of GHG emissions (approximately 33 percent); these emissions are entirely generated from direct fossil fuel combustion (U.S. EPA, 2011).

In 2004, California emitted approximately 550 million metric tons of CO₂e, or about 6 percent of the U.S. emissions.

In the San Francisco Bay Area, the transportation sector and industrial/commercial sector represent the largest sources of GHG emissions, accounting for 36.4 percent each of the Bay Area’s 95.8 million metric tons of CO₂e in 2007.

Page 4.F-6 OSEC-176 [See page 5-329 for the original comment] ADD the following text after the two bullet points regarding the endangerment finding:

In making the endangerment finding, the Administrator considered how elevated concentrations of the well-mixed greenhouse gases and associated climate change affect public health by evaluating the risks associated with changes in air quality, increases in temperatures, changes in extreme weather events, increases in food- and water-borne pathogens, and changes in aeroallergens. It was determined that the evidence concerning adverse air quality impacts provides strong and clear support for an endangerment finding. Increases in ambient ozone are expected to occur over broad areas of the country, and they are expected to increase serious adverse health effects in large population areas that are and may continue to be in nonattainment. (Federal Register, Volume 74 No. 239, 2009).

Page 4.F-18 OSEC-182 [See page 5-329 for the original comment] REVISE Table 4.F-2 to reflect the recalculations and add the missing parenthesis bracket as follows:

**TABLE 4.F-2
ESTIMATED EMISSIONS OF GREENHOUSE GASES (YEAR 2040/2035)
FROM OPERATION OF THE CPP AND CPP-V SCENARIOS**

Source	Emissions (metric tons of CO₂e per year)
Community Proposed Project (CPP)	
Construction (Amortized Annual Emissions)	<u>4,682,382</u>
Motor Vehicle Trips	<u>67,252,927</u>
Electricity	<u>44,503,647</u>
Natural Gas	<u>5,564,415</u>
Solid Waste	<u>26,766,759</u>
Other Sources (i.e., area sources, water/wastewater)	<u>4,336,254</u>
Existing land uses to be removed (Industrial Park)	<u>-2,762,159</u>
Renewable Energy Generation (PV)	-3,116
Total Unmitigated Operational GHG Emissions	<u>108,222,661,109</u>
Operational GHG Emissions per Service Population (16,191 jobs)	<u>6.74.0</u>
<i>BAAQMD Efficiency Threshold</i>	4.6
<i>Significant (Yes or No)?</i>	<u>YesNo</u>
Community Proposed Project-Recology Expansion Variant (CPP-V)	
Construction (Amortized Annual Emissions)	<u>4,656,322</u>
Motor Vehicle Trips (non-Recology)	<u>64,243,786</u>
Recology Vehicle Trips	748
Electricity	<u>40,839,500</u>
Natural Gas	<u>4,974,844</u>
Solid Waste	<u>24,824,625</u>
Other Sources (i.e., area sources, water/wastewater)	<u>4,336,254</u>
Existing land uses to be removed (Industrial Park)	<u>-2,762,159</u>
Recology Renewable Energy Implementation	<u>-11,022,10,723</u>
Renewable Energy Generation (non-Recology PV)	-3,116
Total Unmitigated Operational GHG Emissions	<u>91,690,51,081</u>
Operational GHG Emissions per Service Population (16,073 jobs)	<u>5.73.2</u>
<i>BAAQMD Efficiency Threshold</i>	4.6
<i>Significant (Yes or No)?</i>	<u>YesNo</u>

NOTE: GHG emissions from vehicles and area sources (including natural gas combustion) associated with Project Site development were calculated using the CalEEMod model, URBEMIS2007 model and BGM and trip generation data from the CPP and CPP-V scenarios traffic analysis. Additional data and assumptions are included in Appendix G of this EIR.

Page 4.F-19 BCC-207 [See page 5-203 for the original comment] ADD text to the second full paragraph as follows:

The CPP and CPP-V scenarios would produce between 1 and 25 percent more GHG emissions than the DSP and DSP-V scenarios. The primary reason for this difference in impact is that the number of vehicle trips

generated by the CPP and CPP-V scenarios is predicted to be 81 and 72 percent greater than the number generated by the DSP and DSP-V scenarios, respectively. The methodology used to determine vehicle trips generated by each scenario is described starting on page 4.N-72 of this Draft EIR. The larger number of vehicle trips occurring in the CPP and CPP-V scenarios results from the physical separation between onsite employment opportunities and offsite housing for Project Site employees.

Page 4.F-21 OSEC-186 [See page 5-330 for the original comment] DELETE Mitigation Measure 4.F-1 as follows.

~~**Mitigation Measure 4.F-1:** All new development within the Project Site shall be required to develop and implement a Greenhouse Gases Emissions Reduction Plan (GHG Plan) containing strategies to increase energy efficiency and reduce GHG emissions to the greatest extent feasible with a minimum performance standard of five percent (as reflected in Table 4.F-3). The GHG Plan shall be submitted to the City for approval as part of the initial application process for building permits so that the measures will be verified as present in building specifications. The GHG Plan, as implemented, shall include strategies that exceed those already identified in the project description or required by law. The GHG Plan shall include strategies designed to reduce emissions generated by motor vehicles, as well as strategies to reduce stationary source emissions from energy consumption. Strategies shall include, but not be limited to, the following types of GHG reduction measures:~~

~~● Motor Vehicle Emissions~~

- ~~—— Provide free transit passes to employees and onsite residences;~~
- ~~—— Provide secure bike parking (at least one space per 20 vehicle spaces);~~
- ~~—— Provide showers and changing facilities for employees;~~
- ~~—— Provide information on transportation alternatives to employees;~~
- ~~—— Establish a dedicated employee transportation coordinator; and~~
- ~~—— Include preferential carpool and vanpool parking.~~

~~● Stationary Source Emissions~~

- ~~—— Provide stand alone or rooftop solar, wind, or other renewable energy generation facilities (e.g., co-generation) to accommodate at least 3,600 MT per year of GHG offset within the Project Site;~~
- ~~—— Upgrade buildings within the Project Site to achieve a LEED Gold rating, rather than the LEED Silver rating now required by the Brisbane Municipal Code;~~
- ~~—— Increase solid waste diversion from landfills by 10 percent beyond state and local diversion requirements;~~

- Employ “cool-roof” technology for buildings; and
- Use electrically powered landscape equipment.

Additional measures that are not identified within the BGM may be feasible but would require the GHG Emissions Reduction Plan to develop and commit to effective GHG emission reductions and provide GHG reduction estimates for each measure. These additional measures are presented below in **Table 4.F-4**, along with the type of information needed to estimate further reductions in GHG emissions. Additionally, measures recommended by the state Attorney General’s office that are not proposed or have not been considered by other mitigation above are also identified. These measures could be implemented as part of the required specific plan by developers of site-specific development projects as a condition of building permit to be verified by the City through the permit process. Many of these measures are also identified in **Mitigation Measure 4.B-4** of Section 4.B, *Air Quality*, of this EIR to address regional criteria air pollutant impacts.

**TABLE 4.F-4
ADDITIONAL GREENHOUSE GAS EMISSION REDUCTION STRATEGIES AND DATA REQUIRED**

Strategy	Data Required
Bay Area Greenhouse Gas Model (BGM) Measures	
Institute recycle and compost services	Percent waste reduction
Install water-efficient landscape	Gallons/year
Use reclaimed water	Percent use inside/outside
Water conservation strategy (precludes above two strategies)	Percent reduction inside/outside
Install high-efficient lighting	Percent energy reduction
Provide ridesharing program	Percent employees eligible
Limit parking supply	Percent reduction
Increase on-street parking fee	Percent increase in price
Implement trip reduction program	Percent employees eligible
Charge for workplace parking	Percent employees eligible and amount
Implement employee vanpool/shuttle program	Percent employees eligible
State Attorney General’s Office Measures	
Meet recognized green building standards, such as Leadership in Energy and Environmental Design (LEED), for individual buildings	
Use passive solar design to reduce energy demand for space heating and cooling.	
Reduce unnecessary outdoor lighting	
Build solar ready structures where solar systems cannot feasibly be incorporated at the outset	
Include energy storage to optimize renewable energy generation and avoid peak energy use	
Use onsite landfill gas in energy applications	
Reuse and recycle demolition and construction wastes	
Accommodate recycling collection areas in business spaces	

SOURCE: ESA, 2012.

Conclusion with Mitigation: With the inclusion of **Mitigation Measure 4.F-1**, implementation of the CPP or CPP V scenarios would result in a

~~reduction of GHG emissions (approximately 4.5 percent), but that reduction would not reduce GHG emissions to the degree necessary (a 28- to 31 percent reduction) to achieve a less than significant environmental effect, as indicated by Table 4.F-3. Implementation of additional emissions reduction strategies such as those identified in Table 4.F-4 above could further reduce the impact of GHG emissions. However, because it is unclear to what extent such measures could feasibly be implemented and would reduce GHG emissions to levels below the threshold of significance, the impact of GHG emissions from the CPP and CPP-V scenarios would remain significant unavoidable.~~

Page 4.F-24 **ADD** the following reference to the references list on page 4.F-24:

Rhein, M., S.R. Rintoul, S. Aoki, E. Campos, D. Chambers, R.A. Feely, S. Gulev, G.C. Johnson, S.A. Josey, A. Kostianoy, C. Mauritzen, D. Roemmich, L.D. Talley and F. Wang, 2013: Observations: Ocean. In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

Hazards and Hazardous Materials

Page 4.G-19 **BBCAG-107** [See page 5-107 for the original comment] **REVISE** paragraph 4 as follows:

Artificial Fill

Landfill. Non-engineered fill material includes soils, concrete, bricks, tires, steel, and wood. The soil types range from sandy clay to gravel with sand and range in thickness from 6 to 40 feet. The majority of fill was composed of silty clay and concrete matrix. A clean soil layer approximately ten feet thick overlies the waste. The landfill was used for the disposal of solid wastes composed principally of domestic, industrial and shipyard waste, sewage, and rubble (Geosyntec, 2012c). Thickness ranges from 20 to 35 feet.

Page 4.G-21 **BBCAG-119** [See page 5-109 for the original comment] **REVISE** the second complete paragraph as follows:

The eastern half of the Project Site north of the lagoon was contaminated from 1932 to 1967, when this area was operated as the Brisbane Landfill a landfill.

Page 4.G-22 **BBCAG-122** [See page 5-110 for the original comment] **REVISE** the fifth complete paragraph as follows.

Bunker C fuel is technically any type of fuel oil used aboard ships or trains, getting its name from the containers on ships and in ports that it is stored in. Bunker C fuel oil is a high-viscosity residual oil that requires pre-heating before the oil can be pumped from a bunker tank. “Residual” refers to the material remaining after the more valuable cuts of crude oil have boiled off. The residue used for Bunker C fuel may contain various ~~undesirable~~ impurities including 2 percent water and one-half percent mineral soil that are undesirable in an oil product.

Page 4.G-31 BBCAG-134 [See page 5-115 for the original comment] REVISE the third paragraph to read as follows.

A leachate seep collection and transmission system (LSCTS) was installed by the landowner as part of a leachate management system to meet the interim objective required by the Regional Water Quality Control Board. The system is located at the southern end of the Brisbane Landfill, intercepting leachate and conveying it to the Bayshore Sanitary District sewer line. Results from the summer 2010 monitoring event indicated that no leachate seeps were observed; therefore, the leachate seep collection and transmission system is operating as designed, ~~and no exposure to human or environmental receptors is occurring~~ (Geosyntec, 2010). **Table 4.G-2** presents the maximum reported concentrations of chemical compounds in the leachate wells. Those chemical compounds not included in this table were not detected above the laboratory reporting limits. The Maximum Contaminant Level for California drinking water is provided for context, but it should be noted that groundwater is not used for domestic water supply in Brisbane, and thus cleanup levels ultimately approved by the Regional Water Quality Control Board may not reflect drinking water standards.

Page 4.G-48 BBCAG-147 [See page 5-117 for the original comment] REVISE the first paragraph to read as follows.

~~The Groundwater contamination the Brisbane portion of OU-1 largely originated from the San Francisco portion of OU-1 (Schlage Lock property) north of the Project Site consists of soil and groundwater impacted by VOCs that underlie a portion of OU-1. The Brisbane (Project Site) portion of OU-1 contains soil and groundwater impacted by contaminants of concern other than VOCs, including arsenic, lead, cadmium, and mercury in the soil, and nickel, total chromium, and hexavalent chromium in groundwater. Groundwater contamination within the Brisbane portion of OU-1 largely originated from the San Francisco portion of OU-1 (Schlage Lock property).~~

Page 4.G-77 BBCAG-175 [See page 5-123 for the original comment] REVISE the third paragraph following the bullet points on page 4.G-77 to read as follows.

Appendix H of this EIR contains a complete list of the databases searched, information describing the governmental agencies and their databases, and a map showing all of the sites. Figure ~~4.G-7~~ 4.G-2 shows the location of these sites.

Page 4.G-89 BBCAG-231 [See page 5-137 for the original comment] REVISE the first sentence to read as follows:

Project Site development is not anticipated to include the type of large-scale manufacturing or processing facilities that would use, store or transport ~~use~~ large quantities of hazardous materials that would present a substantial risk to people.

Page 4.G-90 BBCAG-233 [See page 5-137 for the original comment] REVISE the third paragraph to read as follows.

Former landfill operations resulted in the disposal of 12.5 million cubic yards of ~~non-hazardous domestic, industrial, and shipyard~~ waste at the Brisbane Landfill ~~from between 1930 to and 1967~~ from residential, commercial, industrial activities including shipyard waste, as well as construction rubble, tires, and sewage. The thickness of the current soil cover ranges from a few feet to over 30 feet in some locations and soil movement or grading could take place in areas where the soil cover remains shallow. OU-1 still overlies a plume of VOC-impacted groundwater. Contaminants at OU-2 are widespread over the former railyard, with metals impacts in soil occurring in fill materials sitewide. Bunker C fuel impacts in soil and groundwater are limited to areas where fueling operations and disposal took place.

Page 4.G-92 Master Response 1, BBCAG-242 [See page 5-139 for the original comment] REVISE Mitigation Measure 4.G-2a as follows:

Mitigation Measure 4.G-2a (Confirm Achievement of Remediation Goals): Prior to approval of a specific plan for any parcel within the Project Site, the project applicant shall provide confirmation to the City that the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), and/or the San Mateo County Environmental Health Division as the Local Enforcement Agency, as applicable, have completed their reviewed and ~~are prepared to approve a~~ accepted the Remedial Action Plan or final closure and post-closure maintenance plans ~~upon certification of appropriate environmental documentation for that action.~~

Prior to issuance of a building or grading permit (other than for grading needed for remediation activities) for any parcel within OU-1, OU-2, or the former landfill ~~the Project Site~~, the applicant shall provide the City with evidence that the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), and/or the San Mateo

County Environmental Health Division as the Local Enforcement Agency in relation to the landfill have approved applicable Remedial Action Plan(s) or final closure and post-closure maintenance plans.

Prior to commencement of building construction or site grading for any parcel within OU-1, OU-2, or the former landfill ~~the Project Site~~, the project applicant shall obtain regulatory approval from the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), and/or the San Mateo County Environmental Health Division as the Local Enforcement Agency in relation to the landfill for the proposed land use, in the form of a Remediation Action Completion Report or equivalent closure letter stating that remediation goals have been achieved for proposed land uses.

Page 4.G-93 **BBCAG-245 [See page 5-139 for the original comment] REVISE** Mitigation Measure 4.G-2c to read as follows:

Mitigation Measure 4.G-2c (Master Deconstruction and Demolition Plan): City review and approval of a specific plan per the requirements of the Brisbane General Plan shall be completed prior to submittal of any application for a demolition permit within the Project Site. Prior to issuance of a demolition permit for any parcel within the Project Site, the applicable property owner shall submit a Master Deconstruction and Demolition Plan ~~shall be submitted by the project applicant~~ to the City Community Development Director and Building Official. The plan shall be reviewed and approved by the Community Development Director and Building Official prior to issuance of the requested demolition permit to ensure that the proposed demolition is consistent with applicable provisions of the Brisbane General Plan and the specific plan adopted pursuant to the General Plan. ~~This~~ The demolition plan shall include documentation of hazardous materials determinations (surveys) and demolition or deconstruction recommendations in accordance with local and state requirements. If the surveys conducted by licensed professionals prior to issuance of a demolition permit per the requirements above hazardous building materials⁴, demolition or deconstruction shall proceed in accordance with applicable BAAQMD, OSHA, and CalOSHA requirements, which may include air permits or agency notifications, worker awareness training, exposure monitoring, medical examinations and a written respiratory protection program.

Page 4.G-96 **BBCAG-252 [See page 5-140 for the original comment] REVISE** the conclusion on page 4.G-96 to read as follows:

Conclusion with Mitigation: With implementation of **Mitigation Measure 4.G- ~~2e~~ 2b** (Hazardous Materials Business Plan), the potential for accidental

⁴ Typical hazardous building materials include lead-based paint; asbestos-containing materials, such as insulation, paint, or fiberboards; PCBs in lighting ballasts or wiring; and mercury in thermostat switches. BAAQMD oversees the public health and environmental aspects of removal and disposal of asbestos-containing materials and other hazardous building materials. CalOSHA oversees worker protection and contractor licensing with respect to hazardous building materials.

releases and upset conditions to occur as the result of storage or disposal of hazardous materials or wastes during operational phases of the development scenarios would be minimized. Thus, significant impacts related to hazards to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment will be reduced to a less-than-significant level.

Page 4.G-97 BBCAG-255 [See page 5-141 for the original comment] REVISE the first paragraph on page 4.G-97 to read as follows:

The methane in landfill gases presents an explosion risk at certain concentrations. The methane and the carbon dioxide in landfill gases can also accumulate in confined spaces or low points such as utility vaults or utilities trenches during construction. Because landfill gas is denser than air, it is able to displace oxygen, posing an asphyxiation hazard. Non-methane organic compounds such as TCE, benzene, and vinyl chloride are typically found in very low concentrations in landfill gases, and of these, only benzene has been identified at the former Brisbane landfill which can present a toxic or carcinogenic hazard, or both, above certain concentrations.

Page 4.G-98 BBCAG-177 [See page 5-124 for the original comment] ADD the following text at the bottom of page 4.G-98.

Former Police Shooting Range

The southerly slope of Icehouse Hill was previously used as a police shooting range, and has lead remaining from the leftover shells.

Development of trails along the southerly slope of Icehouse Hill could expose the public to health hazards from those spent shells.

Conclusion: To avoid significant health hazards associated with spent shells from the former police shooting range, implementation of Mitigation Measure 4.G-2i will be required.

Mitigation

Mitigation Measure 4.G-2i: Prior to any construction of trails on the southerly slope of Icehouse Hill, best management practices for lead removal consistent with United States Environmental Protection Agency Circular EPA-902-B-01-001, *Best Management Practices for Lead at Outdoor Shooting Ranges*, Revised June 2005, shall be implemented.

Conclusion with Mitigation: With implementation of Mitigation Measure 4.G-2i, lead hazard impacts from remaining spent shells from the former police shooting range would be reduced to less than significant.

Bayshore Industrial Park

The Bayshore Industrial Park consists of a series of metal building used for various industrial and service commercial purposes, such as warehousing/storage and auto repair. Based on the age of these buildings, there is a potential for the presence of asbestos and lead-based paint, as well as the potential for ground contamination undetected as part of previous studies within OU-2. The existing industrial park is planned for demolition to make way for new planned uses under each of the four development scenarios. Such demolition could result in the introduction of asbestos and lead-based paint, as well as potential other contaminants in the soils into the environment.

Conclusion: To avoid significant health hazards associated the Bayshore Industrial Park, implementation of Mitigation Measure 4.G-2j will be required.

Mitigation Measure 4.G-2j: Prior to approval of any demolition plan within the Bayshore Industrial Park, any building(s) proposed for demolition shall be tested for asbestos and lead-based paint. Should asbestos or lead-based paint be identified, the affected building(s) shall be remediated to the satisfaction of the RWQCB pursuant to the most current regulatory standards in effect at the time of remediation. Prior to site development within the Bayshore Industrial Park, soils shall be tested for likely constituents of concern based on the site's use pursuant to the requirements of the RWQCB. Human health risk assessment(s) for sites proposed for demolition shall be prepared based on the future uses of the area approved by the City of Brisbane. Should risks to human health be identified, remediation to the risk-based remediation standards set by the RWQCB shall be completed prior to initiating grading or other onsite development.

Conclusion with Mitigation: With implementation of Mitigation Measure 4.G-2j, hazards from potential contamination within the Bayshore Industrial Park would be reduced to less than significant.

Page 4.G-101 C/CAG 1-1 [See page 5-31 for the original comment] REVISE the first paragraph to read as follows:

The Project Site is located more than 2 miles from the nearest public airport, the San Francisco International Airport, or airstrip, and is not located within ~~the 65 dB noise contour of the airport-an airport land use plan.~~ The Project Site is within Airport Influence Area A – Real Estate Disclosure Area, and person(s) offering real property for lease or sale are required to provide an airport disclosure statement. Development under any of the proposed scenarios would not conflict with an airport land use plan nor present any other impact related to a public airport use or private airstrip.

Page 4.G-101 BBCAG-262 [See page 5-142 for the original comment] REVISE the conclusions to read as follows:

Conclusion: This impact would be significant, and implementation of **Mitigation Measures 4.G-12a** and **4.G-12b** is recommended under all four proposed development scenarios.

Conclusion with Mitigation: With the inclusion of **Mitigation Measures 4.G-12a** and **4.G-12b**, impacts related to being located on a hazardous materials site pursuant to Government Code Section 65962.5 under any of the scenarios would be reduced to a less-than-significant level.

Surface Water Hydrology and Water Quality

Page 4.H-1 BBCAG-272 [See page 5-145 for the original comment] REVISE the final paragraph on page 4.H-1 to read as follows:

Historically, the Project Site, commonly known as the Brisbane Baylands, was part of an estuarine ecosystem through which upland drainage flowed into tidal marshes and mudflats before reaching deeper waters of San Francisco Bay. The Project Site is located within the Visitacion-Guadalupe Valley Watershed, which topographically appears as a large cove or generally consists of a bowl straddling the San Francisco/ and San Mateo County line Counties. The watershed drains the area bounded by Bayview Hill, McLaren Ridge, and San Bruno Mountain. The two main drainages of the watershed are Visitacion Creek and Guadalupe Creek, which originate in the upland areas to the west and drain toward San Francisco Bay. Visitacion Valley has been divided into two unnamed subwatersheds due to the fact that the northern portion is pumped northward into the San Francisco combined sanitary/stormwater sewer system. The southern portion, which includes Visitacion Creek, drains by gravity to San Francisco Bay, but much of it is channelized. Guadalupe Creek also drains by gravity to the Bay via Brisbane Lagoon.

Page 4.H-2 BBCAG-273 [See page 5-145 for the original comment] DELETE text from the last sentence on this page as follows:

Figure 4.H-2 illustrates ~~existing land uses and the~~ subwatershed boundaries from the City's Storm Drainage Master Plan.

Page 4.H-3 REPLACE Figure 4.H-1 with revised Figure 4.H-1, which follows this page, to eliminate references to existing land uses and focus on watershed boundaries.

Page 4.H-6 REPLACE Figure 4.H-3 with revised Figure 4.H-3, which follows this page, to indicate updated FEMA flood hazard mapping.



Project Site
 Not a part of Proposed Project

SOURCE: ESA, 2012

Brisbane Baylands . 206069

Figure 4.H-1
Existing Drainage Facilities



SOURCE: ESA, 2012; FEMA, 2012

Brisbane Baylands . 206069
Figure 4.H-3
 100-Year Flood Zones

Page 4.H-12 OSEC-250 [See page 5-344 for the original comment] REVISE the third paragraph to read as follows:

The General Construction Permit authorizes the discharge of storm water to surface waters from construction activities that result in the disturbance of one or more acres of land, provided that the discharger satisfies all permit conditions. The General Construction Permit establishes three possible levels of risk for a construction site: Risk Level 1, Risk Level 2 and Risk Level 3. The Risk Level is calculated in two parts: (1) project sediment risk, and (2) receiving water risk. Project sediment risk is based on the location and duration of construction activities. Receiving water risk is based on whether a project drains to a sediment-sensitive water body that (1) is on the most recent 303d list for water bodies impaired for sediment, (2) has a U.S. EPA-approved TMDL implementation plan for sediment, or (3) has the beneficial uses of cold, spawn, and migratory. The risk level calculated for Project Site development will dictate monitoring and sampling requirements. Project sediment risk requires site specific calculations based on a number of factors which have not been calculated for the Project Site, ~~but will likely end up as Risk Level 2.~~

Page 4.H-22 BBCAG-284 [See page 5-147 for the original comment] REVISE Mitigation Measure 4.H-1a as follows:

Mitigation Measure 4.H-1a: Prior to issuance of a grading permit, an applicant for any site specific development project to be constructed within the Project Site shall (1) file a Notice of Intent to the RWQCB to comply with the statewide General Permit for Discharges of Storm Water Associated with Construction Activities and shall prepare and implement a site-specific SWPPP for construction activities on the Project Site in accordance with the NPDES General Construction Permit and ~~the~~ (2) demonstrate compliance with the City of Brisbane's Municipal Regional Stormwater Permit Order No. 2011-0083 Provision C.3. The site-specific SWPPP shall include all provisions of the Erosion and Sediment Control Plan submitted as part of grading and construction permits. In addition to meeting the regulatory requirements for the SWPPP, the site-specific SWPPP shall include provisions for the minimization of sediment disturbance (i.e., production of turbidity) and release of chemicals to the Bay.

Page 4.H-23 BCC-380 [See page 5-239 for the original comment] ADD text to the end of Mitigation Measure 4.H-1b as follows

Mitigation Measure 4.H-1b: Prior to issuance of a grading permit, an applicant for any site specific development project to be constructed within the Project Site shall comply with any site-specific NPDES permit requirements for dewatering activities, as administered by the RWQCB. The RWQCB could require compliance with certain provisions in the

permit, such as treatment of the flows prior to discharge, depending on the particular site conditions. Discharge of the groundwater generated during dewatering to the sanitary sewer or storm drain system shall only occur with authorization of and required permits from the applicable regulatory agencies, including the Bayshore Sanitary District or the RWQCB. Site dewatering activities shall also be monitored by a state licensed geotechnical engineer in such a manner as to avoid the potential for damaging buildings or infrastructure due to potential subsidence of the ground surface in accordance with any requirements from the City Engineer.

Page 4.H-25 UPC 2-13 [See page 5-532 for the original comment] **REVISE** Mitigation 4.H-1c as follows.

Mitigation Measure 4.H-1c. Applicants for site-specific development projects to be constructed within the Baylands Project Site shall prepare and implement a Final Stormwater Management Plan (SMP) in accordance with the most recent NPDES C.3 requirements to be reviewed and approved by the City Engineer prior to approval of final design plans. The SMP shall be prepared by licensed professionals and act as the guiding document detailing best management practices for mitigating water quality impacts in the post-construction phase. Industrial uses shall prepare a SMP in accordance with NPDES permit requirements for Industrial Activity. Industrial applicants shall include management measures that will achieve the performance standard of best available technology economically achievable and best conventional pollutant control technology in accordance with the General Industrial Permit as approved by the RWQCB and shall demonstrate compliance within an annual report be submitted each July 1. The SMP shall provide operations and maintenance guidelines for all of the BMPs identified in the SMP, including LID measures and other BMPs designed to mitigate potential water quality degradation of runoff from all portions of the completed development, and shall clearly identify the ~~funding sources~~ entity responsible for the required ongoing maintenance. The SMP shall be developed in conjunction with the Storm Drain Master Plan to ensure that the treatment designs support the hydraulics and hydrology of the proposed storm drainage system.

Page 4.H-30 BBCAG-315 [See page 5-152 for the original comment] **REVISE** Mitigation Measure 4.H-4a as follows.

Mitigation Measure 4.H-4a: Prior to issuance of a building permit, all site-specific development plans within the Project Site shall include systemwide drainage improvements that shall accommodate all increased runoff in accordance with City requirements and correct known existing deficiencies (e.g., Levinson Overflow Area and the PG&E property). On-site storm drainage collection facilities shall be sized to convey the peak flow rate from a 25-year storm event entirely within the piping system such that Baylands roadways and recreational facilities are not flooded. Drainage improvements shall accommodate the 100-year peak storm event

within the piping system and within streets such that building finished floor elevations provide a minimum of 1-foot of freeboard above the 100-year storm event hydraulic grade line water elevation with tidal flow and 100 years of estimated sea level rise. Key roadways including Sierra Point Parkway, Lagoon Road, and Tunnel Avenue shall be designed such that these roadways are available as evacuation routes in the event of a 100-year storm event. The proposed system design shall be submitted to the City Engineer for approval and shall hydraulically isolate existing drainage inlets fronting Levinson Overflow Area and the PG&E property from existing Brick Arch Sewer system.

Page 4.H-34 OSEC-265 [See page 5-345 for the original comment] REVISE the fifth bullet in Mitigation Measure 4.H-5 as follows:

- **Biological Controls:** Provide for use of natural biological processes and materials for control, including promoting beneficial insects that prey on ~~eat~~ target pests and biological insecticides derived from naturally occurring microorganisms.

Land Use and Planning Policy

Page 4.I-1 BCC-385 [See page 5-241 for the original comment] ADD the underlined sentence to the end of the second paragraph as follows.

Historic uses of the Project Site include the former Brisbane Landfill and the former Southern Pacific Bayshore Railyard. The former landfill area is located on the east side of the Caltrain tracks which bisect the Project Site. This area was operated as a landfill from 1932 to 1967; after its closure, the landfill was buried with 20 to 30 feet of soil cover. Several buildings have been constructed on the former landfill, including portions of the Recology facility, Sierra Point Lumber and Van Arsdale Lumber, which still remain. Much of the former landfill is used for soil and construction material recycling. Champion Speedway, a 1/8 mile oval racetrack operated on a portion of the landfill from approximately 1963 to 1979, holding a number of events, including automobile races and demolition derbies. After closure, the speedway was demolished and covered by fill.

Page 4.I-8 OSEC-287 [See page 5-348 for the original comment] REVISE the second and third paragraphs as follows.

Land Use Designations. Brisbane General Plan land use diagram (City of Brisbane, 1994) indicates that the Project Site is designated primarily as *Planned Development-Trade Commercial* (Baylands Subarea), with one small section on the western border adjacent to Bayshore Boulevard (Northeast Bayshore Subarea) designated *Trade Commercial* with no planned development overlay (see Figure 3-9 in Chapter 3, *Project*

Description, of this EIR) and the portion of the Project Site occupied by Recology designated *Heavy Commercial*. The *Trade Commercial* designation provides for a mix of commercial uses including warehouses, distribution facilities, offices, retail uses, restaurants, commercial recreation, personal services, as well as light industrial, research and development, retail sales, offices, residential uses, bulk sales, open space, recreational facilities, ~~statuary,~~ public and quasi-public facilities, ~~services and utilities, commercial services, hotels, research and development, educational institutions,~~ and lagoon/bayfront.

The *Planned Development* (PD) designation, which applies to the Baylands Subarea, requires that a specific plan be prepared and adopted prior to development of the property. The PD designation also requires that a minimum of 25 percent of the surface land within any of the subareas designated PD shall be in open space and/or open area. ~~The *Trade Commercial* designation allows a mix of commercial uses including warehouses, distribution facilities, offices, retail uses, restaurants, commercial recreation, personal services, light industrial uses, research and development, and uses of a similar character.~~ Brisbane Municipal Code Section 17.15.040A, which sets forth development regulations for the Beatty Subarea, also requires preparation of a specific plan prior to expansion of the square footage of building area within that subarea.

Page 4.I-8 Meeting 2-4 [See **page 5-660 for the original comment**] **REVISE** the final two paragraphs as follows:

Land Use Designations. Brisbane General Plan land use diagram (City of Brisbane, 1994) indicates that the Project Site is designated primarily as *Planned Development-Trade Commercial* (Baylands Subarea), with one small section on the western border adjacent to Bayshore Boulevard (Northeast Bayshore Subarea) designated *Trade Commercial* with no planned development overlay (see Figure 3-9 in Chapter 3, *Project Description*, of this EIR) and the portion of the Project Site occupied by Recology designated *Heavy Commercial*. The Brisbane General Plan states that *Trade Commercial (TC)* represents a mix of commercial uses including warehouses, distribution facilities, offices, retail uses, restaurants, commercial recreation, personal services, as well as light industrial, research and development, and uses of a similar character. Public and semi-public facilities and educational institutions may be located under this designation. Repair and maintenance services, such as auto body repair shops, may be conditionally permitted in the implementing zoning districts. In such districts, certain individual or groups of uses may predominate, thus distinguishing the districts one from the other. In the 1994 General Plan Crocker Park, Northeast Bayshore and

~~Southeast Bayshore are designated TC. designation provides for retail sales, offices, residential uses, bulk sales, open space, recreational facilities, statutory, public and quasi-public facilities, services and utilities, commercial services, hotels, research and development, educational institutions, and lagoon/bayfront.~~

The *Planned Development* (PD) designation, which applies to the Baylands Subarea, requires that a one or more specific plan(s) be prepared and adopted prior to development of the property. The PD designation also requires that a minimum of 25 percent of the surface land within any of the subareas designated PD shall be in open space and/or open area.

Page 4.I-12 BCC-401 [See page 5-243 for the original comment] REVISE the second paragraph as follows.

While most of the San Francisco, Daly City, and San Mateo County plans and ~~regulations~~ development programs listed below are not directly applicable to the Project Site development, they provide an understanding of the surrounding context of the Project Site. ~~The portion of the Recology site that is within San Francisco is subject to San Francisco regulations, however.~~

Page 4.I-13 SFPD-13 [See page 5-60 for the original comment] REVISE the first full paragraph as follows.

Visitacion Valley Redevelopment Program. Since the fall of 2001, residents of Visitacion Valley have worked with the San Francisco Redevelopment Agency, the San Francisco Planning Department, the Mayor's Office of Economic and Workforce Development, and the City Supervisor's office on plans for the redevelopment of the former Schlage Lock site on the border of San Francisco and San Mateo Counties. While the entire former Visitacion Valley Redevelopment Area comprises 40 acres, the former Schlage Lock site encompasses approximately 20 acres and includes Third Street Light Rail connections and Leland Avenue. The site, which is immediately north of the Baylands, along the west side of the Caltrain corridor, contains contaminated soil and is subject to remediation requirements. The plan for the site proposes ~~1,250~~ 1,679 residential units and ~~120,000~~ 43,700 square feet of commercial and institutional development. ~~Another 335 residential units and 2,600 square feet of commercial and institutional development were contemplated in an adjacent portion of the former redevelopment area.~~

Page 4.I-26 BCC-99 [See page 5-183 for the original comment] ADD the following to Table 4.I-1 after the row for Policy 130:

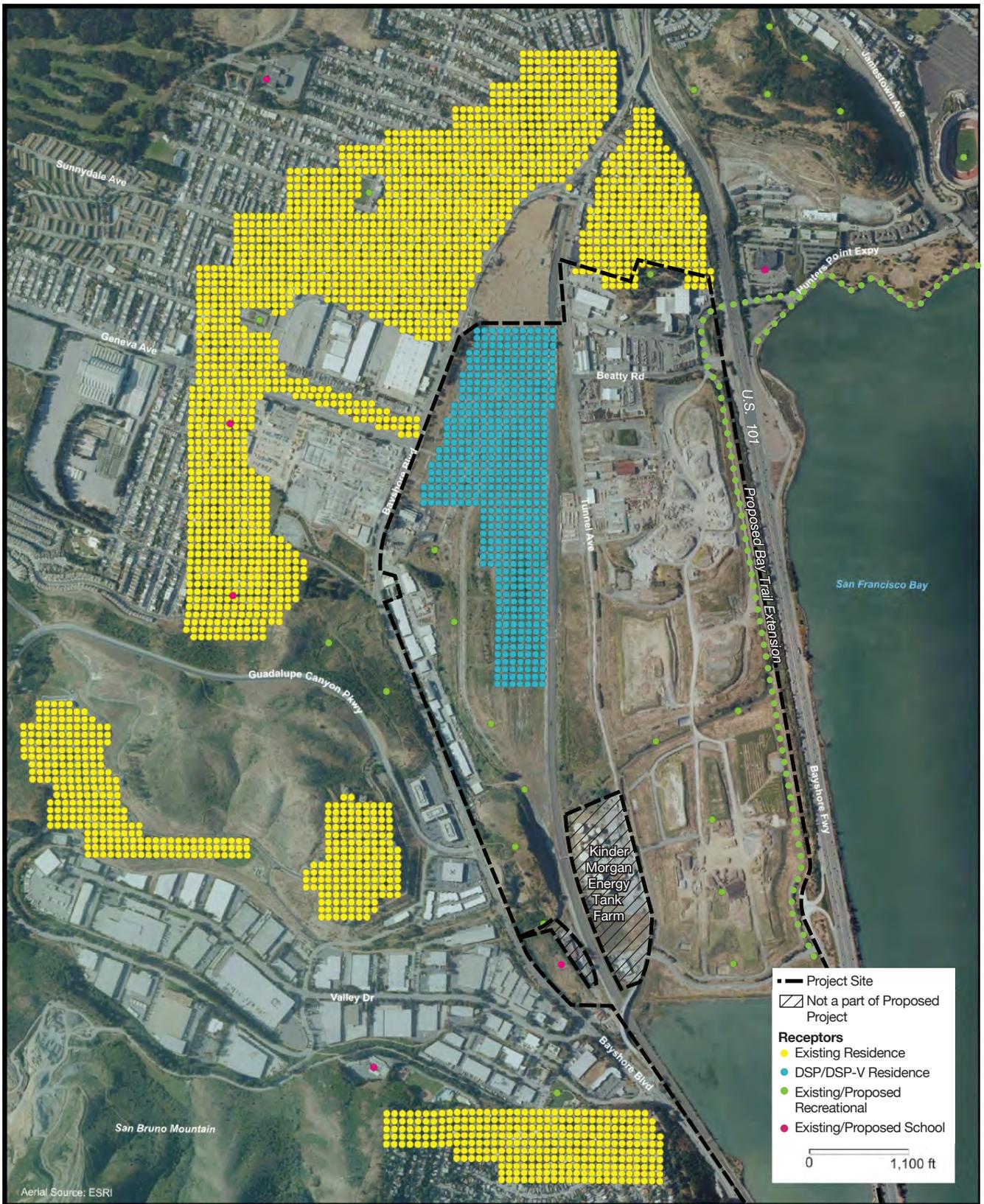
Existing Plan and Policies	Consistency of Project Components with Existing Policy	
	DSP/DSP-V Scenarios	CPP/CPP-V Scenarios
<u>Policy 130.1</u> The City requires restoration of wetland losses. The determination of which land areas are wetlands will be done by those Federal and State agencies having jurisdiction. The City, however, is especially concerned with those wetlands surrounding the perimeter of the Brisbane Lagoon, the Bay shoreline, the Levinson Marsh and the Quarry sediment ponds. The ratios of restoration may exceed the regulatory agencies' mitigation minimums.	Consistent. The DSP and DSP-V scenarios provide for protection of Brisbane Lagoon and wetland areas, as confirmed by the evaluations undertaken as part of this EIR (see Section 4.C, <i>Biological Resources</i> , and Section 4.H, <i>Surface Water Hydrology and Water Quality</i>). Implementation of EIR Mitigation Measures 4.C-2a through 4.C-2c will ensure that impacts are less than significant, and will implement General Plan Policy 103.1 in relation to the impacts resulting from proposed Baylands development. The DSP/DSP-V scenarios do not specify that only the regulatory agencies' mitigation minimum requirements be met.	Consistent. The DSP and DSP-V scenarios provide for protection of Brisbane Lagoon and wetland areas, as confirmed by the evaluations undertaken as part of this EIR (see Section 4.C, <i>Biological Resources</i> , and Section 4.H, <i>Surface Water Hydrology and Water Quality</i>). Implementation of EIR Mitigation Measures 4.C-2a through 4.C-2c will ensure that impacts are less than significant, and will implement General Plan Policy 103.1 in relation to the impacts resulting from proposed Baylands development. The DSP/DSP-V scenarios do not specify that only the regulatory agencies' mitigation minimum requirements be met.
<u>Policy 130.2</u> Consider wetland restoration as a part of flood control projects.	Consistent. Mitigation requirements for impacts to wetland address not only remediation, grading, and development of buildings within the Project Site, but also address required infrastructure development.	Consistent. Mitigation requirements for impacts to wetland address not only remediation, grading, and development of buildings within the Project Site, but also address required infrastructure development.
<u>Policy 130.3</u> Seek grant funding for a wetland restoration plan in Brisbane.	Consistent. While the City may still seek grant funding for a citywide wetland restoration plan, proposed new development within the Baylands will be required to implement applicable wetlands mitigation measures.	Consistent. While the City may still seek grant funding for a citywide wetland restoration plan, proposed new development within the Baylands will be required to implement applicable wetlands mitigation measures.
<u>Policy 130.4</u> Wetland and mitigation areas that are mitigations for project impacts must be protected by recorded deed restrictions.	Consistent. Enforceable deed restrictions will be required to ensure preservation of protected and restored wetland areas.	Consistent. Enforceable deed restrictions will be required to ensure preservation of protected and restored wetland areas.
<u>Policy 130.5</u> It is Brisbane's desire that mitigation for Brisbane's wetland losses occur somewhere within the jurisdictional boundaries or sphere of influence of the City of Brisbane, if feasible.	Consistent. Implementation of Mitigation Measures 4.C-2c, 4.C-4a, and 4.C-4b, calling for replacement and restoration of wetlands, will be required to be consistent with General Plan Policy 130.5.	Consistent. Implementation of Mitigation Measures 4.C-2c, 4.C-4a, and 4.C-4b, calling for replacement and restoration of wetlands, will be required to be consistent with General Plan Policy 130.5.

Page 4.I-29 OSEC-292 [See page 5-348 for the original comment] REVISE the discussion of Policy 388 for the DSP and DSP-V scenarios in Table 4.I-1 as follows.

~~Consistent~~ Inconsistent. ~~The~~ While the Specific Plan for the DSP and DSP-V scenarios contains programs to minimize solid waste generation, it does not contain specific programs for odor or litter reduction as called for in Policy 388.

Noise and Vibration

Page 4.J-8 REPLACE Figure 4.J-2 with revised Figure 4.J-2, which follows this page, to provide updated information on sensitive receptor locations.



SOURCE: KB Environmental Sciences, Inc., 2012

Brisbane Baylands . 206069

Figure 4.J-2
 Existing and Proposed
 Sensitive Receptor Locations

Page 4.J-25 BCC-433 and BCC-435 [See page 5-247 for the original comment] REVISE
Mitigation Measure 4.J-2b as follows:

Mitigation Measure 4.J-2b: Pre-Construction Assessment to Minimize Structural Pile-Driving Vibration Impacts on Adjacent Historic Buildings and Structures and Vibration Monitoring. Any development within 85 feet of the Roundhouse and the Machinery & Equipment Building that would require pile driving or other construction techniques that could result in vibrations of 0.25 in/sec shall engage a qualified geotechnical engineer subject to City approval to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of the nearby historic structures subject to pile-driving or other vibration-inducing activity before a building permit is issued to demonstrate that the proposed construction activities would not result in vibration-induced damage to the Roundhouse building or the Machinery & Equipment Building.

If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected historic structures and underpinning of foundations of potentially affected structures, as necessary. The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities. Monitoring shall be maintained while construction occurs within 85 feet of historic structures, and results shall be submitted to the City Engineer. In the event of unacceptable ground with the potential to cause structural damage movement (in excess of 0.25 in/sec PPV at historic structures), as determined by the City Engineer, all impact work shall cease until corrective measures (e.g., installation of vibration wave barriers) are implemented to reduce ground movement to below 0.25 inches PPV.

In addition, the following measure shall be implemented:

- Evaluate and implement feasible measures for reducing vibration, such as alternative pile driving methods (e.g., cast- in-drilled-hole piles versus driven piles), alternative foundation types for the new construction (e.g., spread footings versus driven piles), alternative compaction methods, and physical measures (intervening trench, increased distance).
- Require monitoring to be conducted at the building during construction. This monitoring can include crack gages on existing cracks and vibration amplitude monitoring. Establish warning and stop work thresholds for monitoring. Implement visual and audible signals that are triggered by a vibration monitor when exceedances of warning and stop work thresholds occur. If warning thresholds are exceeded routinely, consider alternative construction approaches.

- If the stop work threshold is exceeded, evaluate the condition of the building for damage. If no damage is indicated consult with structural engineer and/or architectural historian to assess whether higher thresholds are possible and adjust as appropriate.
- If damage occurs determine if any other construction approaches are feasible to reduce vibration. If none is available examine the severity of the damage to determine if damage is minor and repair is feasible. If repair is feasible continue with construction, but monitor vibration and damage closely to ensure that damage remains repairable. Consider whether a lower stop work threshold is feasible.
- If damage approaches becoming unrepairable and vibration levels have approached or exceeded the stop work threshold repeatedly, reconsider construction of the project.
- Repair any damage that has occurred.

Page 4.J-26 OSEC-404 [See page 5-360 for the original comment], SFPUC-4 [See page 5-77 for the original comment] **ADD** the following Mitigation Measure 4.J-2c after Mitigation Measure 4.J-2b:

Mitigation Measure 4.J-2c: All development sites requiring pile driving shall have underground utility⁵ surveys completed before a building permit is issued to demonstrate that pile driving will be located a minimum 15 feet from buried utilities. Underground utilities surveys shall be submitted to the City for review and consultation with affected utilities a minimum of two weeks prior to commencement of construction activities. If underground utilities are identified within 15 feet of proposed pile driving activities, alternative pile installation methods shall be required. Alternative methods may include use of sonic drivers or drilled and cast-in-place piles. All pile driving shall be designed so as to result in peak particle velocity of less than 4.0 in/sec (100 mm/s) at the location of underground utilities.

Within one week following completion of pile driving activities, a post-construction assessment of all underground utilities within 30 feet of the pile driving activity shall be submitted to the City by the contractor, confirming that no damage to any underground utilities occurred as the result of the pile driving activity. Should the post-construction assessment determine that underground utilities were damaged by pile driving activities, such damage shall be repaired by the contractor to the satisfaction of the City and affected utility.

⁵ Underground utilities include electrical lines, irrigation lines, reclaimed water lines, municipal water lines, sewer lines, gravity flow facilities (storm, sanitary and laterals), cable/communication lines and gas lines.

Page 4.J-26 OSEC-404 [See page 5-360 for the original comment], SFPUC-4 [See page 5-77 for the original comment] REVISE the first full paragraph to read:

Conclusion with Mitigation: With implementation of **Mitigation Measures 4.J-2a, and 4.J-2b, and 4.J-2c**, groundborne vibration impacts on multi-family housing under the DSP and DSP-V scenarios, and on the Roundhouse and underground utilities and pipelines, for Project Site development would be less than significant.

Page 4.J-31 UPC 2-13 [See page 5-532 for the original comment] REVISE Mitigation Measure 4.J-3a as follows.

Mitigation Measure 4.J-3a: All development within the Baylands Project Site shall incorporate the following design features into the final site plans prior to issuance of a building permit:

- Building equipment (e.g., heating, ventilation, and air conditioning units) shall be located away from nearby residences, on building rooftops, or adequately shielded within an enclosure that effectively blocks the line of sight of the source from receivers in order to meet a performance standard of 5 dBA over existing ambient noise levels (generally perceptible increase to most persons) for this source which would potentially operate more than 20 minutes in a given hour.
- Formal truck delivery areas (e.g. loading bays) shall be located at least 100 feet from residences to maintain noise levels of less than 5 dBA over existing monitored levels, except within mixed-use buildings containing both residential and commercial uses. Truck delivery bays and waste collection areas shall be located so that they are blocked by Project Site development buildings or designed with noise reduction barriers to reduce noise impacts on residences or other sensitive receptors.
- Where truck delivery bays are provided within mixed-use buildings containing both residential and commercial uses, they shall be located and designed so as to minimize the effects of noise from loading activities on residential uses within the building.

Page 4.J-31 OSEC-306 [See page 5-350 for the original comment] REVISE Mitigation Measure 4.J-3b based on recommendations of the Renewable Energy Research Laboratory (RERL, 2004) as follows:

Mitigation Measure 4.J-3b: Small wind turbines shall be sited a minimum of 50 feet from the property line of noise sensitive land uses (e.g., residential, schools, religious institutions), ~~and~~ Utility scale wind turbines shall be sited a minimum of 100 feet from the property line of noise sensitive land uses and separated from one another by a distance no less than a minimum of two times the rotor diameter of the larger turbine.

Page 4.J-33 BCC-443 [See page 5-248 for the original comment] **DELETE** the first paragraph as follows.

~~Pile driving may be necessary for mid- and high-rise office or hotel structures in later phases of site development. Under the CPP and CPP-V scenarios, the closest sensitive land use to pile driving would be offsite receptors approximately 1,600 feet away. At this distance, pile-driving noise would be attenuated to 73 dBA which, while noticeable, would be of similar intensity as high-volume roadway traffic and would not be considered significant in an urban environment, as it would be below the 86-dBA construction noise standard of the City of Brisbane Noise Ordinance. Pile-driving noise from construction of the CPP or CPP-V scenario would therefore be considered a less-than-significant impact.~~

Page 4.J-33 BCC-443 [See page 5-248 for the original comment] **ADD** a new paragraph following the last paragraph on page 4.J-32 as follows:

Pile driving may be necessary for mid- and high-rise office or hotel structures in later phases of site development. Under the CPP and CPP-V scenarios, the closest offsite sensitive land use to pile driving would be receptors approximately 1,600 feet away on Desmond Street in San Francisco. At this distance, pile-driving noise would be attenuated to 73 dBA, which, while noticeable, would be of similar intensity as high-volume roadway traffic and would not be considered significant in an urban environment, as it would be below the 86-dBA construction noise standard of the City of Brisbane Noise Ordinance. Pile-driving noise from construction of the CPP or CPP-V scenario would therefore be considered a less-than-significant impact.

Page 4.J-34 BCC-451 [See page 5-248 for the original comment] **REVISE** the first paragraph as follows:

To ensure that construction noise is minimized under construction of Project Site development, **Mitigation Measure 4.J-5b 4.J-4b** below is recommended.

Page 4.J-36 BCC-454 [See page 5-249 for the original comment] **ADD** the following table after the first paragraph:

**TABLE 4.J-9
CONSTRUCTION HOURS ALLOWED BY MITIGATION MEASURE 4.J-4A**

<u>Day of the Week</u>	<u>Monday through Friday</u>	<u>Saturday, Sunday and Holidays</u>
Standard Construction Permitted:	7:00 a.m. to 7:00 p.m.	9:00 a.m. to 7:00 p.m.
Pile Driving and other extreme noise-generating activities (greater than 90 dBA) permitted:	8:00 a.m. 12:30 p.m. and 1:30 p.m. to 4:00 p.m.	None

Page 4.J-37 BCC-434 [See page 5-247 for the original comment] REVISE the references at the end of Section 4.J, *Noise and Vibration*, as follows:

Alberts, Daniel J., Primer for Addressing Wind Turbine Noise, Revised Oct. 2006

AASHTO, *Evaluation of Transportation-Related Earthborne Vibrations*, 2004.

Bolt, Baranek, and Newman, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.

California Air Pollution Control Officers Association (CAPCOA), 2010. Quantifying Greenhouse Gas Mitigation Measures : a resource for local government to assess emission reductions from greenhouse gas mitigation measures. August. <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.

California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures*, August, 2010

California Department of Transportation (Caltrans), *Transportation and Construction-induced Vibration Guidance Manual*, June 2004.

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

City/County Association of Governments (C/CAG) of San Mateo County, *Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November, 2012.

City of Brisbane, *The 1994 General Plan*, adopted June 21, 1994.

City of Brisbane, Brisbane Municipal Code, Title 8: Health and Safety, Chapter 8.28: Noise Control, <http://library.municode.com/index.aspx?clientId=16223&stateId=5&stateName=California>, accessed April 4, 2012.

City of San Francisco Planning Department, *Visitacion Valley Redevelopment Program Draft Environmental Impact Report*, June 2008.

Federal Interagency Committee on Noise (FICON), *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006.

Firat, Seyhan et.al. *Field Experiments on Wave Propagation and Vibration Isolation by Using Wave Barriers* January, 2010

Illingworth & Rodkin, Inc., San Carlos Train Depot, Site Noise and Vibration Assessment, San Carlos, California, August 8, 2006; cited in Wilson, Ihrig & Associates, INC., San Carlos Village Groundborne Vibration Study Project Memorandum, October 21, 2009.

Renewable Energy Research Laboratory, Wind Power: Siting in Communities, Community Wind Power Fact Sheet #4, 2004. Rosen, Goldberg, Der & Lewitz, Acoustical Consultants. 2014.

Rosen, Goldberg, Der & Lewitz, Acoustical Consultants. 2014.

San Francisco International Airport (SFO), Airport Directors Report, September and October 2012.

San Francisco International Airport (SFO), Aircraft Noise Abatement Office, SFO Interactive Community Noise Map Application, www.flyquietsfo.com/mapping_tools.asp, accessed April 4, 2012.

State of California, Office of Planning and Research, *General Plan Guidelines*, Appendix C, Figure 2, October 2003.

U.S. Environmental Protection Agency (U.S. EPA), 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. March 1974.

U.S. Department of Transportation, Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006.

World Health Organization, *Guidelines for Community Noise*. Geneva, 1999. <http://www.who.int/docstore/peh/noise/guidelines2.html>

Wilson Ihrig & Associates, *Construction Practices to Address Construction Vibration and Potential Effects on Historic Buildings Adjacent to Transportation Projects*, September, 2012.

Population and Housing

Page 4.K-17 BCC-473 [See page 5-253 for the original comment] Because ABAG Projections 2013 were approved as part of Plan Bay Area subsequent to the public review period for the Brisbane Baylands Draft EIR replacing ABAG's earlier Projections 2009, all references to the older Projections 2009 are stricken from the Brisbane Baylands EIR.

Page 4.K-19 BCC-498 [See page 5-257 for the original comment] REVISE the first and second full paragraphs as follows.

California Housing Element Law (Government Code Section 65580, et seq.) requires cities and counties to include, as part of their general plans, a housing element to address housing conditions and needs in the community. The housing element law requires the California Department of Housing and Community Development, in consultation with each regional council of governments,⁶ to determine each region's existing and projected housing need. The regional council of governments in turn develops a regional housing allocation plan that includes the actual

⁶ ABAG is the council of governments for the Bay Area.

allocation of housing need to the cities and counties within the region. Allocations are based on factors that consider existing employment, employment growth, household growth, and the availability of transit; need is determined for households in all income categories from very-low to above-moderate (ABAG, 2008). The jurisdictions are required to plan for their allocated number of housing units within the housing elements of their general plans. Housing elements are required to be updated every ~~seven to~~ eight years, following timetables adopted by the state. The housing element must identify and analyze existing and projected housing needs and “make adequate provision for the existing and projected needs of all economic segments of the community,” among other requirements. Changes to Housing Element law, specifically, AB 1233 passed in January 2006, require “communities that failed to comply with requirements to make available sufficient sites to meet their regional housing need in the previous planning period must, within the first year of the new planning period, zone or rezone enough sites to accommodate the RHNA not accommodated from the previous planning period.”

~~The housing element law also allows for the establishment of a subregion, consisting of at least two cities and a county, for the purpose of allocating the subregion’s existing and projected need for housing among its members. The purpose of establishing a subregion is to recognize the community of interest and mutual challenges and opportunities for providing housing within a subregion. For the current (2007-2014) allocation period, San Mateo County, in partnership with all its cities, formed such a subregion for the purpose of allocating the projected housing need in the county, and has formed a subregion for the 2014-2022 allocation process that is currently in progress (ABAG, 2012, p.5). This is discussed in conjunction with Brisbane’s regional housing need allocation below. Housing Elements within the ABAG region are required to have their elements updated for the “Fifth Cycle” by January 31, 2015. The final adopted RHNA for the Fifth Cycle (January 2015 through January 2023) indicates the following as Brisbane’s fair share of regional housing needs:~~

- Very Low Income: 25 households
- Low Income: 13 households
- Moderate Income: 15 households
- Above Moderate Income: 30 households
- Total Needs (2015-2023): 83 households

Public Services

There are no text changes to Chapter 4.L, *Public Services*, of the Draft EIR.

Recreational Resources

Page 4.M-2 BCC-518 [See page 5-262 for the original comment] REVISE Table 4.M-1 as follows:

**TABLE 4.M-1
PARKS SERVING BRISBANE**

Park Classification	Park/Resource Name	Approximate Acreage	Park/Resource in Figure 4.M-1
Mini Parks			
Public	Sierra Point Par Course/Picnic Area	0.25	1
	Community Center/Library Park	0.11	2
	Plug Reserve	0.01	3
	Silver Spot Nursery Center Tot Lot (formerly Kids and Things Playground)	0.25	4
	Skateboard Park and Basketball Courts	0.25	5
	<u>Dog Park (behind City Hall)</u>	<u>0.25</u>	<u>6</u>
	<u>Brisbane Community Garden</u>	<u>0.10</u>	<u>7</u>
	<u>Fisherman's Park</u>	<u>0.25</u>	<u>8</u>
Private	Joy Condominium Yard Area	0.60	6 <u>9</u>
	Northeast Ridge Altamar Tot Lot	0.25	7 <u>10</u>
	Northeast Ridge Altamar Rec. Bldg. Site	0.23	8 <u>11</u>
	Northeast Ridge Viewpoint Tot Lot/Park and Rec. Bldg.	0.67	9 <u>12</u>
Total		2.62 <u>3.22</u>	
Neighborhood Parks			
Public	Lipman School Fields and Playground (<u>including tennis courts</u>)	12.30	4 <u>13</u>
	Brisbane Elementary School Fields	4.89	1 <u>14</u>
	Firth Park	0.50	2 <u>15</u>
Total		17.69	
Linear Parks			
Public	Sierra Point Public Access Trails	7.00	4 <u>16</u>
	<u>Independence Walkway (Humboldt – Sierra Point)</u>	<u>< 0.1</u>	4 <u>17</u>
	Brisbane <u>Bicentennial Walkways (Sierra Point/Klamath – Solano/Mendocino)</u>	0.37	<u>17</u>
	Crocker Park Recreational Trail	10.00	4 <u>18</u>
	<u>Mono Walkway (Sierra Point Canyon)</u>	<u>< 0.1</u>	<u>19</u>
	<u>Central Walkway (Sierra Point – Alvarado)</u>	<u>< 0.1</u>	<u>20</u>
	<u>San Francisco Street to Old County Road Walkway</u>	<u>< 0.1</u>	<u>21</u>
	<u>Solano to San Francisco Street Steps</u>	<u>< 0.1</u>	<u>22</u>
Outside City Limits	Old Quarry Road	9.80	4 <u>23</u>
Total		27.6 <u>47</u>	
Community Parks			
Public	The Community Park	2.00	4 <u>24</u>
	<u>Mission Blue Park (including tennis courts and baseball diamond)</u>	6.50	4 <u>25</u>
	Community Swimming Pool	0.66	4 <u>26</u>
Total		9.16	

SOURCE: City of Brisbane, 2001; Carpenter, 2013.

Page 4.M-3 **REPLACE** Figure 4.M-1 with revised Figure 4.M-1, which follows this page, to provide updated park location information.

Page 4.M-4 **BPRC-3** [See **page 5-50 for the original comment**] **REVISE** the first sentence as follows:

Recreational Facilities

The Brisbane Parks and Recreation Department coordinates the use of recreational facilities for Brisbane residents including a ~~teen center~~, senior center, ~~gymnasium~~, ball field, community pool, and several activity/community rooms.

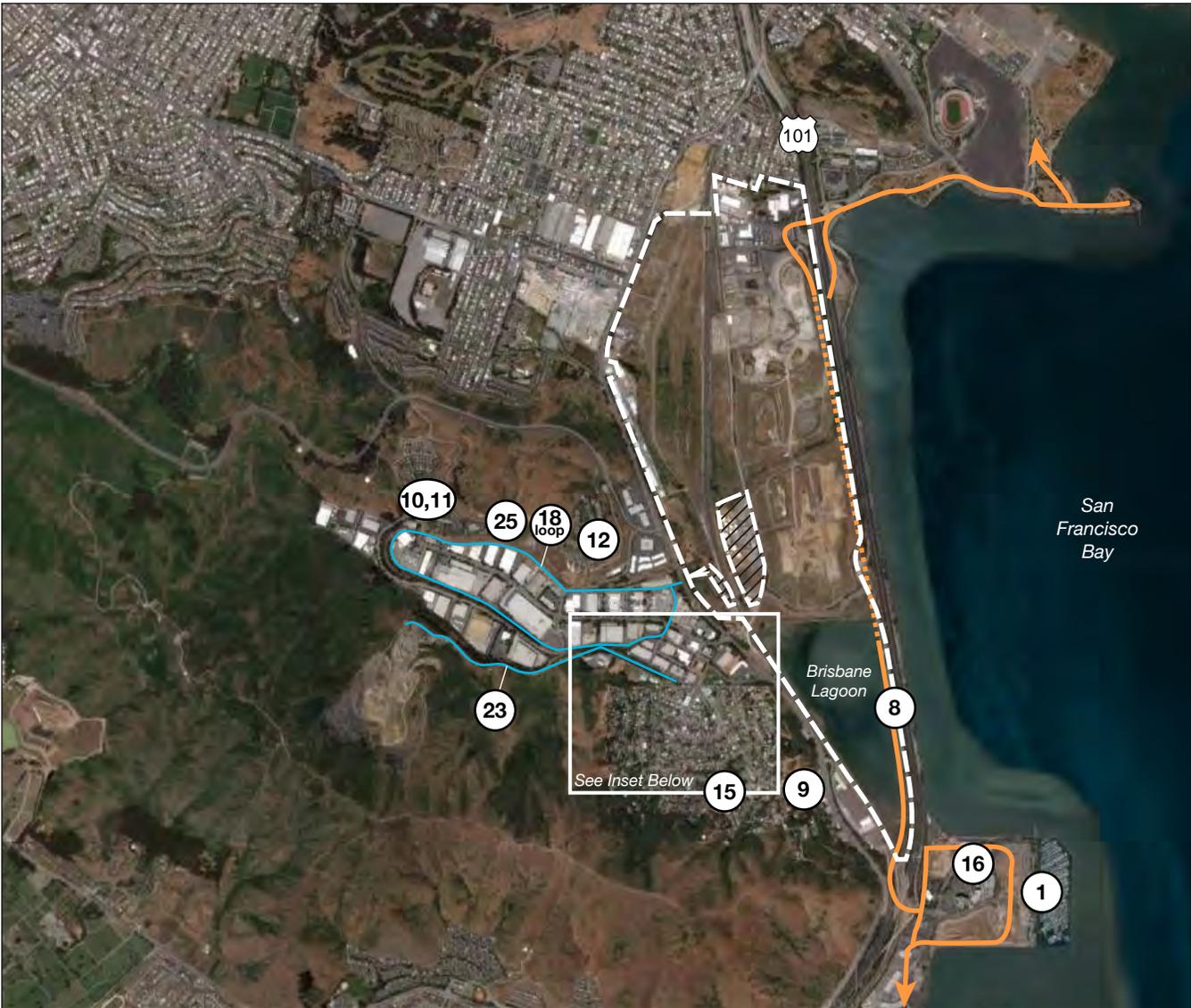
Page 4.M-4 **BCC-521** [See **page 5-262 for the original comment**] **REVISE** Table 4.M-2 as follows:

**TABLE 4.M-2
RECREATIONAL FACILITIES IN BRISBANE**

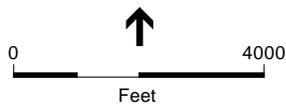
Name	Location	Operator
Brisbane Elementary School Activity Room and Fields	500 San Bruno Avenue	Brisbane ESD
Community Center	250 Visitacion Avenue	City of Brisbane
Mission Blue Center	475 Mission Blue Drive	City of Brisbane
Brisbane Community Pool	2 Solano Street	City of Brisbane
Lipman Middle School Gym/Field	1 Solano Street	Brisbane ESD
Recreation Activity Room	500 San Bruno Avenue	City of Brisbane
Brisbane Marina/fitness course	400 Sierra Point Parkway	City of Brisbane
Brisbane Senior Center Sunrise Room	2 Visitacion Avenue	City of Brisbane
Brisbane City Teen Center	22 San Bruno Avenue	City of Brisbane
Brisbane Community Garden	Inyo Street and San Francisco Avenue	City of Brisbane

Page 4.M-5 **BCC-522** [See **page 5-262 for the original comment**] **DELETE** the reference to gardening in the description of recreational opportunities at Candlestick Point State Recreation Area in the second paragraph as follows:

Less than one mile northeast of the Project Site is Candlestick Point State Recreation Area (CPSRA), a 252-acre regional open space. Recreational opportunities include ~~gardening~~, hiking, jogging, bicycling, bird watching, fishing, and picnicking (California State Parks, 2011).



-  Project Site
-  Not a part of Proposed Project
-  Existing Bay Trail
-  Proposed Bay Trail
-  Park Location (Corresponds to Park/Resource Number in Table 4.M-1)



SOURCE: San Francisco Bay Trail Project, 2012; City of Brisbane, 2001; City of Brisbane, 2010; City of Brisbane, 2012; Carpenter, 2013

Brisbane Baylands . 206069
Figure 4.M-1
 Parks Serving Brisbane

Page 4.M-5 CPA2-43 [See **page 5-429 for the original comment**] **REVISE** the third paragraph as follows.

CPSRA is also a popular entry point for windsurfing on the Bay and is considered one of the premier windsurfing sites in the San Francisco Bay Area (Thorner, 2008). The windsurfing launch site is located on the shoreline of Candlestick Cove near the southern end of the CPSRA parking lot, a turnaround known as “Windsurf Circle.” According to the San Francisco Boardsailing Association (SFBA), CPSRA is an ideal location for beginning- and intermediate-level windsurfers, because there is very little swell (wave action). These flat-water conditions allow windsurfers to develop skills that are more difficult to master in choppy water. Candlestick Point is not dependent on tidal conditions, and has adequate water depth for safe sailing at low tides. According to the Candlestick Preservation Association, on average, Candlestick Point has 85 “Sailable Days” per year (from April through September), and is frequented, on average, by 20 sailors per Sailable Day. In 2013, Candlestick Preservation Association had 102 Sailable Days, which was more than other sites around the Bay.

The SFBA provided accumulated GPS tracks that it considers representative of the primary sailing area in this area of the Bay (Thorner, 2008). The SFBA considers westerly wind conditions to be generally good for windsurfing at CPSRA, with the best conditions during west-northwest winds (Thorner, 2008). Alternate windsurfing sites such as Crissy Field (San Francisco), Ocean Beach (San Francisco), and Oyster Point (South San Francisco) feature heavy surf, offshore winds, or strong currents – wind and water conditions that are not appropriate for beginners and intermediates. However, the CPA recommends extending the sailable area westward to the shoreline for about half of its north-south length. See Master Response 31 for discussion of the area analyzed in the Draft EIR.

Page 4.M-16 BCC-526 [See **page 5-263 for the original comment**] **REVISE** the second full paragraph as follows.

The park would feature a restored tidal channel and wetland area, native scrub and grasslands, and sites for community gardens in raised planter beds and groves of native fruit trees.

Page 4.M-16 BCC-527 [See **page 5-263 for the original comment**] **REVISE** the third full paragraph as follows:

Visitacion Creek Park (West) would feature passive wetlands, native plantings, picnic facilities, multiuse paths, trails, overlooks, a small amphitheater (for community events and performances), and interpretive features.

Page 4.M-16 BCC-528 [See page 5-263 for the original comment] REVISE the last paragraph as follows:

This 47-acre park would feature significant vegetative habitat areas (e.g., constructed wetlands, windrows and chaparral mounds) and open space connected by a network of trails.

Page 4.M-18 BCC-533 [See page 5-264 for the original comment] REVISE the last paragraph as follows:

Group Use Area

The Group Use Area would be located immediately north of Icehouse Hill. The recreational component of this area would be primarily oriented toward organized groups. A concessionaire agreement would be established with the City in order to provide a source of revenue generation that would help support the public space. Picnic and recreational activity services would be oriented to accommodate corporate picnics and business retreats, as well as large family celebrations and events. This type of operation would provide food services and barbeques and recreational opportunities such as softball/baseball, volleyball, horseshoes, bocce ball, tetherball, croquet, and other group and family-oriented outdoor activities.

Page 4.M-20 BCC-535 [See page 5-264 for the original comment] REVISE the first full paragraph on page 4.M-20 as follows:

The Quimby Act (California Government Code Section 66477) authorizes cities to require the dedication of land or payment of fees for park or recreational purposes by ordinance and establishes a standard of 3 to 5 acres of parkland dedication per 1,000 residents, depending on the amount of existing parkland within a jurisdiction. Pursuant to the Quimby Act, the City adopted an implementing ordinance in 1982 (Ordinance 282, contained in Sections 16.24.010-16.24.070 of the Municipal Code) that was amended in 2013 by Ordinance 566 to authorize~~ing~~ the City to require Quimby Act dedications to “provide for adequate and appropriate recreational facilities,” defining the amount of land needed by setting a standard of ~~4.5~~ 3.0 acres per 1,000 residents. The dedication requirements of Chapter 16.24 thus reflect the threshold at which new development could cause physical impacts on existing recreational facilities and is therefore used as the significance criterion for impacts on recreational resources. Thus, a standard of ~~4.5~~ 3.0 acres per 1,000 residents was used to determine whether a significant impact would result.

Page 4.M-20 BCC-535 [See page 5-264 for the original comment] REVISE the last paragraph on page 4.M-20, continuing onto page 4.M-21 as follows:

Pursuant to the Quimby Act, Section 16.24.030 of the Brisbane Municipal Code established a standard of ~~4.5~~ 3.0 acres of parkland per 1,000 residents. Application of this standard to the DSP or DSP-V scenario would require approximately ~~44.5~~ 29.7 acres of parkland to serve the needs of the 9,888 residents that would be living at the Project Site at buildout. While it is recognized that park needs per 1,000 population refer only to resident populations, it is also recognized that employees within the Project Site would use area parks and recreational facilities. Applying the Quimby Act standard to both Project Site resident and employment population would result in a need for up to ~~422~~ 81.3 acres of parkland under the DSP and DSP-V scenarios.

Pages 4.M-21/22 BCC-799 [See page 5-303 for the original comment] REVISE the discussion of parks for the CPP and CPP-V scenarios starting with the last paragraph on page 4.M-21 as follows:

Under the CPP or CPP-V scenario, no residential units would be constructed; therefore, there would be no resident population within the Project Site, although the employee population would increase. Development under the CPP or CPP-V scenario would result in approximately 14,707 employees or 14,590 employees working at the Project Site, respectively. The CPP or CPP-V scenario would provide more than 300 acres of parks and open space at buildout, with no residential uses on the Project Site. As noted above, standards addressing the amount of parks needed to serve new development refer only to new resident populations. The ~~Although the~~ park standards in the Brisbane General Plan, Municipal Code, and the Quimby Act are not intended for application to the employment population of a proposed development, applying the Municipal Code standard of 4.5 acres of park land per 1,000 population to workers in the CPP and CPP-V scenarios would result in a presumed need for 66.2 and 66.7 acres of park land, respectively. By comparison, the CPP and CPP-V scenarios provide 330 acres of parks and open space in addition to the lagoon and lagoon perimeter. Thus, sufficient open space to meet the needs of workers would be provided by the CPP and CPP-V scenarios.

While there would be no residents living within the Project Site under the CPP and CPP-V scenarios, it is nevertheless recognized that employees working at the Project Site could use recreation and open spaces in Brisbane during certain times of the day (e.g., lunch breaks) and immediately after work. However, because employees at the Project Site would have limited opportunities to use recreation and open spaces during working hours, they would typically use parks and recreational facilities for informal activities during weekday lunch breaks and immediately before and after work. These weekday times do not represent the peak hours for park use, which occur

~~on weekends and holidays when workers are not present. Because of the limited times available to workers for recreation, and therefore they would tend to use only parks and recreational areas that are in close proximity to their place of work, with the exception of ball fields used for organized team sports (i.e., softball and other athletic leagues). In cases where parks are not in close proximity (walking distance), increases in employment do not affect park use. As a result, increased employment within the Project Site would not be expected to result in the use of existing parks and recreational facilities to a degree that degradation of such facilities would occur. Further, proposed recreational amenities would be available for use by Project Site employees. Therefore, no substantial degradation of recreational facilities would occur under the CPP or CPP-V scenario.~~

Traffic and Circulation

Page 4.N-1 OSEC-317 [See page 5-352 for the original comment] **REVISE** the first paragraph under “Roadway Network” as follows:

This subsection describes the freeways and streets that provide vehicle access and circulation within the Project Site and vicinity (see **Figure 4.N-1** and **Figure 4.N-2**). Cumulative projects are described in Chapter 6 (see Figure 6-1A for the locations of these cumulative projects). With the exception of the freeways, each of the facilities described in this subsection also provides the primary means of bicycle and pedestrian circulation (described in greater detail in the subsections describing travel by those modes).

Page 4.N-4 OSEC-24 [See page 5-307 for the original comment] **ADD** the following text to the last bullet point:

Old County Road is a two-lane east-west collector street that connects Bayshore Boulevard and Tunnel Avenue with Central Brisbane.

Page 4.N-4 BCC-546 [See page 5-266 for the original comment] **REVISE** the first bullet point under the “Local Roadways” heading as follows:

- The road is designated as a Congestion Management Program (CMP) Route by the City/County Association of Governments of San Mateo County (C/CAG) in both San Francisco and San Mateo Counties.

Page 4.N-4 BCC-547 [See page 5-266 for the original comment] **REVISE** the second bullet point under the “Local Roadways” heading as follows:

Proposed plans were identified in the San Francisco and San Mateo Bi-County Transportation Study (2001 and ~~current update~~ 2013) to extend

Geneva Avenue through the Project Site to a proposed interchange with US 101 that would replace the current interchange at Beatty Avenue.

Page 4.N-11 BCC-559 [See page 5-268 for the original comment] REVISE the last paragraph as follows:

As shown in **Table 4.N-4**, all analysis segments currently experience LOS E ~~or LOS F~~ conditions during the commute periods – either in the AM or PM peak hours, with the segment of US 101 southbound between Third Street/Bayshore Boulevard and Sierra Point Parkway experiencing LOS E conditions during both the AM and PM peak hours.

Page 4.N-15 BCC-563 [See page 5-268 for the original comment] REVISE the first bullet under San Mateo County Transit District (SamTrans) as follows:

- Route #292 provides service from downtown San Francisco, through Brisbane, to South San Francisco, San Francisco International Airport, and Burlingame, and ends at Hillsdale Shopping Center in San Mateo. In Brisbane along the Project Site's western edge, the bus stops on Bayshore Boulevard at Geneva Avenue, Industrial Way, Guadalupe Canyon Parkway, and Valley Drive. It also stops at the Park-n-Ride lot located at Old County Road and Bayshore Boulevard, just outside the Project Site boundary. This service provides about 43 buses per weekday between the hours of 5:00 AM and 2:00 AM with headways of approximately 20 minutes during peak periods. There are approximately 4,000 weekly boardings of Route #292, which is the fourth highest ridership in the SamTrans system.

Page 4.N-21 BCC-566 [See page 5-269 for the original comment] REVISE the first bullet as follows:

- Bayshore Boulevard provides north-south circulation connecting Brisbane with San Francisco to the north and South San Francisco to the south. Bayshore Boulevard is striped with Class II bicycle lanes north of Geneva Avenue (within the San Francisco city limits), as well as south of Geneva Avenue (within Brisbane) where rumble strips are installed between the bikeway and outside travel lane. Within Brisbane, relatively high travel speeds may discourage the use of ~~Brisbane~~ Bayshore Boulevard by inexperienced bicyclists.

Page 4.N-23 BCC-569 [See page 5-269 for the original comment] REVISE the second paragraph as follows:

Informal ~~P~~pedestrian paths ~~are provided~~ exist along the lagoon at the southern end of the Project Site. The rest of the Project Site currently lacks dedicated pedestrian facilities. Internal roadways provide vehicle and truck access within the site, and to/from the US 101 freeway, but do not include

sidewalks. As noted above, the northern portion of the Project Site represents a gap in the San Francisco Bay Trail.

Page 4.N-24 BCC-570 [See page 5-269 for the original comment] REVISE the first paragraph as follows:

As noted above, the ALLIANCE offers a variety of commuter programs including coordinating with employers to provide commuter shuttles from BART and Caltrain to within easy walking distance of many San Mateo County employers (e.g., many business parks). The Brisbane-Crocker Park BART Shuttle bus service (see **Figure 4.N-7**), managed by the ALLIANCE, provides service between the Balboa Park BART Station and Brisbane via Geneva Avenue and Bayshore Boulevard, including a stop at the Muni Metro T-Third Street terminus. The shuttle operates adjacent to the Project Site on Bayshore Boulevard and provides afternoon-only connections to the Bayshore Caltrain Station within the Project Site.

Page 4.N-44 SFCTA-3 [See page 5-61 for the original comment] REVISE the third paragraph as follows:

In addition, there are two regional roadway improvements (Bayshore Avenue & Sunnydale Avenue intersection improvements and Harney Way widening) currently being designed and analyzed to accommodate the travel demand associated with areawide projects in both San Francisco and San Mateo Counties. These improvements, requiring approval by the City of Brisbane, are being studied through their own CEQA environmental review process. Implementation of these regional improvements would be based on fair-share funding measures through inter-jurisdictional study and cooperation, such as the ongoing inter-jurisdictional Bi-County Transportation Study effort led by the SFCTA. Inclusion of the regional improvements proposed in the Bi-County Transportation Study recognizes the need for such facilities to support major proposed development within San Francisco and Daly City, and that these improvements are independent of any action the City of Brisbane may take regarding proposed Baylands development. However, the City of Brisbane also recognizes that the proposed Baylands development also contributes to the need for these regional improvements. Thus, Brisbane will require project developer fair-share contributions to these identified funding needs as a condition of development approval. Within San Francisco, the Planning Department and the Office of Community Investment and Infrastructure will require project developer fair-share contributions to these identified funding needs as a condition of development approval, or as a condition of any Owner Participation Agreement. Should these facilities not be constructed in a timely manner relative to development of the Baylands, Project Site

development would still be required to meet the performance standards set forth by mitigation measures in this EIR.

Page 4.N-47 BCC-583 [See page 5-270 for the original comment] REVISE the last bullet point under “Transit Improvements” as follows:

Improvements Described in the Candlestick Point-Hunters Point Shipyard EIR: Planned and/or proposed service improvements in the vicinity of the Project Site (~~see Figure 4.N-11~~), although none beyond those described above would directly serve the Project Site.

Pages 4.N-48/49 OSEC-332 [See page 5-353 for the original comment] REPLACE Draft EIR Figures 4.N-9 and 4.N-10 with revised Figures 4.N-9 and 4.N-10 shown after this page (change in figure numbers only).

Page 4.N-50 BCC-583 [See page 5-270 for the original comment] DELETE Figure 4.N-11 from the EIR.

Page 4.N-55 BCC-590 [See page 5-271 for the original comment] REPLACE Figure 4.N-12, DSP/DSP-V Project Site Road Network Improvements, with revised Figure 4.N-11, which follows revised Figures 4.N-9 and 4.N-10, below (change in figure number only).

Page 4.N-56 BCC-587 [See page 5-271 for the original comment] REPLACE Draft EIR Figure 4.N-13, CPP Conceptual Road Network Improvements, with revised Figure 4.N-12, and Figure 4.N-14 CPP-V Conceptual Road Network Improvements, with revised Figure 4.N-13, which follow revised Figures 4.N-9 through 4.N-11, below (change in figure number only).

Page 4.N-56 BCC-591 [See page 5-271 for the original comment] REPLACE Figure 4.N-15 DSP/DSP-V Proposed Transit Circulation, with revised Figure 4.N-14, as shown below (change in figure number only).

Page 4.N-58 REPLACE Figure 4.N-16, CPP/PP-V Proposed Transit Circulation, with revised Figure 4.N-15, as shown below (change in figure number only).

Page 4.N-63 OSEC-335 [See page 5-353 for the original comment] Draft EIR Figure 4.N-17 has been updated to illustrate the extent of existing Caltrain tracks, as shown in revised Figure 4.N-16 following revised Figure 4.N-15, below (change in figure number only).

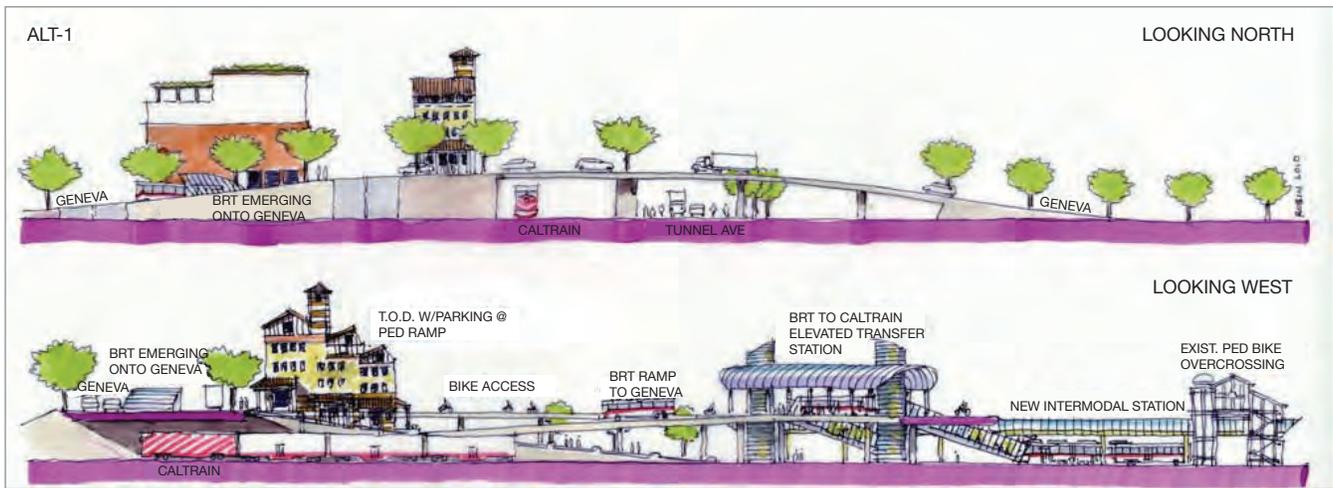


Figure 3-2: Alternative 1 aerial view

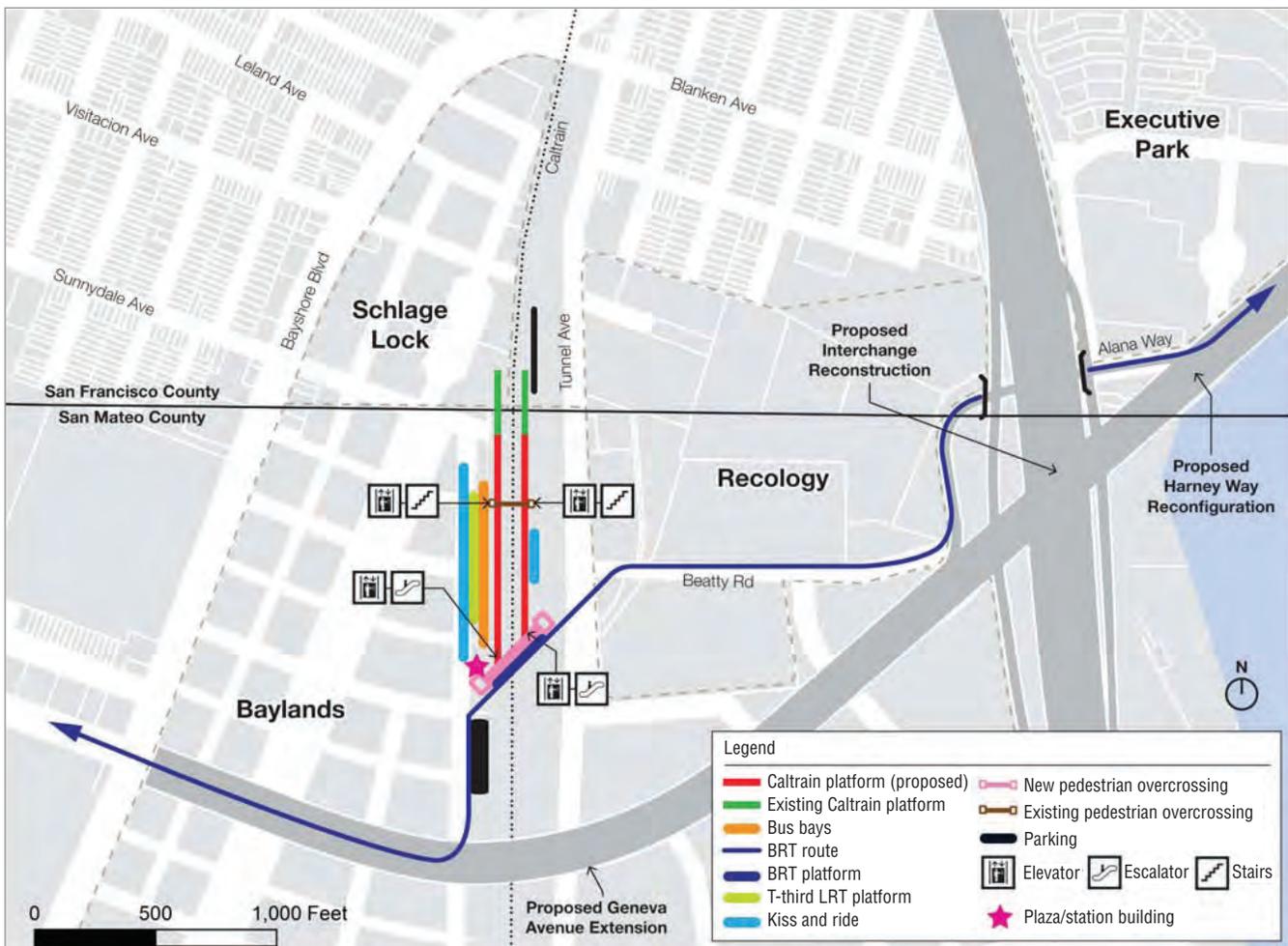
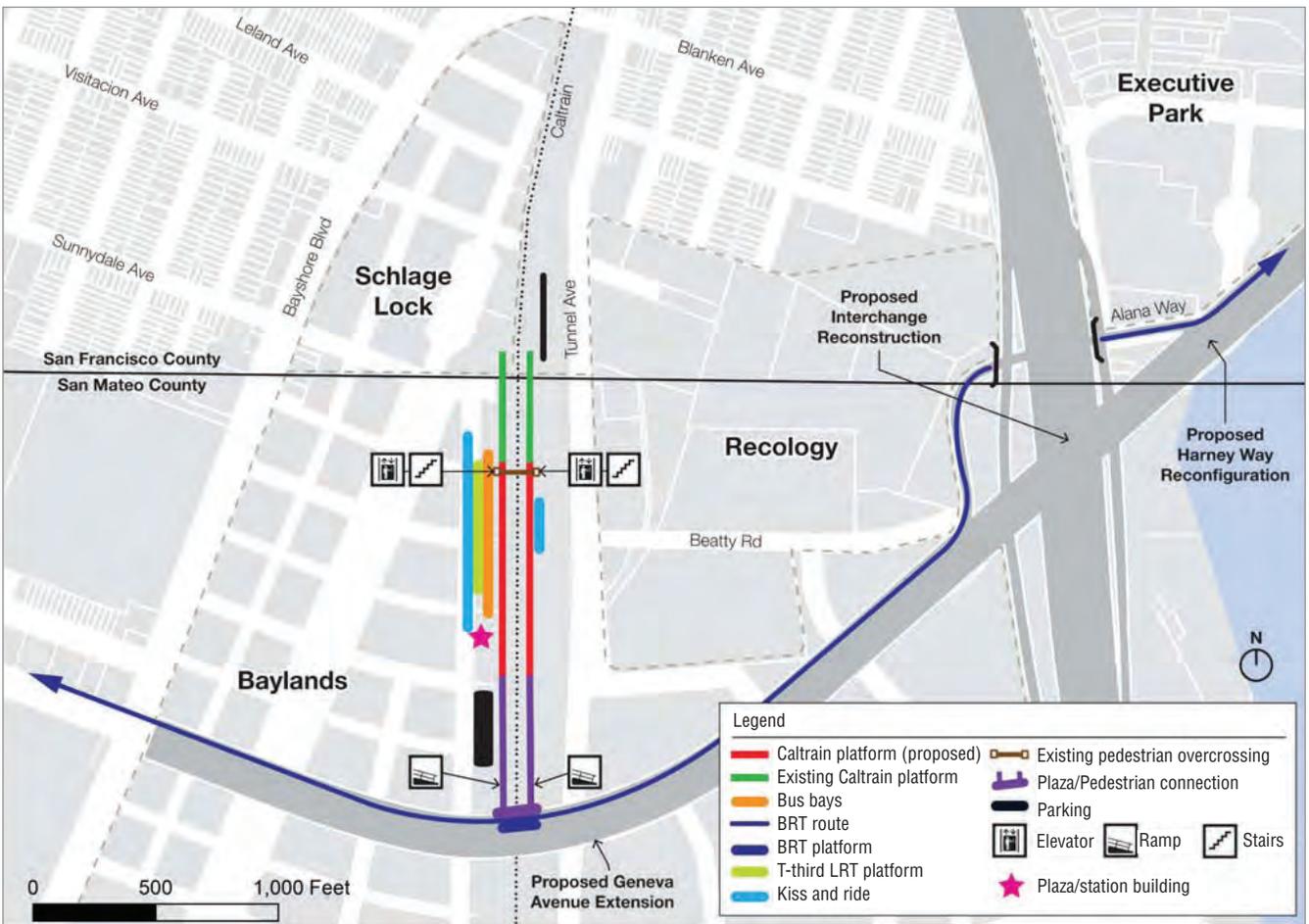




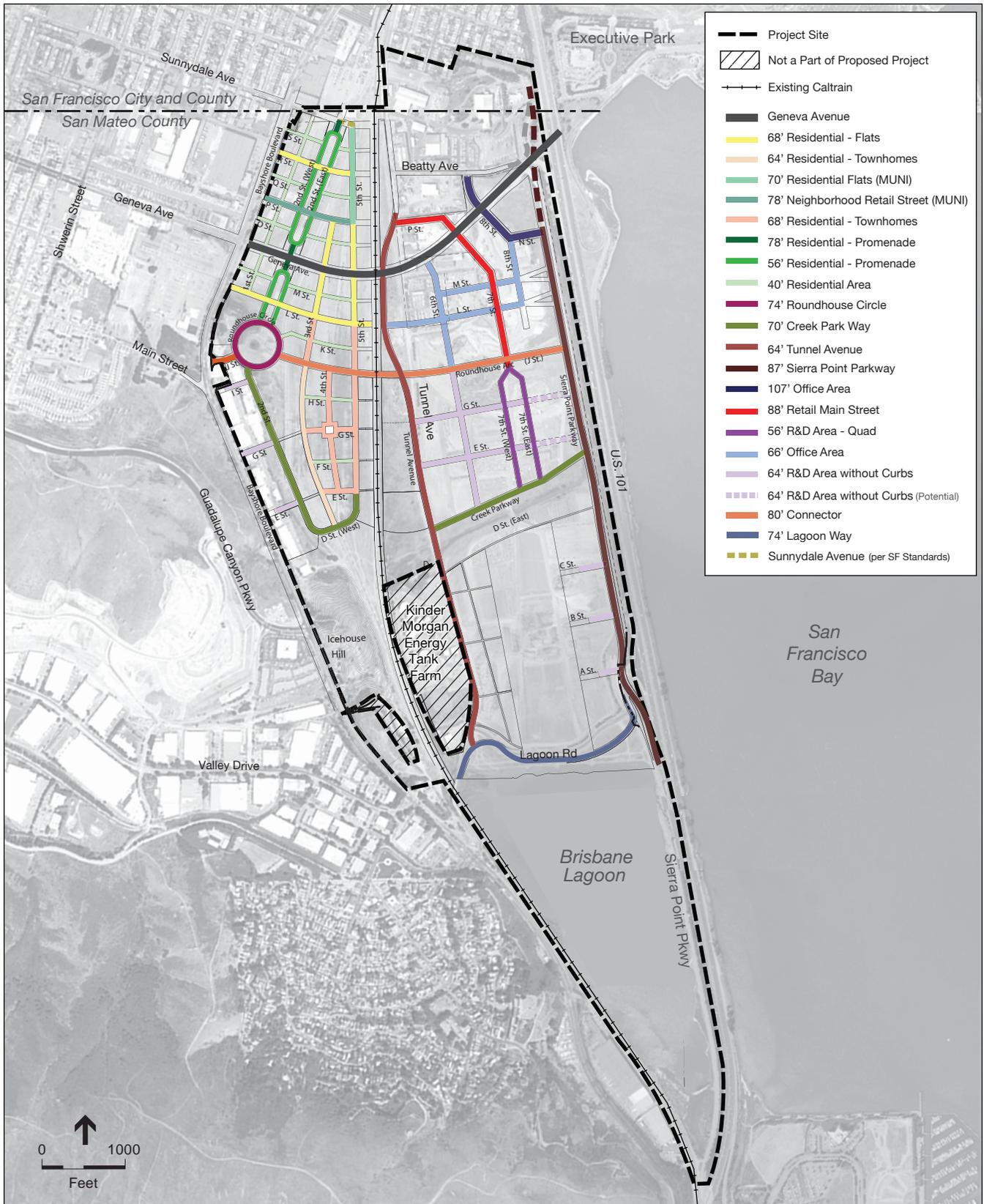
Figure 3-5: Alternative 2 aerial view



SOURCE: San Francisco County Transportation Authority, 2012

Brisbane Baylands . 206069

Figure 4.N-10
Bayshore Intermodal Station Access Study (Alternative 2)



SOURCE: UPC, 2011

Brisbane Baylands . 206069

Figure 4.N-11
 DSP/DSP-V Project Site Road Network Improvements



SOURCE: Fehr & Peers, 2012

Brisbane Baylands . 206069

Figure 4.N-12
CPP Conceptual Road Network Improvements

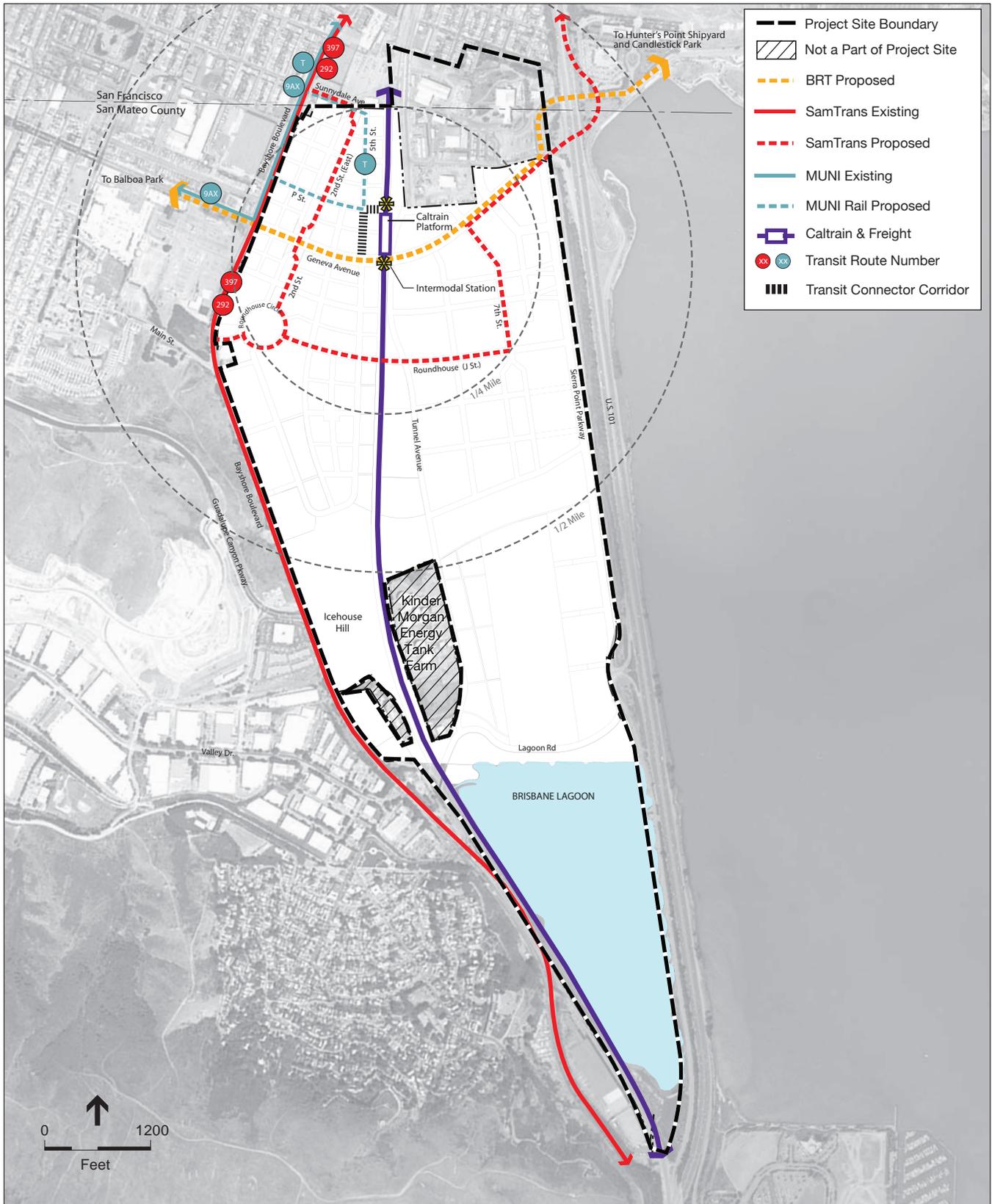


SOURCE: Fehr & Peers, 2012

Brisbane Baylands . 206069

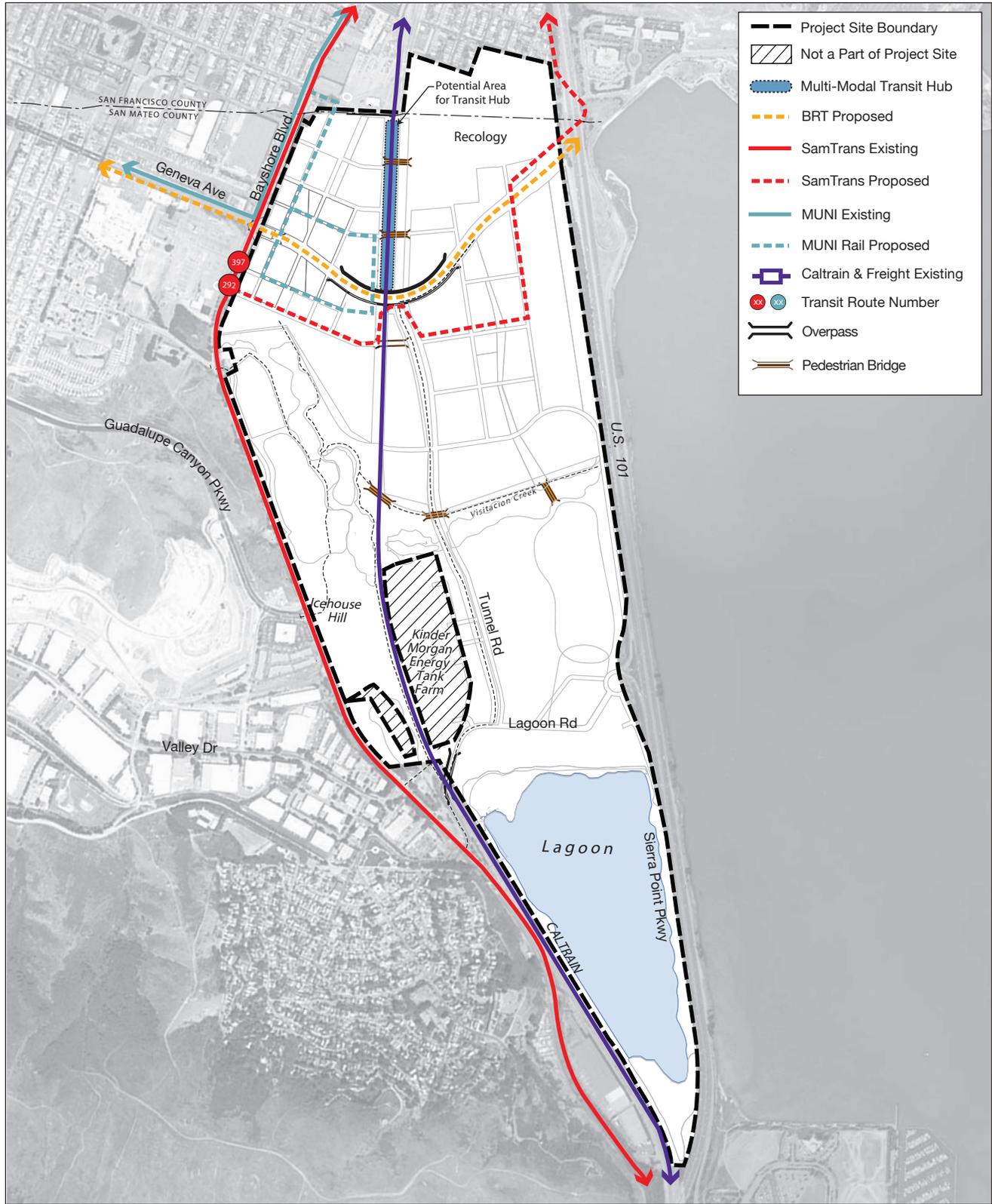
Figure 4.N-13
CPP-V Conceptual Road Network Improvements

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SOURCE: Wallace Roberts & Todd, 2011;
 Universal Paragon Corporation, 2011

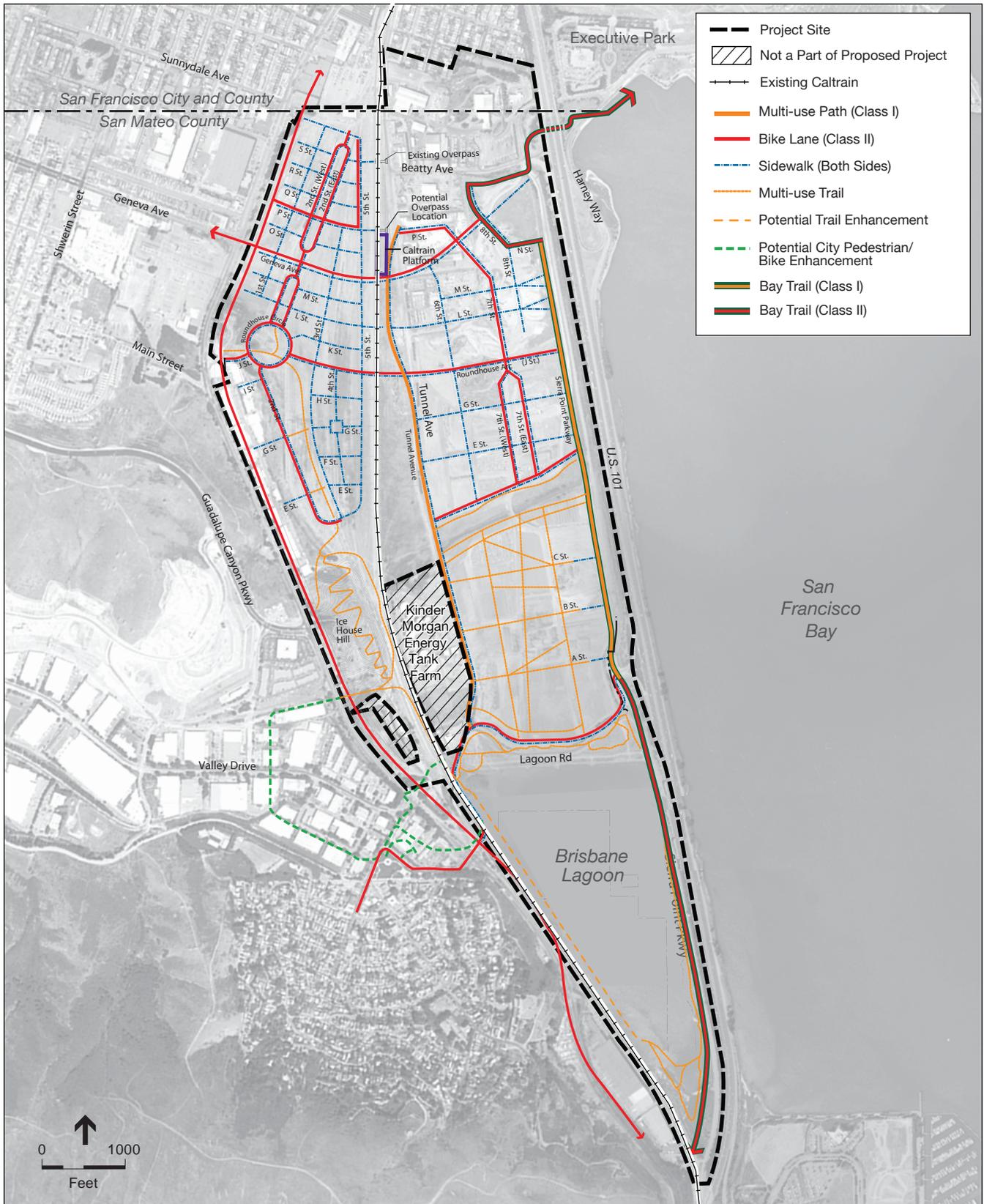
Brisbane Baylands . 206069
Figure 4.N-14
 DSP/DSP-V Proposed Transit Circulation



SOURCE: Dyett & Bhatia, 2008; Fehr and Peers, 2012

Brisbane Baylands . 206069

Figure 4.N-15
 CPP/ CPP-V Proposed Transit Circulation



SOURCE: UPC, 2011 Brisbane Baylands . 206069
Figure 4.N-16
 Proposed DSP/DSP-V and Presumed CPP/ CPP-V
 Project Site Pedestrian and Bicycle Circulation

Page 4.N-64 SFMTA-17 [See page 5-70 for the original comment] REVISE footnote “b” of Table 4.N-7 as follows:

- b During peak hours, the curb parking bicycle lanes would be open to through vehicular traffic. 5' bicycle lanes would be provided adjacent to the curb, next to the sidewalk.

Page 4.N-67 BCC-603 [See page 5-273 for the original comment] REVISE the last paragraph as follows:

All new streets and intersections within the Project Site would be designed in consideration for the convenience and the safety of pedestrians and bicyclists. Project Site development would provide extensive Class I, II, and III bicycle routes within the Project Site and a “Safe Routes to School” program. Exclusive bike lanes and ~~frequent~~ bus rapid transit service provided by existing transit agencies, and bus rapid transit operating in dedicated lanes along the Geneva Avenue extension with signal priority constructed as part of Project Site development would offer convenient alternatives to driving to, from, and within the Project Site. Additional transit service would include extended Muni routes, increased Muni frequencies, and enhanced connections to the regional network (BART and Caltrain). Project Site development would provide rights-of-way for BRT route and stations/stops.

Page 4.N-74 BCC-623 [See page 5-275 for the original comment] REVISE the fourth paragraph as follows:

The travel demand analysis assumes implementation of the improvements to transit service under each of the development scenarios, as described above. Transit improvements would be in addition to those currently proposed as part of the ~~San~~ San Francisco Municipal Transportation Agency (SFMTA) Transit Effectiveness Program.

Page 4.N-84 BCC-648 [See page 5-277 for the original comment] REVISE the last paragraph as follows:

The number of person trips made by spectators to the proposed arena in the DSP-V scenario was analyzed for a special event. Trip generation was estimated based on the proposed 17,000 seats and a sell-out condition. The arena would be used for theater productions, concerts, speaking engagements, educational events, or sporting events. Although no specific program has been developed for events at the arena, it is anticipated that up to 150 events per year could occur at the arena (e.g., Wednesday, Friday, and Saturday every week per year). Assuming an approximate weekday evening start time of about 7:00 PM, the weekday PM peak hour (5:00 to 6:00 PM) was analyzed for pre-event conditions to address

transportation impacts associated with possible sold-out events occurring at the arena. ~~Although no specific program has been developed for events at the arena~~ Of the up to 150 events that could occur at the arena, it is unknown how many sell-out events with 17,000 attendees would occurring during weekday evenings ~~would likely be infrequent.~~

Page 4.N-91 BCC-648 [See page 5-277 for the original comment] REVISE footnote 15 as follows:

The analysis of Existing plus Project conditions assumes typical traffic conditions (i.e., not those conditions when the proposed arena under the DSP-V scenario would have a weekday evening sell-out event). Traffic impacts resulting from ~~an infrequent occurrence of~~ a weekday evening special event at the arena are described separately in Impact 4.N-5.

Page 4.N-96 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-1a as follows:

Mitigation Measure 4.N-1a: ~~Prior to issuance of the first building occupancy permit for new development within the Project Site other than relocation or improvement of an existing use,~~ The following physical improvements shall be constructed and accepted for public maintenance prior to occupancy of any development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard. ~~¶The eastbound approach on Geneva Avenue to Bayshore Boulevard shall be restriped to create one additional through lane. One of the existing two right-turn lanes shall also be modified to become a shared through/right-turn lane. In addition, existing AM signal timing setting shall be modified by shifting 8 seconds of green time from the protected eastbound left and westbound left phases to the protected southbound left and southbound through phases. For the PM signal timing settings, 6 seconds of green time shall be shifted from the protected eastbound left and westbound left phases to the protected northbound left and southbound left phases.~~

Page 4.N-98 BCC-662 [See page 5-280 for the original comment] Mitigation Measure 4.N-1b on page 4.N-98 is revised to read as follows:

Mitigation Measure 4.N-1b: ~~Prior to issuance of the first building occupancy permit for new development within the Project Site other than relocation or improvement of an existing use,~~ The following physical improvements shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard. ~~¶The intersection of Bayshore Boulevard and Old County Road shall be improved, including~~

modifications to ~~the tunnel~~ Tunnel Avenue to provide additional lanes and modify signal timing to improve intersection operations to achieve, at a minimum, LOS C during both AM and PM peak hours under the DSP and DSP-V scenarios and ensure that LOS remains at LOS D or better under the CPP and CPP-V scenarios.

Page 4.N-99 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-1c as follows:

Mitigation Measure 4.N-1c: ~~Prior to issuance of the first building occupancy permit for new development within the Project Site other than relocation or improvement of an existing use,~~ The following physical improvements shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard. ~~‡~~The intersection of Alana Way/Beatty Avenue Road/US 101 Southbound Ramps shall be signalized and longer green time shall be allowed for the eastbound/westbound traffic than for the northbound/southbound traffic. In addition, the southbound (Alana Way) approach shall be restriped to provide an additional exclusive right-turn pocket, and the westbound (off-ramp) approach shall be restriped to provide an additional through lane to increase the capacity at the off-ramp.

Page 4.N-100 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-1d as follows:

Mitigation Measure 4.N-1d: ~~Prior to issuance of the first building occupancy permit for new development within the Project Site other than relocation or improvement of an existing use,~~ The following physical improvements shall, to the extent permitted by agencies with jurisdiction over this intersection, be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard. ~~‡~~The eastbound approach to the Alana Way/Harney Way/Thomas Mellon Drive intersection shall be restriped to provide an additional right-turn lane. Harney Way shall be widened to the south of its existing alignment to accommodate this change.

Page 4.N-101 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-1e as follows:

Mitigation Measure 4.N-1e: ~~Prior to issuance of the first building occupancy permit for new development within the Project Site other than relocation or improvement of an existing use,~~ The following physical improvements shall, to the extent permitted by agencies with jurisdiction

over this intersection, be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard. A signal phase shall be provided for the westbound right approach at the intersection of Tunnel Avenue & Bayshore Boulevard, and signal timing settings for the AM and PM peak periods shall be modified by changing the southbound left phase from the existing permitted to protected phase, and shifting 20 seconds of green time from the northbound and southbound movements to each of the southbound left and westbound right phases.

Page 4.N-103 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-1f as follows:

Mitigation Measure 4.N-1f: Prior to issuance of the building occupancy permit for an arena within the Project Site, the arena operator shall develop a Transportation Management Plan (TMP) for coordination with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Police Department, and the City of Brisbane, developing incentives to increase transit ridership to the arena, and deploying traffic control officers at the unsignalized intersection of Blanken Avenue and Tunnel Avenue to approximate traffic control with traffic signals of LOS C. Prior to issuance of a building occupancy permit for an arena within the Project Site, the City of Brisbane shall complete its review and approve the proposed TMP.

Pages 4.N-103/104 BCC-675 [See page 5-281 for the original comment] REVISE the last paragraph on page 4.N-103 that continues onto page 4.N-104 as follows:

As show in Figures 3-11 through 3-14 in Chapter 3, *Project Description*, of this EIR, Beatty Avenue would provide access to a small area of land east of the Caltrain tracks between the existing Recology site and the Geneva Avenue extension under the DSP and DSP-V scenarios, whereas, Beatty Avenue would be eliminated under the CPP and CPP-V scenarios. Thus, proposed land uses east of the Caltrain tracks between the existing Recology site and the Geneva Avenue extension in the CPP scenario would not be able to take access from Beatty Avenue, and would instead be required to take access from north/south local street intersecting with Geneva Avenue to the south. In the CPP-V scenario, the Recology expansion would encompass the entire area east of the Caltrain tracks and north of the Geneva Avenue extension. Should Beatty Avenue be abandoned prior to the completion of Geneva Avenue extension, non-Recology lands east of the Caltrain tracks between the existing Recology site and the future Geneva Avenue extension would be left without access until the Geneva Avenue extension was completed, and traffic that would have otherwise used Beatty Avenue would be forced onto other streets, adversely affecting traffic flow. As a result, the City of Brisbane would not

be able to make the necessary findings required for abandonment of Beatty Avenue prior to the completion of Geneva Avenue extension.

Page 4.N-110 Recology-21 [See page 5-492 for the original comment] REVISE the second paragraph as follows:

As shown in those tables, among the intersections analyzed in this document, the following four would operate acceptably under Cumulative With Project conditions during both AM and PM peak hour, and the cumulative impact would be less than significant:

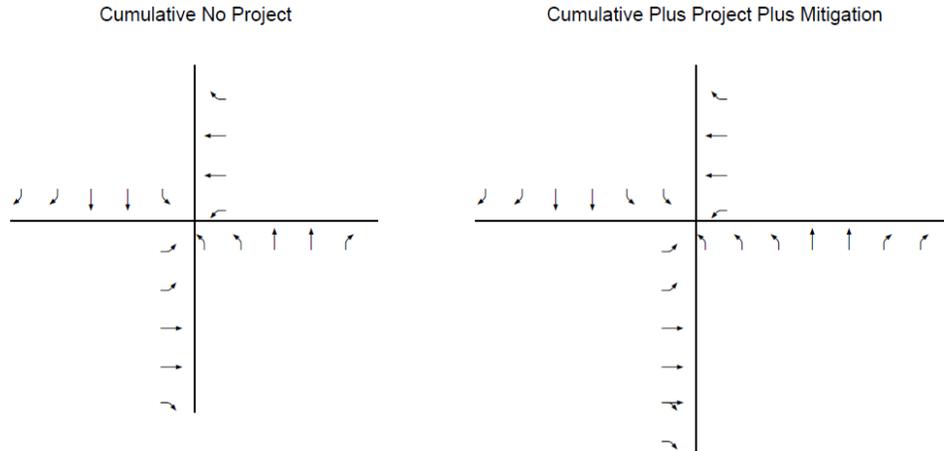
2. Guadalupe Canyon Parkway & Bayshore Boulevard
3. Valley Drive & Bayshore Boulevard
10. Harney Way & Thomas Mellon Drive
13. Blanken Avenue & Tunnel Avenue
19. ~~Tunnel Avenue & Geneva Avenue~~

Page 4.N-115 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-3a as follows:

Mitigation Measure 4.N-3a:⁷ ~~Prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site, In addition to the improvements required by Mitigation Measure 4.N-1a (which addressed Existing Plus Project conditions) shall be supplemented the following physical improvements shall be constructed and accepted for public maintenance to account for cumulative traffic conditions prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard.~~ Thus, the full extent of improvements shall include the following:

The eastbound approach at the signalized intersection of Geneva Avenue & Bayshore Boulevard shall be restriped to create one additional through lane and to modify one of the existing two right-turn lanes to become a shared through/right-turn lane. In addition, the southbound approach shall be restriped to provide an additional exclusive left-turn pocket. Finally, the northbound approach shall be restriped to provide two additional lanes: an additional left-turn pocket and an added right-turn lane.

⁷ Mitigation Measure 4.N-1a provides for mitigation of Project Site development-related impacts in the Existing plus Project condition, while this mitigation measure provides for mitigation in the Cumulative With Project condition. This mitigation measure is based on needed modification to the existing, baseline configuration of the intersection and does not assume that Mitigation Measure 4.N-1a is implemented.



As a condition of approval for the first discretionary action taken for development within the Project Site, the applicant shall be required to initiate a corridor plan for Bayshore Boulevard in cooperation with Daly City and San Francisco to determine the suite of improvements necessary to resolve long-term cumulative traffic issues along the corridor. Because the effectiveness of such a corridor plan would necessitate participation by Daly City and San Francisco in recognition of increases in traffic along the Bayshore corridor that will be generated by future development within those two jurisdictions, Brisbane will also make its best efforts to assist the developer in securing the agreement of Daly City and San Francisco to participate in the corridor study and its implementation.

Page 4.N-117 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-3b as follows:

Mitigation Measure 4.N-3b:⁸ At the signalized intersection of Old County Road & Bayshore Boulevard,⁹ the eastbound approach shall be restriped to create one additional exclusive through lane. In addition, the southbound approach shall be restriped to create two additional lanes: an added exclusive left-turn pocket and an added through lane for the southbound approach. Eastbound Tunnel Avenue shall be widened to the east of its existing alignment to accommodate two receiving lanes for the southbound left and eastbound through traffic. These improvements shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard ~~completed prior to issuance of the first~~

⁸ Mitigation Measure 4.N-1b provides for mitigation of Project Site development-related impacts in the Existing plus Project condition, while this mitigation measure provides for mitigation in the Cumulative With Project condition. This mitigation measure is based on needed modification to the existing, baseline configuration of the intersection, and does not assume that Mitigation Measure 4.N-1b is implemented.

⁹ Existing Bayshore Boulevard at Old County Road is approximately 80 feet wide and includes two through lanes for each direction and a median. Dedicated right-turn yield lanes are currently provided at all four approaches.

~~building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site.~~

Page 4.N-120 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-3c as follows:

Mitigation Measure 4.N-3c: Installation of a traffic signal at the intersection of Sierra Point Parkway and the US 101 freeway ramps shall be required when the peak hour signal warrant is met in the AM or PM peak hour. The signal shall be shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would cause signal warrants to be met in the AM or PM peak hour.

Page 4.N-120 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-3d as follows:

Mitigation Measure 4.N-3d: A traffic signal shall be installed when the peak hour signal warrant is met in either the AM or PM peak period. In addition, widening and restriping of the intersection approaches to provide one through lane and one left-turn lane in the southbound direction, one through lane and one right-turn lane in the northbound direction, and one shared left/through and one right-turn lane in the westbound direction shall be provided. The signal shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would cause signal warrants to be met in the AM or PM peak hour. The other improvements cited in this measure shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard.

Page 4.N-121 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-3e as follows:

Mitigation Measure 4.N-3e: A traffic signal shall be installed when the peak hour signal warrant is met in either the AM or PM peak period. In addition, the Lagoon Road/Sierra Point Parkway intersection shall be widened and intersection approaches shall be restriped to provide two through lanes and one right-turn lane in the southbound direction, one through lane and two left-turn lanes in the northbound direction, and two left-turn lanes and one right-turn lane in the eastbound direction. Additional road widening on Lagoon Road & Sierra Point Parkway would also be required. The signal shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would cause signal warrants to be met in the AM or PM peak hour. The other improvements cited in this measure shall be constructed and accepted for public maintenance prior to issuance of

occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard.

Page 4.N-122 Dettmer-19 [See page 5-541 for the original comment] REVISE Mitigation Measure 4.N-3f as follows.

Mitigation Measure 4.N-3f: The City of Brisbane shall work with the San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Authority (SFMTA), and Caltrans to ensure that projected traffic volumes are accounted for in the design of the Geneva Avenue & US 101 SB Ramps intersection as part of the Geneva Avenue extension project.

Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts will be formulated through the current inter-jurisdictional Bi-County Transportation Study effort being led by the SFCTA. Development within the Project Site shall contribute its fair share to the Geneva Avenue & US 101 SB Ramps intersection and improvements.

The extension of Geneva Avenue from Bayshore Boulevard to the US 101 freeway and reconfiguration of the US 101 Candlestick interchange shall be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would result in reducing the interchange to below the acceptable LOS standard.

Page 4.N-122 Dettmer-19 [See page 5-541 for the original comment] REVISE the third paragraph as follows.

Conclusion with Mitigation: ~~Implementation of the physical improvements associated with Mitigation Measure 4.N-3f is uncertain and outside of Brisbane's jurisdiction because (1) environmental review of the interchange project is not yet complete, (2) the final Project Study Report has yet to be approved for the interchange, (3) the mitigation measure requires coordination with and action by the SFCTA, and (4) the interchange requires approval by Caltrans and is currently unfunded. Thus, While although provision of the physical improvements called for in the Bi-County study the proposed mitigation measure would improve operating conditions at the intersection to an acceptable LOS C in the AM peak hour and LOS D in the PM peak hour, the funding and timing of such improvements cannot be ensured. Mitigation Measure 4.N-3f would limit the amount of Baylands development prior to availability of improvements proposed in the B-County study and thereby ensure that Project Site development's contributions to significant cumulative traffic impacts would be less than remain significant and unavoidable.~~

Page 4.N-123 BCC-662 [See page 5-280 for the original comment] REVISE Mitigation Measure 4.N-3g as follows:

Mitigation Measure 4.N-3g: ~~Prior to the issuance of the first building occupancy permit for new development other than relocation or improvement of an existing use within the Project Site~~ Prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard, signal timing settings at the Carter Street/Geneva Avenue intersection shall be modified by the City and County of San Francisco to provide longer green time on eastbound/westbound permitted movements and longer cycle length.

Page 4.N-128 BCC-648 [See page 5-277 for the original comment] REVISE the last paragraph as follows:

The impact analysis of arena events under Cumulative (2030) conditions with the DSP-V scenario assumed a weekday evening sold-out event at the approximately 17,000-seat arena.²² Although no specific program has been developed for events at the arena, it is anticipated that up to 150 events could occur at the arena annually. It is no known how many sold-out events with 17,000 attendees would occurring during weekday evenings would likely be infrequent. Smaller-sized events during weekday evenings and events occurring during the day and on weekends would have fewer impacts due to the lower traffic volumes demands on the study area roadways.

Page 4.N-134 Caltrain-11 [See page 5-30 for the original comment] REVISE the fourth full paragraph as follows:

In addition, the added Caltrain ridership would generate a substantial increase in “farebox” revenue for Caltrain (a beneficial impact), potentially generating several million dollars annually. ~~Based on the CPP and CPP-V scenario ridership forecasts, approximately three million annual trips would be made via Caltrain to/from the Bayshore Station, potentially generating over \$10 million in annual revenue (while the DPP and DPP-V scenarios could generate over \$6 million in annual revenue).~~

Page 4.N-136 OSEC-344 [See page 5-354 for the original comment] REVISE the last paragraph to read:

During most hours of operation, two trains per hour operate in both directions, with one Local train making all stops including the Bayshore Station and one Limited train that does not stop at the Bayshore Station. During peak commute periods, additional Baby Bullet trains provide two to three additional trains per hour in both directions, although the Baby Bullet

trains do not currently serve the Bayshore Station. Assuming the inclusion of Limited and Baby Bullet service for purposes of performing the screenline analysis, the Bayshore Station would have for a total of four to five trains per hour in the peak commute directions. Following electrification, which is scheduled for completion in 2019, Caltrain would operate six trains per peak hour per direction. Service at the Bayshore Station without Project Site development is expected to remain the same as today, although no schedules have been finalized.

Page 4.N-141 SFPD-4 [See page 5-58 for the original comment] REVISE Mitigation Measure 4.N-7 as follows:

Mitigation Measure 4.N-7: Prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site, the developer(s) of Project Site land uses shall ~~work with the San Francisco Municipal Transportation Agency (SFMTA) to~~ provide a fair-share contribution to the San Francisco Municipal Transportation Agency (SFMTA) to cover Baylands development's share of the capital costs for providing additional transit service needed to achieve San Francisco Muni's capacity threshold of 85 percent along the Northeast and Southeast screenlines accommodate Project Site development related ridership demand on San Francisco Muni transit corridors. In addition, provision shall be made for implementation of shuttle service between the Project Site and the Balboa Park BART Station in the Geneva Avenue corridor.

Page 4.N-143 SFPD-4 [See page 5-58 for the original comment] REVISE Mitigation Measure 4.N-9 as follows:

Mitigation Measure 4.N-9: Prior to issuance of the first building occupancy permit for any new development other than improvement or relocation of an existing use within the Project Site, a shuttle bus service plan shall be developed and approved by the City that provides convenient transit service (maximum 15 minute headways in the peak hour) between Project Site land uses within the Baylands located more than one-third mile from the Bayshore Caltrain Station or Sunnydale Muni Station to those stations. Shuttle service shall be implemented as described in the plan prior to occupancy of any qualifying Project Site land use other than improvement or relocation of an existing use within the Project Site.

This requirement shall also be included in any specific plan approved for development within the Project Site.

Page 4.N-150 BCC-732 [See page 5-287 for the original comment] REVISE the source at the bottom of Table 4.N-45 as follows:

SOURCE: UPC, 2011; CCAG, 2004 (Appendix I of the *Final San Mateo County Congestion Management Program, 2011*)

Utilities, Service Systems, and Water Supply

Page 4.O-10 OSEC-362 [See page 5-355 for the original comment] **REPLACE** Draft EIR Figure 4.O-1 with revised Figure 4.O-1 which follows this page, to better distinguish the lagoon boundary from water lines.

Page 4.O-13 OSEC-363 [See page 5-355 for the original comment] **REVISE** Table 4.O-6 to read as follows:

**TABLE 4.O-6
ANNUAL WASTEWATER FLOWS FOR BAYSHORE SANITARY DISTRICT, 2007-2011**

	For Period Ending June 30				
	2014 2007	2010 2008	2009	2008 2010	2007 2011
Total Annual Flow (MG)	148.17 141.75	144.57 140.80	137.30	140.80 144.57	141.75 148.17
Daily Flow (mgd)	0.41 0.39	0.40 0.39	0.38	0.39 0.40	0.39 0.41

NOTES: MG = million gallons, mgd = million gallons per day

SOURCE: Adapted from Yeager, 2012

Page 4.O-42 SFPUC-10 [See page 5-79 for the original comment] **REVISE** Mitigation Measure 4.O-1b on Draft EIR page 4.O-42 as follows:

Mitigation Measure 4.O-1b: Controlled Releases to Recharge Groundwater in Streamside Meadows and Other Alluvial Deposits.
The SFPUC is implementing a program of controlled releases as a mitigation measure adopted as part of its WSIP. Brisbane will support the SFPUC in implementing the following mitigation measure, contributing its fair share for the cost of the mitigation effort by using some of the OID transfer water to augment storage in the SFPUC's Hetch Hetchy Reservoir. Such fair share contribution of OID transfer water is intended to support the controlled releases, by funding and/or implementing other elements of the SFPUC's monitoring and adaptive management program for the Poopenaut Valley meadow and alluvial habitats.

As part of ~~this measure~~ the SFPUC's controlled release mitigation measure, the SFPUC will gather baseline data regarding the extent, species composition and condition of the existing meadow vegetation within the Poopenaut Valley. Some of these environmental baseline data may be available as a result of current study efforts in the Poopenaut Valley. ~~Some of these environmental baseline data may be available as a result of current study efforts in the Poopenaut Valley.~~ As needed, the SFPUC will augment this information by carrying out vegetation composition surveys in the meadow before implementing the WSIP and at 5 year intervals after WSIP implementation to assess the efficacy of mitigation releases in maintaining or improving the percentage cover of meadow species as described by

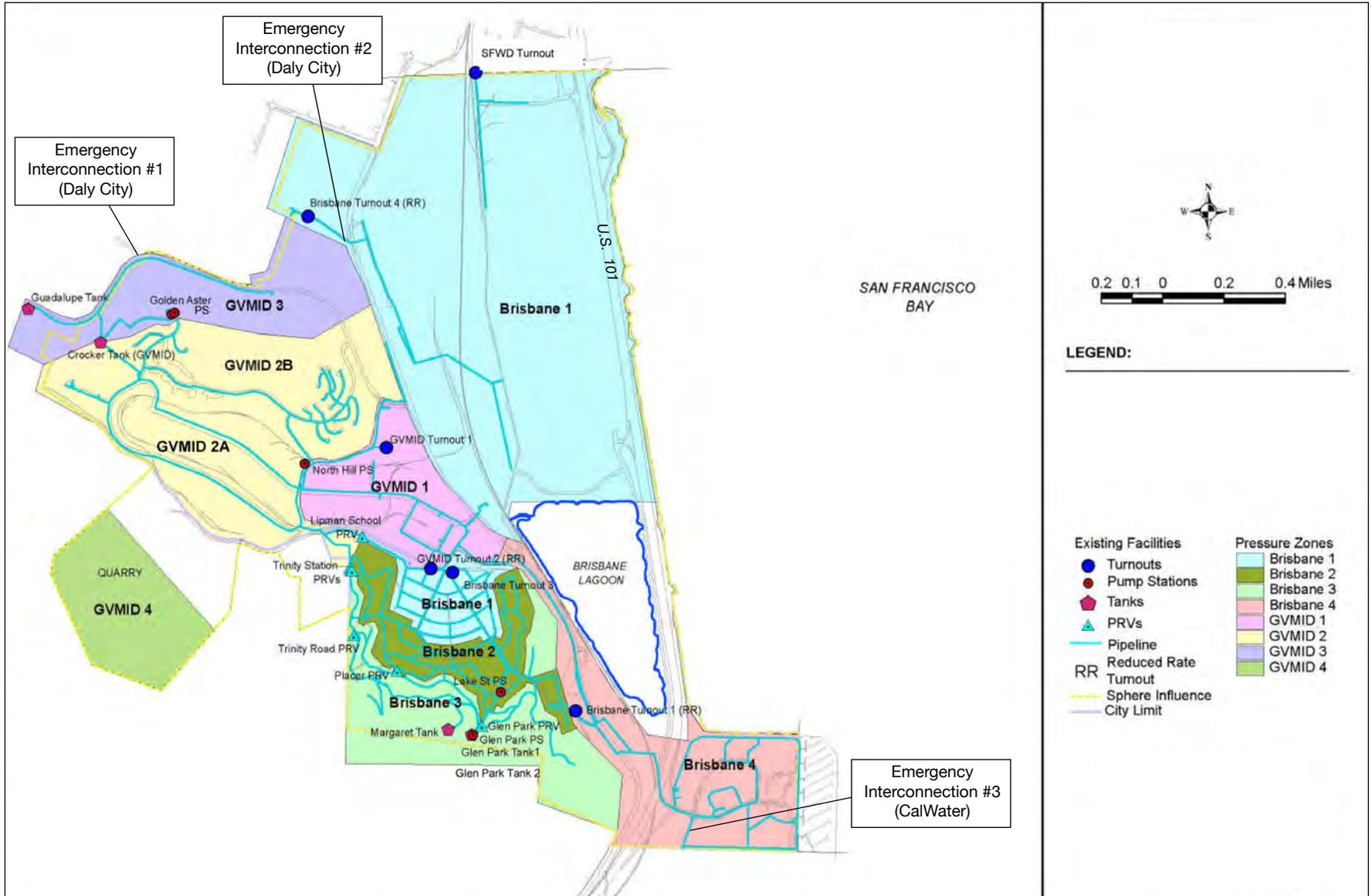


Figure 4.O-1
City of Brisbane Existing Water Distribution System

Ratliff (1985). The basic methodology for baseline vegetation survey and subsequent mitigation monitoring will be generally accepted quantitative vegetation sampling methods to permit statistical comparison of vegetation composition over time, as well as mapping the meadow vegetation in the Poopenaut Valley. The SFPUC will retain the services of a qualified biologist to assist in shaping the releases from Hetch Hetchy Reservoir in consideration of baseline and future meadow vegetation data. If a significant decline in the extent or diversity of native meadow vegetation occurs, releases will be modified as needed to achieve the mitigating effect of sustaining the existing meadow communities.

The SFPUC will manage reservoir releases for this purpose by releasing the expected available volume of water in the reservoir in a pattern that provides flows of a magnitude that inundate the meadows and streamside alluvial deposits for as long as possible. For example, rather than making releases at a constant rate each day (e.g., releasing 1,000 cubic feet per second for seven days), the SFPUC could release the same volume of water but with varying cubic feet per second rates, creating flow pulses to meet the objective. As part of this measure the SFPUC will gather baseline data regarding the extent, species composition and condition of the existing meadow vegetation within the Poopenaut Valley. Some of these environmental baseline data may be available as a result of current study efforts in the Poopenaut Valley. As needed, the SFPUC will augment this information by carrying out vegetation composition surveys in the meadow before implementing the WSIP and at 5 year intervals after WSIP implementation to assess the efficacy of mitigation releases in maintaining or improving the percentage cover of meadow species as described by Ratliff (1985).

Page 4.O-49 BCC-745 [See page 5-289 for the original comment] **REVISED** the second paragraph as follows:

Air quality impacts of the onsite recycled water plant are included in the air quality impacts evaluated in Section 4.B, *Air Quality*. While the recycled water plant would be required to meet Bay Area Air Quality District (BAAQMD) emissions standards and therefore be considered to have less-than-significant air quality impacts, the plant would contribute to the significant unavoidable air quality impacts identified in that section. To address odor impacts, Mitigation Measure 4.B-8 requires implementation of an odor management plan at the proposed recycled water plant with sufficient control measures to meet BAAQMD odor detection thresholds. At a minimum, the following requirements would be included in the design of the recycled water plant:

- Odor control using activated carbon canister shall be provided for all air that is vented from lift stations.

- For treatment units, all odor control systems shall be two state – biological technology, such as bulk media bio-filtration, followed by activated carbon.
- Any conventional recycled water plant shall be fully enclosed in a building and ventilated through a two-stage odor scrubbing system.

Energy Resources

Page 4.P-2 OSEC-398 [See page 5-359 for the original comment] **REVISE** the final paragraph as follows:

Specific historical energy usage was not available for all existing uses on the Project Site. To provide an estimate of this usage, the Bay Area Air Quality Management District (BAAQMD) greenhouse gas model BGM (Version 1.1.9 Beta) was used to estimate annual electricity and natural gas usage based on industrial land uses at the Project Site and their square footage. Based on this model, it is estimated that 1,784.6 megawatt hours of electricity and 10,002.5 million British Thermal Units (Btu) of natural gas are used annually on the Project Site, exclusive of Recology’s operation. Recology has reported its 2010 baseline energy use as 6,300 megawatt hours of electricity and 400,000 cubic feet of natural gas (406 million Btu) annually (Arup, 2010). Thus, total current energy usage within the Baylands is estimated to be 8,084.6 megawatt hours of electricity and 10,408.5 million British Thermal Units (Btu) of natural gas.

Page 4.P-6 OSEC-385 [See page 5-357 for the original comment] **DELETE** the less-detailed, duplicate, description of Executive Order S-14-08:

Executive Order S-14-08

~~Executive Order S-14-08, signed by then-Governor Arnold Schwarzenegger in 2008, established a Renewable Portfolio Standard (RPS) target for California that requires all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020.~~

Page 4.P-8 OSEC-385 [See page 5-357 for the original comment] **REVISE** the first paragraph as follows:

In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which ~~raises California’s renewable energy goals to~~ requires retail sellers of electricity to serve 33 percent of their electrical load by 2020 from renewable energy sources. This enhanced target is intended to help California meet statewide greenhouse gas emission reduction targets (refer to Section III.S). This has been reiterated by California Executive Order S-

21-09 which charges the California Air Resources Board (CARB), by July 31, 2010, to establish a regulation consistent with this 33 percent target by 2020. This is a further increase in renewable portfolio standards (RPS) over SB 1078 and SB 107. On a quarterly basis, the California Public Utilities Commission reports to the state legislature on progress toward the Renewable Energy Portfolio standards. At the end of 2012, the three largest retail sellers of electricity in California served 19.6% of their retail electric load with RPS-eligible renewable energy (CPUC, 2013).

Pages 4.P-11/12 OSEC-390 [See **page 5-358 for the original comment**] **REVISE** the last paragraph on page 4.P-11 that continues onto page 4.P-12 as follows:

Two subsurface natural gas pipeline pressure regulation pits would be constructed on the Project Site near the tap and would require an approximately 20-foot-long-by-45-foot-wide area for installation and access easements (see “Proposed Natural Gas System” on page 91 of Appendix B, Draft Brisbane Baylands Infrastructure Plan).

Page 4.P-13 OSEC-393 [See **page 5-358 for the original comment**] **REVISE** the second as follows.

Construction activities related to installation of proposed electric, gas, and renewable energy facilities would result in significant impacts related to ground disturbance, damage to existing vegetation, and construction-related traffic, air emissions, and noise. These construction-related impacts are discussed, and specific mitigation measures are proposed, as follows, in other sections of this EIR: **Mitigation Measures 4.B-2a and 4.B-2b** (construction air emissions); **Mitigation Measures 4.C-1a through 4.C-1c, Mitigation Measures 4.C-2a through 4.C-2c, and Mitigation Measures 4.C-4d, 4.C-4e, and 4.C-4f** (biological resources); **Mitigation Measures 4.D-2 and 4.D-4** (archaeological resources and human remains); **Mitigation Measure 4.E-2a** (ground settlement); **Mitigation Measures 4.G-2a, 4.G-2b, 4.G-2d and 4.G-2f through 4.G-2h** (hazardous materials); **Mitigation Measures 4.J-4a and 4.J-4b** (construction period noise); and **Mitigation Measure 4.N-12** (construction circulation patterns). Implementation of these measures is recommended to reduce construction impacts related to the installation of energy infrastructure to less-than-significant levels.

See Sections 4.A (*Aesthetics and Visual Resources*), 4.B (*Air Quality*), 4.C, (*Biological Resources*), and 4.F (*Greenhouse Gas Emissions*) for a discussion of operational impacts of renewable energy generation infrastructure and facilities (e.g., wind turbines, solar panels) in relation to

potential light and glare, air quality, bird strike, and greenhouse gas emissions impacts.

Page 4.P-16 OSEC-398 [See **page 5-359 for the original comment**] **REVISE** the fifth paragraph as follows:

As previously noted, existing electrical consumption within the Project Site is 8,084.6 megawatt hours, including the Recology facility. Thus, under all Project Site development scenarios, even with proposed onsite renewable energy generation, increases in electrical consumption would be substantial.

Page 4.P-17 OSEC-395 [See **page 5-358 for the original comment**] and **UPC 2-20** [See **page 5-534 for the original comment**] **REVISE** the final paragraph as follows.

The threshold for this impact also considers whether Project Site development's energy consumption would be wasteful. To reduce natural gas consumption rates, and ensure that wasteful use of natural gas is avoided, Mitigation Measure 4.P-2a requires ~~Project Site development to exceed the Title 24 energy efficiency standards effective as of the date of certification of this EIR by at least 20 percent~~ all new buildings subject to the provisions of Brisbane Municipal Code Section 15.80 to achieve a LEED Gold rating, rather than the LEED Silver rating now required by the Municipal Code. In addition, all appliances installed as part of original building construction are to be ENERGY STAR rated or equivalent.

Page 4.P-18 OSEC-396 [See **page 5-359 for the original comment**] **REVISE** Mitigation Measure 4.P-2b as follows.

Mitigation Measure 4.P-2b: All street and parking lot lighting within the Project Site shall be energy efficient light emitting diode (LED) based lighting, until a more efficient technology for street and parking lot lighting acceptable to the City of Brisbane becomes commercially available, at which time all street and parking lot lighting shall be the most energy efficient technology that is commercially available for street and parking lot lighting and that is also acceptable to the City of Brisbane.

Page 4.P-18 OSEC-397 [See **page 5-359 for the original comment**] **REVISE** Mitigation Measure 4.P-2c as follows.

Mitigation Measure 4.P-2c: Should the CPP scenario be selected, Project Site development shall provide for an equivalent amount of onsite renewable energy generation as is proposed in the DSP scenario (currently estimated to be 42,000 to 45,000 megawatt hours annually). Should the CPP-V scenario be selected, Project Site development shall provide for an equivalent amount of onsite renewable energy generation as is proposed in the DSP scenario (currently estimated to be 42,000 to 45,000 megawatt

hours annually) in addition to the renewable energy generation proposed as part of the Recology expansion.

Page 4.P-21 OSEC-385 [See page 5-357 for the original comment] ADD the following reference to the references of Section 4.P, *Energy Resources*:

California Public Utilities Commission (CPUC), 2013. *Renewables Portfolio Standard Quarterly Report, 1st Quarter 2013*.

3.6 Alternatives

Page 5-7 BCC-771 [See page 5-295 for the original comment] REVISE the first paragraph as follows.

The Renewable Energy Generation Alternative is based on a proposal by the Committee for Renewable Energy for the Baylands (CREBL) to develop utility-scale renewable energy generation at the Baylands. CREBL's goal for this alternative was to not only offset the energy demand for development of the entire Project Site, but also to produce additional electricity for consumption by Brisbane homes, businesses, and City-owned facilities. Land uses under the Renewable Energy Generation Alternative would include 170 acres of alternative energy uses consisting of a large photovoltaic (PV) solar farm, small vertical-axis wind turbines, wind turbines placed within the development, and rooftop PV solar panels; 654,900 square feet of research and development facilities on 59 acres; and 173,800 square feet of retail/entertainment uses on 26 acres. Other uses at the Project Site would include a new water treatment plant (seven acres) and relocated industrial uses (three acres). The remainder of the Project Site would be designated open space/public uses. The Recology expansion, relocation of the existing lumberyards, adaptive reuse of the Roundhouse and Lazzari Fuel Company buildings, Geneva Avenue extension, site remediation, and approval of the proposed water supply agreement would also occur as part of this alternative. The portion of the 2,400 acre-feet of water supply contemplated for Project Site development use in the proposed water transfer agreement would be reduced to accommodate the actual water demand associated with this alternative (approximately 300 acre feet); the 400 acre-feet of water to be used for citywide purposes would remain in its entirety. The recycled water plant would not be developed under this alternative. Overall, this alternative would reduce or avoid significant traffic, air quality, greenhouse gas (GHG), noise, public services, and population/housing impacts, and develop a project that would be consistent with the development intensity contemplated by the General Plan and its EIR, while meeting most Project objectives.

Page 5-9

SFOM-6 [See page 5-53 for the original comment] REVISE the text of the second full paragraph to read as follows.

Rail Yard Rehabilitation. In this alternative, the existing Bayshore Industrial Park, Recology facility, and temporary and interim uses located on the Brisbane landfill would continue. In addition, the bulk of the site would be utilized as a rail yard for storage and maintenance of high speed rail trains and engines. This alternative was rejected since it did not meet the City's overarching objective of an "active, vibrant place which strengthens the community of Brisbane; contributes to its sense of place; and demonstrates environmental, social, and economic considerations can be harmonized to the betterment of the natural environment, the Brisbane and regional community, and the individuals who will use the Baylands." Retaining existing uses and adding storage and maintenance facilities for high speed rail use will not provide the types of activities or uses that would be characterized as "active" or "vibrant" in the sense of supporting uses or activities that would enhance Brisbane's "sense of place." Development of this alternative would not provide for integration of environmental, social, and economic considerations, since the rail yard would provide a use single free-standing facility that would provide few, if any, social or economic benefits to the community. A railyard would encompass a large part of the Baylands and would not generate revenues to the community. It would, however, generate substantial point source air pollutant and GHG emissions, as well as serve as a substantial noise source. This alternative was also determined to be premature ~~and speculative~~, as the parameters for possible high speed rail operations (including maintenance and storage facilities) on the San Francisco Bay Peninsula, ~~have not yet been established~~ are currently being re-assessed by the California High Speed Rail Authority.

Page 5-22

BCC-473 [See page 5-253 for the original comment] REVISE the last paragraph to read as follows:

As discussed in Section 4.K, *Population and Housing*, of this EIR, this is considerably less than the number of jobs that would be generated under the CPP or DSP scenarios (approximately 15,000 and 17,000 new jobs, respectively), and consistent with Projections ~~20132009~~ growth forecast of citywide employment growth from 2010 to 2040~~35~~ (8,280~~9,880~~ jobs). As further discussed in Section 4.K, *Population and Housing*, employment growth under the No Project-General Plan Buildout Alternative is greater than the citywide employment growth projections of the ~~draft~~ Plan Bay Area, ~~exceeding the growth forecast of preferred and alternative scenarios (employment increase of 300-1,580 jobs)~~. While the No Project-General Plan Buildout Alternative would thus be consistent with Projections

~~20132009~~, it would be considered consistent with Plan Bay Area projections only if employment growth in excess of projections was drawn from surrounding communities.

Page 5-28 **BCC-771 [See page 5-295 for the original comment] REVISE** the second paragraph as follows.

Land uses under the Renewable Energy Generation Alternative would include 170 acres of alternative energy uses consisting of a large PV solar farm, small vertical-axis wind turbines, wind turbines placed within development, and rooftop PV solar panels; 654,900 square feet of research and development facilities on 59 acres; and 173,800 square feet of retail/entertainment uses on 26 acres. Others uses at the site would include a new water treatment plant (seven acres) and relocated industrial uses (three acres). The remainder of the Project Site would be designated open space/public uses. The Recology expansion, adaptive reuse of the Roundhouse and Lazzari Fuel Company buildings, relocation of the existing lumberyards, site remediation, and water supply agreement would occur as part of this alternative.

Page 5-41 **BCC-473 [See page 5-253 for the original comment] REVISE** the third complete paragraph to read as follows:

The Renewable Energy Generation Alternative would generate substantially fewer employment opportunities than projected citywide by ABAG's Projections ~~20132009~~ for Brisbane, but more than projected in the preferred and alternative scenarios being considered in the draft Plan Bay Area. Overall, the Renewable Energy Generation Alternative would have a substantially reduced impact on population and housing conditions as compared to the Project Site development, avoiding the significant unavoidable impacts.

Page 5-66 **BCC-766 [See page 5-296 for the original comment] ADD** a new section prior to Section 5.4 to read as follows, renumbering the existing "Section 5.4," *Environmentally Superior Alternative*, to "Section 5.5" and renumbering the existing "Section 5.5," *References*, to "Section 5.6."

**TABLE 5.8
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
AESTHETICS									
Impact 4.A-1: Would the Project have a substantial adverse effect on a scenic vista?	SM	SM	SM	SM	Impact: N/A ^a	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Mitigation measures have been proposed to reduce building heights in the eastern portion of the Project Site within 350 feet of U.S. 101, and thereby avoid blockage of bluewater views of San Francisco Bay and reduce blockage of views of other scenic vistas to a less than significant level for all scenarios. Because the DSP and DSP-V scenarios have the largest mass of building area (12.3 and 12.2 million s.f. of building area, respectively) remaining less than significant impacts will be greater than for the CPP and CPP-V scenarios. (8.2 million s.f. of building area).				No development would occur that could affect scenic vistas.	This alternative proposes only 2.0 million s.f. of building area, which would largely avoid significant impacts and provide substantial opportunities to mitigate remaining impacts.	This alternative has the least amount of new onsite building area (approximately 1.9 million s.f.) and would largely avoid significant impacts and provide substantial opportunities to mitigate remaining impacts.	Low profile development would preserve many scenic vistas. This alternative proposes 5.3 million s.f. of building area, which would require mitigation for significant impacts.	Low profile development would preserve many scenic vistas. This alternative proposes 6.8 million s.f. of building area, which would require mitigation for significant impacts.
Impact 4.A-2: Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, hillsides, and historic buildings?	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Historic structures would be rehabilitated and reused, Icehouse Hill would be retained in open space, and the Bay Trail would be extended in all scenarios. The Bay Trail would be located further from the Bay in the northern portion of the site under the CPP and CPP-V scenarios than it would be under the DSP and DSP-V scenarios. Less than significant impacts would be greater in the DSP and DSP-V scenarios than for the CPP and CPP-V scenarios due to increased development onsite that could affect the contextual setting of historic structures.				No direct effect on or damage to scenic resources would result, and Icehouse Hill would remain in open space. However, historic structures would continue to deteriorate until rehabilitation would no longer be possible, resulting in the loss of those historical structures. No Bay Trail extension would be provided.	Historic structures would be rehabilitated and reused, Icehouse Hill would be retained in open space, and the Bay Trail would be extended. Since this alternative proposes only 2.0 million s.f. of building area, potential effects on the contextual setting of historic structures would be reduced.	Historic structures would be rehabilitated and reused, Icehouse Hill would be retained in open space, and the Bay Trail would be extended. Since this alternative has the least amount of onsite building area (approximately 1.9 million s.f.) potential effects on the contextual setting of historic structures would be reduced.	Historic structures would be rehabilitated and reused, Icehouse Hill would be retained in open space, and the Bay Trail would be extended. Since this alternative proposes 5.3 million s.f. of building area, potential effects on the contextual setting of historic structures would be reduced.	Historic structures would be rehabilitated and reused, Icehouse Hill would be retained in open space, and the Bay Trail would be extended. Since this alternative proposes 6.8 million s.f. of building area, potential effects on the contextual setting of historic structures would be reduced.
^a The identification of impacts under the No Project No Build as "N/A" reflect a lack of impacts as defined by CEQA (physical changes to the environment resulting from project approval). Since no project would be approved under this alternative, none of the potential impacts associated with the project would occur. The lack of impacts under CEQA does not, however, reflect a judgment that the status quo is either desirable or superior to other Site development scenario or alternative. Thus, the topic-by-topic discussion for each impact statement attempts to qualitatively describe the implications of maintaining the status quo.									

Impacts:

SU – Significant Unavoidable Impact SM – Significant, but Mitigable Impact LTS – Less than Significant Impact
 No Impact N/A – Not Applicable

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.A-3: Would the Project substantially degrade the existing visual character of the site and its surroundings?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Project Site development would have substantially greater intensity in all scenarios than existing surrounding development. While Project Site development would not substantially degrade the existing visual character of the site, the substantially greater intensity of Project Site development would be out of scale with surrounding development. Mitigation measures setting forth design guidelines to provide a feeling of openness and maintain view corridors, as well as to limit building height and bulk will, along with implementation of the City’s design review process, reduce impacts to a less than significant level. Because the DSP/DSP-V scenarios propose more building area than the CPP/ CPP-V scenarios, less than significant impacts after mitigation will be greater for the DSP/DSP-V scenarios than for the CPP/ CPP-V scenarios.				No change in the existing character of the Project Site or impacts to adjacent properties would occur. The existing visual character of the site, particularly easterly of the railroad tracks, is not considered to have high aesthetic value. Views of marginal industrial buildings would not be improved.	Because this alternative proposes only 2.0 million s.f. of building area, development would be less dense than for the four development scenarios. Impacts would largely be avoided, but would still require mitigation.	Views of the Project Site would primarily be of renewable energy facilities rather than buildings, which would be clustered, providing a greater feeling of “openness” on the site than in other scenarios and alternatives, but would still require mitigation.	Lower development intensity (approximately 5.3million s.f.) would be less dense than the scenarios, but still greater than the scale of surrounding development. Mitigation would be required.	Slightly greater development intensity (approximately 6.8 million square feet) would be less dense than the scenarios, but still greater than the scale of surrounding development. Mitigation would be required.
Impact 4.A-4: Would the Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	Nighttime Lighting				Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	SU	SU	SU	SU	No new sources of nighttime lighting would result.	Because this alternative proposes only 2.0 million s.f. of building area, substantially less night lighting would be required compared to the scenarios. Impacts would largely be avoided, but would still require mitigation.	This alternative would have the least amount of new building area (approximately 1.9 million square feet) being lighted at night. Also, nighttime lighting within the renewable energy generation area would be minimal or absent, substantially reducing the area being lighted at night. Impacts would largely be avoided, but would still require mitigation.	Reducing the overall building area compared to the scenarios (to approximately 5.3 million square feet) would reduce the amount of nighttime lighting, but still result in significant impacts requiring mitigation.	Reducing the overall building area compared to the scenarios (to approximately 6.8 million square feet) would reduce the amount of nighttime lighting, but still result in significant impacts requiring mitigation.

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	Daytime Glare				Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	SM	SM	SM	SM	No new sources of daytime glare would result.	Because this alternative proposes only 2.0 million s.f. of building area, impacts would largely be avoided, but would still require mitigation.	Because this alternative has the least amount of glare-producing surfaces on buildings, impacts from buildings would be reduced but still require mitigation. Glare from renewable energy production would need to be mitigated	This alternative reduces the amount of glare-producing surfaces on buildings compared to the scenarios (to 5.3 million s.f. of building area), but would still require mitigation.	This alternative reduces the amount of glare-producing surfaces on buildings compared to the scenarios (to approximately 6.8 million s.f. of building area), but would still require mitigation.
<p>Project Site development would create substantial new glare-producing building surfaces. The DSP and DSP-V scenarios propose more building area (and therefore the potential for more reflective surfaces) than the CPP and CPP-V scenarios. The DSP and DSP-V scenarios would therefore have a greater impact than the CPP or CPP-V scenarios. Mitigation measures have been proposed to minimize the amount of glare-producing surfaces on buildings, resulting in less- than-significant glare impacts for all scenarios.</p>									
AIR QUALITY									
Impact 4.B-1: Would the Project result in localized construction dust-related air quality impacts?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Project Site development would result in substantial localized dust generation during the anticipated 20-year construction period. Because the area subject to site remediation and grading would be similar for each scenario, air quality impacts from remediation activities would be similar for each scenario. Mitigation measures require adherence to BAAQMD BMPs for fugitive dust control, resulting in less-than-significant impacts.				No development is proposed; therefore no fugitive dust during construction would be generated. However, ongoing site operations would still have the potential to generate dust	Because the Bayshore Industrial Park would remain in place, the amount of grading and dust generation during construction would be somewhat reduced; however, site remediation of the balance of the Baylands would still occur, requiring implementation of BAAQMD BMPs for fugitive dust control.	A similar area would be subject to remediation as the scenarios, with similar resulting dust generation. Fugitive dust during remediation and grading would require implementation of BAAQMD BMPs for fugitive dust control.	A similar area would be subject to remediation and grading as the scenarios, with similar resulting fugitive dust generation. BAAQMD BMPs would be required to be implemented for fugitive dust control.	A similar area would be subject to remediation and grading as the scenarios, with similar resulting fugitive dust generation. BAAQMD BMPs would be required to be implemented for fugitive dust control.

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.B-2: Would the Project generate construction emissions that would result in a cumulatively considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard?</p>	SU	SU	SU	SU	Impact: N/A	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	<p>Development of the Project Site would result in substantial construction emissions during the anticipated 20-year construction period as shown in the emissions calculations below. Because the area subject to site remediation and grading would be similar for each scenario, impacts would be similar for PM₁₀ and PM_{2.5} emissions. The DSP and DSP-V scenarios would have greater construction related NO_x emissions than the CPP and CPP-V scenarios due to the residential component requiring substantially more materials and associated vendor trips and construction workers than non-residential construction. Mitigation measures are proposed to reduce emissions from construction vehicles. However, significant NO_x impacts would be unavoidable for all scenarios and ROG impacts would be unavoidable for the eastern portion of the Site in the DSP-V scenario due to the larger buildings (hotels, conference center etc., that would require greater application of architectural coatings)</p>				<p>No development is proposed; therefore no air quality impacts related to construction emissions would occur.</p>	<p>Because (1) the total amount of development would be far less than the scenarios and Reduced Intensity Alternatives, and (2) new development would not encompass the entire site (e.g., the Bayshore Industrial Park and Recology facility would remain in place), construction emissions under this alternative would be considerably less. Similar mitigation as for the scenarios would apply.</p>	<p>A similar area would be subject to remediation as for the scenarios but because of the nature of development, this alternative might not require grading to the extent of other Project scenarios and alternatives. Also, because the total amount of development would be far less under this alternative, construction emissions would be substantially less than the scenarios.</p>	<p>A similar area would be subject to remediation and grading as compared to the scenarios, but overall development would be less, resulting in fewer construction emissions compared to the scenarios. Similar mitigation as that proposed for the scenarios would apply. However, the reduction would not be enough to eliminate significant and unavoidable air quality impacts.</p>	<p>A similar area would be subject to remediation and grading as compared to the scenarios but overall development would be less, resulting in fewer construction emissions compared to the scenarios. Similar mitigation as that proposed for the scenarios would apply. However, the reduction would not be enough to eliminate significant and unavoidable air quality impacts.</p>
<p>Maximum Average Daily Mitigated Construction Related Emissions in pounds per day (Emissions exceeding BAAQMD Threshold in Bold)</p>							<p>Maximum Average Daily Mitigated Construction Related Emissions in pounds per day (Emissions exceeding BAAQMD Threshold in Bold).</p> <ul style="list-style-type: none"> • ROG: 49.1, • NO_x: 162.5, • PM₁₀: 5.8, • PM_{2.5}: 5.2. 		
<p>-ROG (BAAQMD Threshold – 54 lbs./day)</p>	49.18	123.99	33.12	33.96					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
-NO _x (BAAQMD Threshold – 54 lbs./day)	<u>89.90</u>	<u>211.05</u>	<u>80.72</u>	<u>74.72</u>					
-PM ₁₀ (BAAQMD Threshold – 82 lbs./day)	<u>1.31</u>	<u>3.71</u>	<u>1.29</u>	<u>1.13</u>					
-PM _{2.5} (BAAQMD Threshold – 54 lbs./day)	<u>1.18</u>	<u>3.37</u>	<u>1.18</u>	<u>1.03</u>					
Impact 4.B -3: Would construction of the Project expose sensitive receptors to substantial concentrations of toxic air contaminants or respirable particulate matter (PM_{2.5})?	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
Cancer Risk (persons/million) (BAAQMD Threshold: 10/million)	As shown below, the cancer risk due to construction activities alone would be below the BAAQMD threshold of 10 per million; the chronic Hazard Index (HI) would be below the BAAQMD threshold of 1; the acute HI would be less than 0.1 at all receptors and below the BAAQMD threshold of 1.0; the construction-related annual PM _{2.5} concentration would be below the BAAQMD threshold of 0.3 µg/m ³ . Therefore, impacts would be less than significant for all four scenarios and mitigation is not required.				No development is proposed; therefore no construction-associated air quality impacts related to toxic air contaminants or PM _{2.5} emissions would occur.	Because the total amount of development would be substantially reduced compared to the scenarios, concentrations of toxic air contaminants or PM _{2.5} from construction would be substantially reduced.	Because the total amount of development would be substantially reduced compared to the scenarios, concentrations of toxic air contaminants or PM _{2.5} from construction would be substantially reduced.	Because the total amount of development would be less than the scenarios, concentrations of toxic air contaminants or PM _{2.5} from construction would be less.	Because the total amount of development would be less than the scenarios, concentrations of toxic air contaminants or PM _{2.5} from construction would be reduced; however, the presence of onsite residential uses would increase impacts compared to non-residential scenarios and alternatives.
-New Residence (adult/child)	<u>0.10/0.42</u>	<u>0.24/1.03</u>	<u>n/a</u>	<u>n/a</u>					
-School Children	<u>0.03</u>	<u>0.04</u>	<u>0.03</u>	<u>0.03</u>					
-Existing Residents (adult/child)	<u>0.27/2.10</u>	<u>0.31/2.10</u>	<u>0.34/2.70</u>	<u>0.34/2.70</u>					

Impacts:

SU – Significant Unavoidable Impact
 No Impact

SM – Significant, but Mitigable Impact
 N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Chronic Impact (BAAQMD Threshold: 1/million)									
-New Residents	<0.01	0.01	n/a	n/a					
-School Children	<0.01	<0.01	<0.01	<0.01					
-Existing Residents	<0.01	<0.01	<0.01	<0.01					
Acute Impact (BAAQMD Threshold: 1/million)									
-New Residents	0.01	0.02	n/a	n/a					
-School Children	0.01	0.01	0.01	0.01					
-Existing Residents	0.01	0.03	0.01	0.01					
PM_{2.5} (µg/m3) (BAAQMD Threshold: 0.3)									
-New Residents	<0.01	0.03	n/a	n/a					
-School Children	0.01	0.01	<0.01	<0.01					
-Existing Residents	0.02	0.02	0.02	0.02					
Impact 4.B-4: Would the Project generate operational emissions that would result in a considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard?	SU	SU	SU	SU	Impact: N/A	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	As shown below, development-related operational emissions of ROG, NOx, PM10, and PM2.5 would exceed the BAAQMD significance thresholds. Recommended mitigation measures aimed at reducing vehicle trips and increasing building energy efficiency would reduce emissions, but impacts would remain significant and unavoidable for ROG, NOx, PM10, and PM2.5 emissions for all scenarios.				Operational emissions associated with on-site activities would continue to occur.	Because the total amount of development (approximately 2.0 million square feet) would be less than the scenarios and Reduced Intensity Alternatives, considerably fewer weekday trips and	Operational emissions were calculated for this alternative, as shown below, demonstrating substantially reduced air quality operational impacts (due to fewer number of weekday trips) compared to the scenarios. Significant	Because the total amount of development (approximately 5.3 million square feet) would be less than the scenarios, fewer weekday trips and operational air emissions would be generated under this	Because the total amount of development (6.8 million s.f.) would be less than the scenarios, fewer weekday trips and operational air emissions would be generated under this alternative. Similar

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Total Average Daily Operational Emissions (lbs/day)						operational air emissions would be generated under this alternative, and operational impacts would be substantially reduced.	impacts would result, and similar mitigation as that for the scenarios would apply. Unlike the scenarios, operational emissions of ROG, NOx, and PM _{2.5} would not result in significant emissions. However, emissions of PM ₁₀ would exceed the threshold by 28 pounds per day, primarily as a result of motor vehicles, and would remain significant and unavoidable. Total Daily Operational Emissions in pounds per day (Emissions exceeding BAAQMD Threshold in Bold)	alternative. Significant impacts would result, and similar mitigation as proposed for the scenarios would apply	mitigation as that proposed for the scenarios would apply.
ROG (BAAQMD Threshold: 54 pounds per day)	<u>410.81</u>	<u>401.74</u>	<u>221.78</u>	<u>210.68</u>					
-Exceed Threshold?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>					
NOx (BAAQMD Threshold: 54 pounds per day)	<u>187.34</u>	<u>183.12</u>	<u>226.28</u>	<u>219.51</u>					
-Exceed Threshold?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>					
PM10 (BAAQMD Threshold: 82 lbs/day)	<u>598.70</u>	<u>562.08</u>	<u>1,021.65</u>	<u>977.07</u>					
-Exceed Threshold?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>					
PM2.5 (BAAQMD Threshold: 54 lbs/day)	<u>108.61</u>	<u>98.31</u>	<u>175.63</u>	<u>167.78</u>					
-Exceed Threshold?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>					
							<ul style="list-style-type: none"> • <u>ROG: 51.3</u> • <u>NOx: 24.7</u> • <u>PM₁₀: 110</u> • <u>PM_{2.5}: 2.5</u> 		

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.B-5: Would operation of the Project expose sensitive receptors to substantial concentrations of toxic air contaminants or respirable particulate matter (PM _{2.5})?	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
Cancer Risk (persons/million) (BAAQMD Significance Criteria: 10/million)					Operational emissions associated with on-site activities would continue to occur.	Because the total amount of development (approximately 2.0 million square feet) would be substantially reduced from the scenarios.	Because the total amount of development (approximately 1.9 million square feet) would be substantially reduced as compared to the scenarios and other alternatives involving building construction, concentrations of operation-related toxic air contaminants or PM _{2.5} would be substantially reduced.	Because the total amount of development (approximately 5.3 million s.f.) would be less than the scenarios, concentrations of operation-related toxic air contaminants or PM _{2.5} would be reduced.	Because the total amount of development (approximately 6.8 million s.f.) would be less than the scenarios, concentrations of operation-related toxic air contaminants or PM _{2.5} would be reduced.
-New Residents (adult/child)	4.20/2.04	4.01/1.94	n/a	n/a					
-School Children	0.14	0.13	0.25	0.24					
-Existing Residents (adult/child)	3.21/1.56	3.07/1.49	5.85/2.84	5.75/2.71					
Chronic Impact (BAAQMD Significance Criteria: 1/million)									
-New Residents	<0.01	<0.01	n/a	n/a					
-School Children	<0.01	<0.01	<0.01	<0.01					
-Existing Residents	<0.01	<0.01	<0.01	<0.01					

Impacts:

SU – Significant Unavoidable Impact
 No Impact

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 N/A – Not Applicable

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Acute Impact (BAAQMD Significance Criteria: 1/million)									
-New Residents	<0.01	<0.01	n/a	n/a					
-School Children	<0.01	<0.01	<0.01	<0.01					
-Existing Residents	<0.01	<0.01	<0.01	<0.01					
PM (µg/m3) (BAAQMD Significance Criteria: 10)									
-New Residents	0.01	0.01	n/a	n/a					
-School Children	<0.01	<0.01	<0.01	<0.01					
-Existing Residents	0.01	0.01	0.02	0.02					
Impact 4.B-6: Would the Project expose persons (new receptors) to substantial levels of toxic air contaminants (TACs), which may lead to adverse health?	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<p>The CPP and CPP-V scenarios do not include residential uses. However, the conclusions for CPP and CPP-V scenarios provided below also address impacts related to the location of the proposed charter school, as the location (south of Icehouse Hill) of the proposed charter school is the same as that proposed for a charter school under the DSP and DSP-V scenarios.</p> <p>Sensitive receptors could be exposed to toxic air contaminants under the DSP and DSP-V scenarios, but the highest cancer risk from any of the nearby sources would be 7.32 per million (due to a nearby service station). Thus, the cancer risk for new receptors is below the BAAQMD threshold of 10 per million and would be less than significant. The highest hazard index from nearby sources would be 0.10, below the BAAQMD</p>				<p>Ongoing site activities are not anticipated to generate new receptors.</p>	<p>Because this alternative does not include residential uses, new residential receptors would not be exposed to toxic air contaminants.</p> <p>Because educational institutions would be an allowable use, it is possible that a school could be proposed. However, it is presumed that Mitigation Measure 4.G-3 would apply to this alternative and</p>	<p>Because this alternative does not include residential uses, new residential receptors would not be exposed to toxic air contaminants.</p> <p>Because educational institutions would be an allowable use, it is possible that a school could be proposed. However, it is presumed that Mitigation Measure 4.G-3 would apply to this alternative and</p>	<p>Because this alternative does not include residential receptors, new residential receptors would not be exposed to toxic air contaminants.</p> <p>If a charter school is proposed in the same location as the scenarios, impacts would be similar. If a school is proposed elsewhere, Mitigation Measure 4.G-3 would apply and preclude siting of a school</p>	<p>This alternative proposes a similar mix of uses as DSP scenario, but at reduced intensity. Therefore, health risks from nearby sources in the area would have a similar level of impact (less than significant) on new residences and students as the DSP and DSP-V scenarios.</p> <p>Because of the residential component, this</p>

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N/A – Not Applicable

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TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	<p>threshold of 1.0, and the impact of the proposed residences within the Project Site would be less than significant. The highest annual PM_{2.5} concentrations would be 0.16 µg/m³ as a result of roadway traffic on Bayshore Boulevard. This PM_{2.5} concentration at new residences would be below the BAAQMD threshold of 0.3 µg/m³ and hence is considered less than significant. Health impacts on sensitive receptors would be less than significant for Project Site development. No mitigation is required.</p>					<p>preclude the siting of a school within 0.25 miles of a facility with hazardous emissions. Compliance with mitigation and California Department of Education requirements per CCR Title 5, Section 14010 (criteria for school site locations) would ensure that future students would not be exposed to unhealthy levels of toxic air contaminants.</p>	<p>would preclude the siting of a school within 0.25 miles of a facility with hazardous emissions. Compliance with mitigation and California Department of Education requirements per CCR Title 5, Section 14010 (criteria for school site locations) would ensure that future students would not be exposed to unhealthy levels of toxic air contaminants.</p>	<p>within 0.25 miles of a facility with hazardous emissions. Compliance with mitigation and California Department of Education requirements per CCR Title 5, Section 14010 (criteria for school site locations) would ensure that future students would not be exposed to unhealthy levels of toxic air contaminants.</p>	<p>alternative would have greater risk (although less than significant) for exposing new residents to air toxic contaminants than the CPP and CPP-V scenarios and the other alternatives that do not include residential uses.</p>
<p>Impact 4.B-7: Would the Project expose sensitive receptors to substantial carbon monoxide concentrations?</p>	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<p>Worst-case traffic scenarios were analyzed and it was determined that no violations of carbon monoxide (CO) standards would result. Thus, no further analysis was undertaken.</p> <p>Impacts for all scenarios and alternatives would be less than significant.</p>				<p>No new development is proposed; therefore no increased air quality impacts related to CO concentrations are anticipated to occur.</p>	<p>Because the total amount of development (approximately 2.0 million s.f.) would be less than the scenarios and Reduced Intensity Alternatives, CO concentrations would be reduced as well.</p>	<p>Because the total amount of development (approximately 1.9 million s.f.) would be less than the scenarios and other alternatives involving building construction, CO concentrations would be reduced as well.</p>	<p>Because the total amount of development (approximately 5.3 million s.f.) would be far less than the scenarios, CO concentrations would be reduced.</p>	<p>Because the total amount of development (approximately 6.8 million s.f.) would be less than the scenarios, CO concentrations would be reduced.</p>

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SU – Significant Unavoidable Impact
 No Impact

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 N/A – Not Applicable

LTS – Less than Significant Impact

TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.B-8: Would the Project create objectionable odors affecting a substantial number of people?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Each scenario includes a recycled water plant that could generate odors that may affect a substantial number of people. Mitigation requiring an odor control plan to reduce odor impacts is thus required for all scenarios. The CPP-V scenario also includes expansion of the existing Recology facility. The storage and transfer of green waste and food waste materials during anaerobic digestion and composting processes of Project Site development would be potential sources of odor at the adjacent land uses. However, adherence to existing BAAQMD regulations regarding odors (1-301 and 7) would ensure odor impacts would be less than significant.				Odors associated with ongoing activities would be expected to occur.	Development of a recycled water plant (but no Recology Expansion) would result in impacts that are similar to the DSP, DSP-V, and CPP scenarios, and Reduced Intensity Mixed Use Alternative.	This alternative includes the Recology expansion, impacts for which would be reduced to below a level of significance similar to the CPP-V scenario. Since no recycled water facility is proposed, overall impacts be would be less than the CPP-V scenario, and similar to other scenarios and development alternatives.	Development of a recycled water plant and the Recology expansion would result in greater impacts than the alternatives without the recycled water facility; however, with fewer people onsite, impacts would be less than the Reduced Intensity Mixed Use alternative.	Development of a recycled water plant (but no Recology Expansion) would result in fewer impacts than the scenarios due to fewer people onsite.
Potential Sources of Odors	Recycled water plant	Recycled water plant	Recycled water plant	Recycled water plant & Recology expansion					
Impact 4.B-9: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	SU	SU	SU	SU	Impact: N/A	Impact: SM	Impact: SU	Impact: SU	Impact: SU
	Because Project Site development would result in significant and unavoidable emissions of criteria pollutants during both construction and operations, none of the scenarios would support the primary goals of the Clean Air Plan.				No new development is proposed; therefore no conflicts with the 2010 Clean Air Plan would occur.	Because construction and operational emissions would be less under this alternative, significant unavoidable impacts of Project Site development would be eliminated. Therefore, this alternative would support the primary goals of the 2010 Clean Air Plan and result in a less than significant.	Although construction and operation emissions would be less than the scenarios and other alternatives involving building construction, this alternative would still result in significant unavoidable impacts from NOx emissions during construction and PM10 emissions during operation. Therefore, this alternative would not support the primary	Although operation and construction emissions would be less than the scenarios, significant unavoidable emissions of criteria pollutants would occur during construction and operation. Therefore, similar to the scenarios, and other alternatives involving building construction, this alternative would not support the primary	Although operation and construction emissions would be less than the scenarios, significant unavoidable emissions of criteria pollutants would occur during construction and operation. Therefore, similar to the scenarios, and other alternatives involving building construction, this alternative would not support the primary
Criterion 1: Project Support of the Primary Goals of the 2010 Clean Air Plan	Because Project Site development would result in significant and unavoidable emissions of criteria pollutants during both construction and operations, none of the scenarios would support the primary goals of the Clean Air Plan.								
Criterion 2: Plan Consistency with Control Measures Contained in the Clean Air Plan	Project Site development would be consistent with the Control Strategies contained in the 2010 Clean Air Plan for the San Francisco Bay Area Air Basin.								

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 No Impact

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 N/A – Not Applicable

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Criterion 3: Disruption or Hindrance of Applicable Control Measures	With incorporation of mitigation for mobile source emissions, Project Site development would not disrupt or hinder implementation of any Clean Air Plan control measures.						goals of the Clean Air Plan.	goals of the Clean Air Plan.	goals of the Clean Air Plan.
BIOLOGICAL RESOURCES									
Impact 4.C-1: Would development of the Project Site have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate, sensitive, or special-status plant and wildlife species, including species which meet the definition of endangered, rare or threatened in CEQA Guidelines Section 15380, either through direct injury or mortality, harassment, or elimination of plant or wildlife communities?	SU	SU	SU	SU	Impact: N/A	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	Development under all scenarios would require substantial earthmoving activities during remediation of hazards and contaminated soils resulting in removal of plants and habitats, some of which are known to support protected species such as ground-nesting owls, avian nesting, and raptor foraging habitat. With mitigation including restoration of upland and wetland habitats and establishment of contiguous features to support wildlife movement at the site, pre-development site remediation would result in an overall improvement in habitat conditions under all scenarios. Impacts to protected bird species, including migratory birds, which are significant and unavoidable, would be greater under the DSP/DSP-V scenarios because more and taller buildings in a dense configuration are proposed. Development effects on wildlife after remediation actions cease would be greatest under the DSP/DSP-V scenarios because the development footprint is greater and residential uses are proposed, both of which result in more disturbance to wildlife and habitats by residents' pets and/or animal species adapted to urban environments. The CPP and CPP-V scenarios provide more open space (330 acres), and				Since no new development is proposed; this alternative would not impact biological resources. However, habitat enhancements such as restoration of habitats in the context of providing for wildlife movement would not occur.	This alternative would impact plants and wildlife during site remediation as with all scenarios and alternatives. This alternative would result in less development area and associated impacts after mitigation than the scenarios, although it would have the same amount of open space as the CPP/CPP-V scenarios. Since this alternative would not include residences that would introduce pets that could encroach upon habitat areas it would be more beneficial to wildlife and plant habitat than the scenarios or the reduced intensity	Remediation impacts to plants and wildlife would be the same as the scenarios and alternatives. This alternative would result in the greatest degree of impacts to protected bird and bat species compared to the scenarios and other alternatives because of collision or navigation impacts associated with wind turbines. This alternative would result in greater impacts to special status bat species known to collide with wind turbines. Impacts related to bird strikes on buildings would be reduced as compared to the scenarios, but overall bird strike impacts would be	This alternative would result in development that would be clustered and separated by undeveloped areas leaving more area for wildlife and plants than the DSP/DSP-V scenarios, and about twice as much as the general plan build out alternative. Without residential uses, impacts on wildlife and habitat from residents' pets would not occur. Impacts to protected avian species from energy generation would be less than those of the renewable energy alternative since this alternative only includes 25 acres of energy generation and a lesser amount	This alternative would result in similar impacts as the DSP and DSP-V scenarios, since the land use plan would be similar, although the development intensity would be less within development areas. Because residences are proposed, impacts on wildlife and habitat from residents' pets would be greater than the CPP/CPP-V scenarios, but less than the DSP/DSP-V scenarios due to a nearly 50% reduction in number of dwelling units. A reduced amount of development (approximately 6.8 million s.f.) would reduce impacts to

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No Impact

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	introduce fewer pets and persistent human presence than the DSP/DSP-V scenarios, leaving opportunities for plant and animal species to use the site without interference. After site remediation, impacts to endangered plant species and invertebrate species (butterflies) on Icehouse Hill would occur under all scenarios as a result of passive recreation uses and is similar among all scenarios.					alternatives since it leaves more area undeveloped and it does not include residential use. A reduced amount of development (approximately 2.0 million s.f.) would reduce impacts to birds from collisions with buildings compared to the scenarios and other alternatives.	greater than other alternatives due to impacts associated with bird strike with renewable energy facilities. Impacts to wildlife and habitat associated with pets encroaching would be less under this alternative than under the DSP or the reduced intensity mixed-use alternative.	of wind energy generation. A reduced amount of development (approximately 5.3 million s.f.) would reduce impacts to birds from collisions with buildings compared to the scenarios and the reduced intensity mixed-use alternative.	with buildings birds from collisions compared to the scenarios; however, impacts would be greater than other alternatives.
Impact 4.C-2: Would development of the site have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	SM	SM	SM	SM	Impact: N/A No development is proposed; therefore no biological impacts would occur. However, habitat enhancements associated with proposed development would also not occur.	Impact: SM Build-out as articulated in the General Plan would occur with only some of the performance standards applied to the scenarios. Although the overall amount of development and density is less than the scenarios, without restoration and enhancement the habitat values at the site are likely to be less valuable than restored wetland and riparian habitat resulting from the	Impact: SM Renewable energy generation facilities would occur in uplands and would be constructed after remediation and wetland restoration is complete. However, riparian or wetland habitats at the site occurring directly adjacent to the 170-acre renewable energy area would attract avian species required to navigate the energy production equipment to gain access to the wetlands. This indirect	Impact: SM Because this alternative would have the same development footprint as the CPP and CPP-V scenarios, it would result in similar significant but mitigable impacts on wetlands and other waters of the state and US.	Impact: SM Because this alternative would have the same development footprint as the DSP and DSP-V scenarios, it would result in similar significant but mitigable impacts on wetlands and other waters of the state and US.

Impacts:

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No Impact

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	requires establishment of a litter removal program and a funding source for such a program to address debris removal and long-term maintenance of passive recreation areas adjacent to tidal areas.					scenarios or alternatives.	effect reduces the functions and values of the wetland habitats at the site compared to the scenarios that intersperse small turbines within clustered development.		
Impact 4.C-3: Would development of the Project Site have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA through direct removal, filling, hydrologic interruption, or other means?	SM	SM	SM	SM	Impact: SM No development is proposed; therefore no biological impacts would occur. However, habitat enhancements associated with development mitigation also would not occur.	Impact: SM Soil disturbance during site remediation and grading would impact wetlands to an extent similar to the scenarios and other development alternatives. Build out of the site would subject to similar mitigation and regulatory requirements as the scenarios and other development alternatives, including restoration of wetlands. Since this alternative does not include residential use that would increase human presence and	Impact: SM Soil disturbance during site remediation and grading would impact wetlands to an extent similar to the scenarios and other development alternatives. Build out of the site would subject to similar mitigation and regulatory requirements as the scenarios and other development alternatives, including restoration of wetlands. Since this alternative does not include residences that would increase human presence and	Impact: SM Soil disturbance during site remediation and grading would impact wetlands to an extent similar to the scenarios and other development alternatives. Build out of the site would subject to similar mitigation and regulatory requirements as the scenarios and other development alternatives, including restoration of wetlands. Since this alternative does not include residences that would increase human presence and	Impact: WM Soil disturbance during site remediation and grading would impact wetlands to an extent similar to the scenarios and other development alternatives. Build out of the site would subject to similar mitigation and regulatory requirements as the scenarios and other development alternatives, including restoration of wetlands. Since this alternative includes residences, it would increase human presence and encroachment on

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
						encroachment on wetlands by pets, impacts would be less than the DSP/DSP scenarios and the reduced intensity mixed use alternative.	encroachment on wetlands by pets, impacts would be less than the DSP/DSP scenarios and the reduced intensity mixed use alternative.	encroachment on wetlands by pets, impacts would be less than the DSP/DSP scenarios and the reduced intensity mixed use alternative.	wetlands by pets. Impacts would be greater than the CPP/ CPP-V scenarios and non-residential alternatives.
Impact 4.C-4: Would Project Site development affect movement of wildlife species, active wildlife corridors, and wildlife nursery sites supporting breeding?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>Nursery sites do not occur at the project site; therefore, none of the scenarios would result in impacts to such resources.</p> <p>Site remediation and grading will impact wildlife movement equally for all scenarios. Development of the site, after site remediation and grading are concluded, would result in establishment of wildlife movement areas primarily focused on creeks and restored wetlands across the site. The impacts are the same for all scenarios as is the mitigation and restoration that will be required. This result will be an overall improvement over existing conditions common to all scenarios.</p>				<p>No development is proposed; therefore no biological impacts would occur. However, habitat enhancements associated with Project Site development also would not occur.</p>	<p>Site remediation and grading will impact wildlife movement equally for all scenarios and development alternatives.</p> <p>While the potential exists for the development footprint of this alternative to be similar to those of the scenarios and other development alternatives and result in similar impacts, the lower intensity character of this alternative also provides opportunities for increased open space preservation and habitat restoration to facilitate wildlife movement than the scenarios and other development alternatives.</p>	<p>Site remediation and grading will impact wildlife movement equally for all scenarios and development alternatives.</p> <p>Due to expanded wind energy generation, the 170-acre renewable energy area specified in this alternative would impact avian movement to a greater degree than the other alternatives including the two that provide for reduced development intensity. However, the lack of residential development would mean greater habitat values for wildlife movement compared to the DSP/ DSP-V scenarios and the mixed-use residential alternative.</p>	<p>Site remediation and grading will impact wildlife movement equally for all scenarios and development alternatives.</p> <p>Because this alternative would have the same development footprint as the CPP and CPP/V scenarios, and there are no residential uses, impacts would be similar.</p>	<p>Site remediation and grading will impact wildlife movement equally for all scenarios and development alternatives.</p> <p>Because this alternative would have the same development footprint as the DSP and DSP/V scenarios, and because residential uses are proposed, impacts would be greater than for the CPP/ CPP-V scenarios and alternatives involving no residential uses due to the presence of humans and pets that could encroach into wildlife movement areas.</p>

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.C-5: <u>Would development of the Project Site result in impacts on trees protected by the City of Brisbane Tree Ordinance?</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<u>Project Site development would be required to comply with the City’s Tree Ordinance in all scenarios, including requirements for tree replacement. Tree removals would be authorized and conditioned through development approvals and/or tree removal permits, and would not conflict with local plans or policies.</u>				<u>No development is proposed and no trees would be removed.</u>	<u>No significant impacts will result since development of the site under all scenarios and development alternatives requires compliance with the City’s Tree Ordinance, including tree replacement.</u>	<u>No significant impacts will result since development of the site under all scenarios and development alternatives requires compliance with the City’s Tree Ordinance, including tree replacement.</u>	<u>No significant impacts will result since development of the site under all scenarios and development alternatives requires compliance with the City’s Tree Ordinance, including tree replacement.</u>	<u>No significant impacts will result since development of the site under all scenarios and development alternatives requires compliance with the City’s Tree Ordinance, including tree replacement.</u>
Impact 4.C-6: <u>Would development at the Project Site conflict with any adopted habitat conservation plans or natural community conservation plans?</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: LTS				
	<u>There are no conservation plans or natural community conservation plans that apply to the Baylands. The site occurs downslope from the San Bruno Mountain, which is managed according to an HCP. While the Project Site development is not required to comply with the SBMHCP, Icehouse Hill, which supports native substrate and potential larval habitat for butterflies, would remain in open space with passive recreational use under all scenarios, and therefore development would not conflict with the SBMHCP.</u>				<u>Similar to all scenarios and alternatives, no impacts will result since no conservation plans or natural community conservation plans apply to the Baylands. Icehouse Hill would remain in open space; therefore, this alternative would not conflict with the SBMHCP.</u>	<u>Similar to all scenarios and alternatives, no impacts will result since no conservation plans or natural community conservation plans apply to the Baylands. Icehouse Hill would remain in open space; therefore, this alternative would not conflict with the SBMHCP.</u>	<u>Similar to all scenarios and alternatives, no impacts will result since no conservation plans or natural community conservation plans apply to the Baylands. Icehouse Hill would remain in open space; therefore, this alternative would not conflict with the SBMHCP.</u>	<u>Similar to all scenarios and alternatives, no impacts will result since no conservation plans or natural community conservation plans apply to the Baylands. Icehouse Hill would remain in open space; therefore, this alternative would not conflict with the SBMHCP.</u>	<u>Similar to all scenarios and alternatives, no impacts will result since no conservation plans or natural community conservation plans apply to the Baylands. Icehouse Hill would remain in open space; therefore, this alternative would not conflict with the SBMHCP.</u>

Impacts:

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No Impact

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N/A – Not Applicable

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
CULTURAL RESOURCES									
Impact 4.D-1: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	SM	SM	SM	SM	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<p>The historically significant Roundhouse and the Lazzari Charcoal building will be restored under all scenarios. Mitigation has been provided to ensure proper rehabilitation and protection of the Roundhouse building. In addition, substantial new development is proposed in proximity to the Roundhouse affecting the character of their historic setting.</p> <p>The CPP and CPP-V scenarios propose development adjacent to the off-site Machinery & Equipment Building (a historic resource) that would affect the character of its historic setting. The DSP and DSP-V scenarios designate Open Space adjacent to this building. Mitigation to ensure architectural compatibility of new buildings in proximity to these historic resources would reduce impacts to less than significant.</p>				<p>The Roundhouse building would remain vacant and not be rehabilitated or adaptively reused, potentially resulting in further deterioration and potentially the loss of this structures. The Lazzari Charcoal building would remain in its current use and would not be rehabilitated or adaptively re-used.</p>	<p>Development would adhere to General Plan policies, which includes rehabilitation and reuse of existing historic resources. Because mitigation similar to that proposed for the scenarios would be applied, impacts would be similar to those of the scenarios and the other alternatives involving building construction.</p>	<p>The Roundhouse and Lazzari Charcoal buildings would be rehabilitated and reused. Because mitigation similar to for the scenarios would be applied, impacts on historic resources during construction and/or during installation of solar and wind technologies would be similar to the scenarios and the other alternatives involving building construction.</p>	<p>The Roundhouse and Lazzari Charcoal buildings would be rehabilitated and reused. Because mitigation similar to that proposed for the scenarios would be applied, impacts would be similar to those of the CPP and CPP-V scenarios, which also propose development adjacent to the historic structures, but at a higher intensity.</p>	<p>The Roundhouse and Lazzari Charcoal buildings would be rehabilitated and reused. Because mitigation similar to that proposed for the scenarios would be applied, impacts would be similar to those of the DSP and DSP-V, which also propose development adjacent to the historic structures, but at a higher intensity.</p>
Impact 4.D-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>While discoveries of archaeological resources are not anticipated during site remediation, grading, and construction, if any previously unidentified archaeological resources are discovered during ground-disturbing activities, all work within 100 feet of the resources shall be halted. The City, in consultation with a City-approved qualified consulting archaeologist, shall assess the significance of the find according to CEQA Guidelines Section 15064.5.</p>				<p>Because no development would occur, impacts to previously undiscovered archaeological resources would not occur.</p>	<p>Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.</p>	<p>Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.</p>	<p>Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.</p>	<p>Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.</p>

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.D-3: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact	No Impact	No Impact	No Impact	Impact: None	Impact: None	Impact: None	Impact: None	Impact: None
	Project Site development would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.				No Impact will result since no paleontological resources are present.	No Impact will result since no paleontological resources are present.	No Impact will result since no paleontological resources are present.	No Impact will result since no paleontological resources are present.	No Impact will result since no paleontological resources are present.
Impact 4.D-4: Would the Project result in disturbance of human remains, including those interred outside of formal cemeteries?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	If human skeletal remains are uncovered during Project construction, work shall immediately be halted within 100 feet of the find and the San Mateo County Coroner shall be contacted to evaluate the remains as required by the protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. Thus, impacts would be reduced to a less than significant level.				Because no development would occur, no impacts would result.	Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.	Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.	Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.	Because mitigation similar to the scenarios would be applied, and similar areas would be subject to remediation and grading, impacts would be similar to the scenarios and development alternatives.
GEOLOGY, SOILS & SEISMICITY									
Impact 4.E-1: Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	LTS	LTS	LTS	LTS	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	No known active fault lines cross the Project Site, and the site is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, Project Site development under all scenarios would be less than significant and no mitigation is required.				This potential impact relates to the underlying site geology and not the development of the site. Therefore potential impacts across all scenarios and alternatives are the same.	This potential impact relates to the underlying site geology and not the development of the site. Therefore potential impacts across all scenarios and alternatives are the same.	This potential impact relates to the underlying site geology and not the development of the site. Therefore potential impacts across all scenarios and alternatives are the same.	This potential impact relates to the underlying site geology and not the development of the site. Therefore potential impacts across all scenarios and alternatives are the same.	This potential impact relates to the underlying site geology and not the development of the site. Therefore potential impacts across all scenarios and alternatives are the same.

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.E-2: Would the Project expose people or structures to potential substantial adverse effects from strong seismic groundshaking?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>Because mitigation measures require all structures within the Project Site to meet applicable building codes and seismic design standards based on site-specific geotechnical analyses, Project Site development under all scenarios will not expose people or structures to substantial adverse effects from strong seismic groundshaking. Impacts would be similar for all scenarios, although the DSP and DSP-V scenarios would place more people within the Project site subject to less than significant hazards, including placement of residents, than would the CPP and CPP-V scenarios.</p>				<p>Because no new development would occur, only existing structures and uses would be potentially exposed to these impacts.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to groundshaking would be similar to the scenarios. However, the reduced amount of development (approximately 2.0 million s.f.) would place substantially fewer employees and visitors within the Project site than the scenarios, with no onsite residents subject to less than significant ground-shaking hazards.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to groundshaking would be similar to the scenarios. However, the reduced amount of development (approximately 1.9 million s.f.) would place fewer employees and visitors within the Project site than the scenarios, with no onsite residents subject to less than significant ground-shaking hazards.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to groundshaking would be similar to the scenarios. However, the reduced amount of development (approximately 5.3 million s.f.) would place fewer employees and visitors within the Project site than the scenarios, with no onsite residents subject to less than significant ground-shaking hazards.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to groundshaking would be similar to the scenarios. However, the reduced amount of development (approximately 6.8 million s.f.) would place fewer employees and visitors within the Project site than the scenarios, and would also place fewer residents onsite that the DSP and DSP-V scenarios, all of whom would be subject to less than significant ground-shaking hazards. This alternative would place more people, as well as residents, onsite than other alternatives.</p>

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.E-3: Would the Project expose people or structures to potential substantial adverse effects from seismic-related ground failure including liquefaction?</p>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>Because mitigation measures require all structures within the Project Site to meet applicable building codes and engineering design standards based on site-specific geotechnical analyses, Project Site development under all scenarios will not expose people or structures to potential substantial adverse effects from seismic-related ground failure including liquefaction. Impacts would be similar for all scenarios, although the DSP and DSP-V scenarios would place more people within the Project site subject to less than significant hazards, including placement of residents, than would the CPP and CPP-V scenarios.</p>				<p>Because no new development would occur, only existing structures and uses would be potentially exposed to these impacts</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts would be similar to the scenarios.</p> <p>However, the reduced amount of development (approximately 2.0 million s.f.) would place substantially fewer employees and visitors within the Project site than the scenarios, with no onsite residents subject to less than significant ground-failure.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts would be similar to the scenarios.</p> <p>However, the reduced amount of development (approximately 1.9 million s.f.) would place substantially fewer employees and visitors within the Project site than the scenarios, with no onsite residents subject to less than significant ground failure hazards.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts would be similar to the scenarios.</p> <p>However, the reduced amount of development (approximately 5.3 million s.f.) would place fewer substantially employees and visitors within the Project site than the scenarios, with no onsite residents subject to less than significant ground failure hazards.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts would be similar to the scenarios.</p> <p>However, the reduced amount of development (approximately 6.8 million s.f.) would place fewer employees and visitors within the Project site, and would also place fewer residents onsite than the DSP and DSP-V scenarios subject to less than significant ground failure hazards. This alternative would place more people, as well as residents, onsite than other alternatives.</p>

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TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.E-4: <u>Would the Project expose people or structures to potential substantial adverse effects from landslides?</u>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Although the Project Site is generally flat, manmade slopes are present at the former landfill and existing railroad grade separation. Other manmade slopes will be created as the result of site grading and construction of railroad grade separations (e.g., Geneva Avenue extension). Such constructed slopes will be required to meet applicable engineering design standards to avoid landslide impacts. Impacts would be similar for the scenarios.				Existing structures and uses would remain exposed to whatever risks presently exist but no additional exposure would be created.	Due to similar overall development footprints, grading, and mitigation requirements, overall impacts related to landslides would be similar to the scenarios and other alternatives involving building construction.	Due to similar overall development footprints, grading, and mitigation requirements, overall impacts related to landslides would be similar to the scenarios and other alternatives involving building construction.	Due to similar overall development footprints, grading, and mitigation requirements, overall impacts related to landslides would be similar to the scenarios and other alternatives involving building construction.	Due to similar overall development footprints, grading, and mitigation requirements, overall impacts related to landslides would be similar to the scenarios and other alternatives involving building construction.
Impact 4.E-5: <u>Would the Project result in substantial soil erosion or loss of topsoil?</u>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Project Site development, including grading and remediation, as well as building and landscape construction, will require removal of existing groundcover, resulting in substantial soil erosion hazards. With implementation of a SWPPP, which is required to be prepared and implemented under the NPDES General Construction Permit, and compliance with Brisbane General Plan Policy 152, impacts related to erosion or loss of topsoil would be reduced to similar less-than-significant levels for all scenarios.				Natural processes and ongoing activities will continue to cause erosion on existing areas of bare ground.	Due to similar overall development footprints and mitigation requirements, the overall area subject to soil erosion or loss of soil would be similar to those of the scenarios and other alternatives involving building construction. However, because the amount of development (approximately 2.0 million s.f.) would be substantially less than the scenarios, development would occur over a shorter period of time, further reducing less than significant erosion hazards.	Due to similar overall development footprints and mitigation requirements, the overall area subject to soil erosion or loss of soil would be similar to those of the scenarios and other alternatives involving building construction. However, because the amount of development (approximately 1.9 million s.f.) would be substantially less than the scenarios, development would occur over a shorter period of time, further reducing less than significant erosion hazards.	Due to similar overall development footprint and similar mitigation requirements, the overall area subject to soil erosion or loss of soil would be similar to those of the scenarios and other alternatives involving building construction. However, because the amount of development (approximately 5.3 million s.f.) would be substantially less than the scenarios, development would occur over a shorter period of time, further reducing less than significant erosion hazards.	Due to similar overall development footprint and similar mitigation requirements, the overall area subject to soil erosion or loss of soil would be similar to those of the scenarios and other alternatives involving building construction. However, because the amount of development (approximately 6.8 million s.f.) would be substantially less than the scenarios, development would occur over a shorter period of time, further reducing less than significant erosion hazards.

Impacts:

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.E-6: <u>Would the Project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project including landslide, lateral spreading, subsidence, liquefaction or collapse?</u></p>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>While preliminary ground settlement estimates have been made, final site-specific ground settlement calculations are not available at this time, and cannot be determined until more detailed grading plans for site-specific development are available. Because it is known that ground settlement would occur, mitigation measures require that (1) all structures be designed and constructed in conformance with the most recently adopted California Building Code, which sets performance standards for building design in areas undergoing compaction, and (2) that all final design and engineering plans be submitted by a licensed geotechnical engineer and be subject to review and approval by the City Engineer to confirm that Project Site development meets applicable performance standards. Implementation of this mitigation would reduce impacts to a less-than-significant level for all scenarios.</p>				<p>Existing uses and structures would be exposed to the risks that are currently present. No new exposure would result because no new development would occur.</p>	<p>Due to similar overall development footprints and similar mitigation requirements, overall impacts would be similar to the scenarios and other alternatives involving building construction.</p> <p>However, because the amount of development (approximately 2.0 million s.f.) would be substantially less than the scenarios, substantially fewer buildings, employees and visitors, and no onsite residents would be subject to less than significant hazards.</p>	<p>Due to similar overall development footprints and similar mitigation requirements, overall impacts would be similar to the scenarios and other alternatives involving building construction.</p> <p>However, because the amount of development (approximately 1.9 million s.f.) would be substantially less than the scenarios and reduced intensity alternatives, substantially fewer buildings, employees and visitors, and no onsite residents would be subject to less than significant hazards. Also, no structures designed for human occupancy would be located on the former landfill.</p>	<p>Due to similar overall development footprints and similar mitigation requirements, overall impacts would be similar to the scenarios and other alternatives involving building construction.</p> <p>However, because the amount of development (approximately 5.8 million s.f.) would be substantially less than the scenarios, substantially fewer buildings, employees and visitors, and no onsite residents would be subject to less than significant hazards.</p>	<p>Due to similar overall development footprints and similar mitigation requirements, overall impacts would be similar to the scenarios and other alternatives involving building construction.</p> <p>However, because the amount of development (approximately 6.3 million s.f.) would be substantially less than the scenarios, substantially fewer buildings, employees, visitors, and residents (compared to the DSP and DSP-V scenarios) would be subject to less than significant hazards.</p>

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.E-7: Would the Project place concrete and steel elements including piles that could be damaged by corrosive soils present on the Project Site?</p>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>Corrosive subsurface soils may exist in places within the Project Site and are especially likely wherever Bay Mud is encountered, as well as beneath the former landfill. Depending on the chemistry of the leachate, corrosive soils beneath the former landfill could have a detrimental effect on concrete and metals. Mitigation measures require site-specific analysis of corrosive soils and design requirements for concrete/steel elements proposed on areas with corrosive soil. The City Engineer would review approve all final design and engineering plans prior to any construction. Implementation of this mitigation would reduce impacts to less than significant for all scenarios.</p>				<p>Existing underground infrastructure that may not have not originally been designed for corrosive soils would remain.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to corrosive soils would be similar to those of the scenarios and other alternatives involving building construction.</p>	<p>Because of the similar overall development footprint and similar mitigation requirements as the scenarios would be applied, overall impacts related to corrosive soils, would be similar to those of the scenarios and other alternatives involving building construction.</p> <p>Also, no structures designed for human occupancy would be located on the former landfill. This alternative would have lesser impacts than the scenarios and other alternatives, with impacts involving onsite construction.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to corrosive soils would be similar to those of the scenarios and other alternatives involving building construction.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to corrosive soils would be similar to those of the scenarios and other alternatives involving building construction.</p>
<p>Impact 4.E-8: Would the Project be located on expansive soils as defined in Table 18-1B of the Uniform Building Code, potentially creating substantial risks to life or property?</p>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>Bay Mud and other clay-rich deposits are located primarily beneath the groundwater level, and therefore have a relatively low corresponding expansiveness. However, the depth of these deposits in the former railyard area is somewhat poorly constrained, and in one boring near Icehouse Hill, Bay Mud is located above the groundwater table, suggesting a possible higher shrink-swell potential. Mitigation measures require</p>				<p>Existing uses and structures would be exposed to the risks that are currently present. No new exposure would result because no new development would occur.</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to expansive soils would</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to expansive soils would</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to expansive soils would</p>	<p>Due to the similar overall development footprint and similar mitigation requirements as the scenarios, overall impacts related to expansive soils would</p>

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	that a final design-level geotechnical report for each site-specific development address the potential for encountering expansive soils, and ensure that the performance standards set forth in the California Building Code are met. Development would be required to be designed and constructed in accordance with the final design-level geotechnical report, which would include moisture content requirements along with minimum standards for expansion potential and would be submitted to the City for review and approval prior to the issuance of building permits. Implementation of this mitigation would reduce impacts to less-than-significant levels for all scenarios.					be similar to those of the scenarios. However, because the amount of development (approximately 2.0 million s.f.) would be substantially less than the scenarios, substantially fewer buildings, employees and visitors, would be subject to less than significant expansive soils hazards, than under the scenarios or reduced intensity alternatives.	be similar to those of the scenarios. However, because the amount of development (approximately 1.9 million s.f.) would be substantially less than the scenarios, substantially fewer buildings, employees and visitors, and no onsite residents would be subject to expansive soils hazards. Also, no structures designed for human occupancy would be located on the former landfill.	be similar to those of the scenarios. However, because the amount of development (approximately 5.8 million s.f.) would be substantially less than the scenarios, substantially fewer buildings, employees and visitors, and no onsite residents would be subject to expansive soils hazards than under the scenarios.	be similar to those of the scenarios. However, because the amount of development (approximately 6.3 million s.f.) would be substantially less than the scenarios, substantially fewer buildings, employees, visitors, and residents (compared to the DSP and DSP-V scenarios) would be subject to expansive soils hazards. This alternative would result in fewer people subject to less than significant expansive soils hazards than other alternatives.
Impact 4.E-9: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	No Impact	No Impact	No Impact	Impact: None Existing development is served by a municipal sewer system. No future development would occur.	Impact: None Development under this alternative would be served by a municipal sewer system. Neither septic tanks nor an alternative wastewater disposal are proposed.	Impact: None Development under this alternative would be served by a municipal sewer system. Neither septic tanks nor an alternative wastewater disposal are proposed.	Impact: None Development under this alternative would be served by a municipal sewer system. Neither septic tanks nor an alternative wastewater disposal are proposed.	Impact: None Development under this alternative would be served by a municipal sewer system. Neither septic tanks nor an alternative wastewater disposal are proposed.

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
GREENHOUSE GAS EMISSIONS									
<p>Impact 4.F-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	LTS	LTS	LTS	LTS	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<p>Project Site development will generate GHG emissions primarily as the result of motor vehicle use, but also through stationary sources (e.g., building energy use). Because of the proposed onsite mix of residential and commercial/office development in the DSP and DSP-V scenarios, per capita vehicle miles travelled are less for those two scenarios than the CPP and CPP-V scenarios, although total emissions are greater for the DSP and DSP/V scenarios.</p> <p>The primary difference in GHG emissions between the DSP/DSP-V and the CPP/ CPP-V scenarios results from the availability of both onsite housing and employment opportunities in the DSP/DSP-V scenarios and the physical separation between onsite employment opportunities and offsite housing in the CPP/ CPP-V scenarios.</p> <p>Mitigation is proposed to reduce GHG emissions in the CPP/ CPP-V scenarios, but the reduction achieved by these measures is not sufficient to reduce emissions by the 28-31 percent needed to be below the BAAQMD efficiency threshold. Therefore, significant unavoidable impacts would result for the CPP and CPP-V scenarios.</p>				<p>GHG emissions would be limited to those that are presently generated on site. No new GHG emissions would be generated.</p>	<p>Because no residential development would occur, employees would be drawn solely from offsite locations. However, because of the substantially reduce amount of employment-generating development, employees could be drawn from a smaller area, leading to a reduction of per capita GHG emissions compared to the CPP/ CPP-V scenarios and the Lower Intensity Non-Residential Alternative.</p>	<p>GHG emissions associated with this alternative would result in a net decrease in GHG emissions of approximately 13,570 metric tons of CO₂e due to the large amount of renewable energy generated onsite. Therefore, unlike the scenarios and other alternatives involving building construction, this alternative would have a beneficial GHG impact.</p>	<p>This alternative was designed to eliminate significant unavoidable GHG impacts. Using a similar (but reduced intensity) mix of non-residential land uses as under the CPP-V scenario, by adding renewable energy generation, per capita GHG emissions are reduced. Total unmitigated operational GHG emissions per service population would be 4.4 metric tons CO₂E, which is below the BAAQMD efficiency threshold of 4.6 metric tons.</p>	<p>This alternative incorporates a mix of uses similar to the DSP scenario but at a reduced level of development. Due to the reduction in intensity, this alternative would have fewer GHG emissions (per capita and total) than the scenarios.</p>
<p>Operational Emissions before mitigation (metric tons CO₂e per Service Population)</p> <p><i>(BAAQMD Efficiency Threshold: 4.6. Emissions exceeding threshold in bold)</i></p>	3.1	3.6	4.0	4.6					

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.F-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</p>	LTS	LTS	LTS	LTS	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<p>Because the CPP and CPP-V scenarios exceed the BAAQMD efficiency threshold, they would also impair attainment of GHG reduction goals established pursuant to AB 32 in the <i>Climate Change Scoping Plan</i> and would therefore be considered to conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Because the proposed mitigation would not reduce GHG emissions below the threshold, a significant and unavoidable impact is identified for the CPP and CPP-V scenarios for this threshold. The DSP and DSP-V scenarios would have a less-than-significant impact with regard to GHG reduction planning efforts, as emissions per service population would be below thresholds developed based on attainment of AB 32 goals.</p>				<p>Because no development would occur, no new GHG emissions would result, and there would be no conflicts with the <i>Climate Change Scoping Plan</i>.</p>	<p>GHG emissions per service population would be below BAAQMD thresholds. Therefore, this alternative would not conflict with the <i>Climate Change Scoping Plan</i>, which was developed based on attainment of AB 32 goals.</p>	<p>GHG emissions per service population would be below BAAQMD thresholds. Therefore, this alternative would not conflict with the <i>Climate Change Scoping Plan</i>, which was developed based on attainment of AB 32 goals.</p>	<p>GHG emissions per service population would be below BAAQMD thresholds. Therefore, this alternative would not conflict with the <i>Climate Change Scoping Plan</i>, which was developed based on attainment of AB 32 goals.</p>	<p>GHG emissions per service population would be below BAAQMD thresholds. Therefore, this alternative would not conflict with the <i>Climate Change Scoping Plan</i>, which was developed based on attainment of AB 32 goals.</p>
HAZARDS AND HAZARDOUS MATERIALS									
<p>Impact 4.G-1: Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?</p>	Project Construction				Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	SM	SM	SM	SM	<p>Because no remediation would occur under this scenario, existing onsite contamination would remain.</p> <p>Use, transport and storage of hazardous materials would be limited to the uses presently operating on site.</p>	<p>Because the remediation requirements and actions would be similar to the CPP and CPP-V scenarios, which propose a similar range of non-residential uses, site remediation would have similar less than significant impacts.</p> <p>Construction could also require the use or transport of fuels, oils, or other chemicals</p>	<p>Because the remediation requirements and actions for the non-residential uses proposed in this alternative would be similar to the CPP and CPP-V scenarios, impacts would be similar to the significant but mitigable impacts of those scenarios.</p> <p>Construction could also require the use or</p>	<p>Because the remediation requirements and actions would be similar to the CPP and CPP-V scenarios, which propose a similar range of non-residential uses, site remediation would have similar less than significant impacts.</p> <p>Construction could also require the use or</p>	<p>Because the remediation requirements and actions would be similar to the DSP and DSP-V scenarios, which propose a similar range of residential and non-residential uses, site remediation would have similar less than significant impacts.</p> <p>Construction could also require the use or</p>
<p>Project Site construction activities for each of the scenarios would require the use and transportation of hazardous materials. In addition, vehicles used in construction activities could accidentally release hazardous materials such as oils, grease, or fuels. Accidental releases of hazardous materials during demolition and construction activities could impact soil and/or groundwater quality, which could result in adverse health effects. However, contractor's compliance with proposed mitigation measures and federal, state, and local requirements related to use, storage, and disposal of hazardous materials during construction would reduce impacts related to inadvertent release of hazardous materials to less-than-significant levels for all scenarios.</p>									

Impacts:
 SU – Significant Unavoidable Impact SM – Significant, but Mitigable Impact
 No Impact N/A – Not Applicable LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	Project Operations					<p>resulting in similar types of less than significant impacts after incorporation of similar mitigation as that proposed for the scenarios and other alternatives involving building construction.</p> <p>While the types of operational impacts would be similar to the CPP and CPP-V scenarios, the extent of impacts under this alternative would be substantially less than under the scenarios and Reduced Intensity Alternatives, due to the substantially reduced development intensity.</p>	<p>transport of fuels, oils, or other chemicals during construction resulting in similar types of less than significant impacts after incorporation of similar mitigation as the scenarios and other alternatives involving building construction.</p> <p>While the types of operational impacts would be similar, the extent of impacts under this alternative would be less than under the scenarios, General Plan, and reduced intensity alternatives, due to reduced development intensity.</p>	<p>resulting in similar types of less than significant impacts after incorporation of similar mitigation as that proposed for the scenarios and other alternatives involving building construction.</p> <p>While the types of operational impacts would be similar to the CPP and CPP-V scenarios, the extent of impacts under this alternative would be less than the scenarios and Reduced Intensity Mixed Use Alternative, due to reduced development intensity.</p>	<p>or other chemicals resulting in similar types of less than significant impacts after incorporation of similar mitigation as that proposed for the scenarios and other alternatives involving building construction.</p> <p>While the types of operational impacts would be similar to the DSP and DSP-V scenarios, the extent of impacts under this alternative would be less than the scenarios, due to the reduced development intensity.</p>
	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>					
Impact 4.G-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	Project Construction				Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>	<p>Because no development would occur, no impacts related to new development would result. However, legacy onsite contamination would remain.</p>	<p>Similar to the scenarios, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases during construction and operation. Soil gas and vapor intrusion</p>	<p>Similar to the scenarios, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases during construction and operation. Soil gas and vapor intrusion</p>	<p>Similar to the scenarios, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases during construction and operation. Soil gas and vapor intrusion</p>	<p>Similar to the scenarios, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases during construction and operation. Soil gas and vapor intrusion</p>

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	Deconstruction and Demolition Plan, and NPDES permit per the proposed mitigation, impacts would be reduced to less than significant for all scenarios.					from legacy contamination would also be potentially significant for this alternative. With compliance with federal, state, and local regulations pertaining to the handling and disposal of hazardous waste and similar implementation of mitigation proposed for the scenarios, impacts would be similar to the scenarios and alternatives involving building construction.	from legacy contamination would also be potentially significant for this alternative. With compliance with federal, state, and local regulations pertaining to the handling and disposal of hazardous waste and similar implementation of mitigation proposed for the scenarios, impacts would be similar to the scenarios and alternatives involving building construction.	from legacy contamination would also be potentially significant for this alternative. With compliance with federal, state, and local regulations pertaining to the handling and disposal of hazardous waste and similar implementation of mitigation proposed for the scenarios, impacts would be similar to the scenarios and alternatives involving building construction.	from legacy contamination would also be potentially significant for this alternative. With compliance with federal, state, and local regulations pertaining to the handling and disposal of hazardous waste and similar implementation of mitigation proposed for the scenarios, impacts would be similar to the scenarios and alternatives involving building construction.
	Project Operations								
	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>					
	Implementation of proposed mitigation including preparation of a Hazardous Materials Business Plan would be required for all proposed scenarios to avoid the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the environment during operational phases. In addition, the existing regulatory requirements and hazardous materials management of the Kinder Morgan Bulk Terminal facility reduce the potential for adverse effects from upset and accident conditions to less-than-significant levels.								
	Soil Gas and Vapor Intrusion								
	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>					
	Soil gas and vapor intrusion from legacy contamination represent a significant impact. Proposed mitigation measures requiring soil vapor barriers would be required for all scenarios to reduce impacts to less than significant.								
Impact 4.G-3: Would development emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school?	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>	Impact: <u>SM</u>	Impact: <u>SM</u>	Impact: <u>SM</u>	Impact: <u>SM</u>	Impact: <u>SM</u>
	Each scenario includes a charter high school and the DSP and DSP-V scenarios also include an elementary school in the same area. Under the CPP and CPP-V scenarios, a charter high school would be developed at the base of Icehouse Hill within 0.25 mile of the Kinder Morgan site. In addition, all scenarios would entail the storage, handling, transport, and disposal of hazardous				Because no development would occur, no school would be located within 0.25 miles of a facility emitting hazardous or acutely hazardous materials.	Because educational institutions would be an allowable use under this alternative, it is possible that a school could be proposed. However, it is presumed that	Because educational institutions would be an allowable use under this alternative, it is possible that a school could be proposed. However, it is presumed that	This alternative includes the same mix of uses as the CPP-V scenario, but with reduced intensity. Therefore, it is possible that a charter school would be	This alternative proposes a mix of uses similar to the DSP scenario, but with reduced intensity. Therefore, it is possible that a charter school would be

Impacts:

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No Impact

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N/A – Not Applicable

LTS – Less than Significant Impact

TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	materials in association with the R&D, institutional, and commercial uses. If not managed appropriately, school children may be exposed to accidental spillage or leakage of the common hazardous materials used onsite. EIR mitigation measures require proper storage and handling of hazardous waste and adherence to siting requirements for proposed schools in compliance with CCR Title 5, Section 14010, Standards for School Site Construction and California Department of Education as overseen by DTSC would reduce impacts to less than significant.					similar mitigation as for the scenarios would apply. Schools would be precluded from locating within 0.25 miles of a facility with hazardous emissions. With mitigation, this alternative would have similar less than significant impacts as the scenarios and other alternatives involving building construction.	proposed similar mitigation as for the scenarios would apply. Schools would be precluded from locating within 0.25 miles of a facility with hazardous emissions. With mitigation, this alternative would have similar less than significant impacts as the scenarios and other alternatives involving building construction.	located within 0.25 miles of the Kinder Morgan site as in the CPP/ CPP-V scenarios. However, similar mitigation as for the scenarios would apply, including adherence to school siting standards that preclude siting a school within 0.25 miles of a facility with hazardous emissions. With mitigation, this alternative would have similar less than significant impacts as the scenarios and the other alternatives involving building construction.	proposed. However, similar mitigation as for the scenarios would apply, including adherence to school siting standards that preclude siting a school within 0.25 miles of a facility with hazardous emissions. With mitigation, this alternative would have similar less than significant impacts as the scenarios and other alternatives involving building construction.
Impact 4.G-4: Would development be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and result in a safety hazard to the public or environment?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	The Project Site includes a number of different sites that are included on databases listing hazardous materials pursuant to Government Code Section 65962.5 including the former Brisbane Landfill, OU-1 and OU-2, and the Schlage Lock facility. These sites are actively overseen by regulatory agencies (DTSC and RWQCB) to ensure that all remediation is completed to levels that protect human health and the environment. With compliance with federal, state, and local regulations and implementation of a Soil and Groundwater Management, Master Deconstruction and Demolition Plan, and NPDES permit per the proposed mitigation, impacts would be reduced to less-than-significant for all scenarios.				Because no future development of the Project Site would occur, this alternative does not include the remedial actions, and would not result in the final remediation of existing contaminated areas within the Project Site. Thus, existing contamination within the Project Site would remain.	Because the overall development footprint is similar to the scenarios and other alternatives, impacts related to existing hazardous sites requiring remediation would be similar. The same mitigation proposed for the scenarios would be applied to reduce impacts.	Because the overall development footprint is similar to the scenarios and other alternatives, impacts related to existing hazardous sites requiring remediation would be similar. The same mitigation proposed for the scenarios would be applied to reduce impacts.	Because the overall development footprint is similar to the scenarios and other alternatives, impacts related to existing hazardous sites requiring remediation would be similar. The same mitigation proposed for the scenarios would be applied to reduce impacts.	Because the overall development footprint is similar to the scenarios and other alternatives, impacts related to existing hazardous sites requiring remediation would be similar. The same mitigation proposed for the scenarios would be applied to reduce impacts.

Impacts:

SU – Significant Unavoidable Impact
 No Impact

SM – Significant, but Mitigable Impact
 N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.G-5: Would development result in a safety hazard for people residing or working in the project area for a project located within an airport land use plan or, where such plan has not been adopted, be within 2 miles of a public airport or public use airport; or be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	The Project Site is located more than 2 miles from the nearest public airport (SFO) or airstrip, and is not located within an airport land use plan. Development under any of the scenarios would not conflict with an airport land use plan nor result in any other impact related to a public airport use or private airstrip.				The Project site is more than 2 miles from an airport or airstrip. No new development is proposed.	The Project site is more than 2 miles from an airport or airstrip. No conflicts with an airport land use plan or impacts with an airport or airstrip use would occur.	The Project site is more than 2 miles from an airport or airstrip. No conflicts with an airport land use plan or impacts with an airport or airstrip use would occur.	The Project site is more than 2 miles from an airport or airstrip. No conflicts with an airport land use plan or impacts with an airport or airstrip use would occur.	The Project site is more than 2 miles from an airport or airstrip. No conflicts with an airport land use plan or impacts with an airport or airstrip use would occur.
Impact 4.G-6: Would development impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Circulation plans are designed to ensure appropriate emergency access to and egress from the Project Site under all scenarios. The DSP and DSP-V scenarios reserve a specific site for a centrally located fire facility. The CPP and CPP-V scenarios would include a similar fire facility in a similar location. Adequate access to and from this facility would be provided by the roadway and circulation improvements proposed for each scenario. Additionally, all site-specific development site designs, including private internal circulation and building site plans, will be subject to review and approval by the City, as well as emergency service providers under each of the scenarios.				No changes to existing conditions will result.	Development will require an upgrade to fire facilities to serve the Project Site. This alternative would be required to meet the same performance standards as for each scenario, including provision of adequate access for emergency vehicles.	Development will require an upgrade to fire facilities to serve the Project Site. This alternative would be required to meet the same performance standards as for each scenario, including provision of adequate access for emergency vehicles.	Development will require an upgrade to fire facilities to serve the Project Site. This alternative would be required to meet the same performance standards as for each scenario, including provision of adequate access for emergency vehicles.	Development will require an upgrade to fire facilities to serve the Project Site. This alternative would be required to meet the same performance standards as for each scenario, including provision of adequate access for emergency vehicles.

Impacts:

SU – Significant Unavoidable Impact
No Impact

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N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
						Prior to approval of a Specific Plan, the City and fire protection district will review proposed site access, and will also review all site-specific development, including internal circulation and building site plans to ensure adequate emergency access to and egress.	Prior to approval of a Specific Plan, the City and fire protection district will review proposed site access, and will also review all site-specific development, including internal circulation and building site plans to ensure adequate emergency access to and egress.	Prior to approval of a Specific Plan, the City and fire protection district will review proposed site access, and will also review all site-specific development, including internal circulation and building site plans to ensure adequate emergency access to and egress.	Prior to approval of a Specific Plan, the City and fire protection district will review proposed site access, and will also review all site-specific development, including internal circulation and building site plans to ensure adequate emergency access to and egress.
Impact 4.G-7: Would development expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	The Project Site has been developed with urban uses in the past, and does not adjoin any wildlands that are at risk for wildfires. Project Site development under any of the scenarios would adhere to applicable fire and building codes, which require that safety measures be incorporated into all building designs. No impact related to wildland fire hazards would result.				No wildlands are present in the area, and no impact would result.	No wildlands are present in the area, and no impact would result.	No wildlands are present in the area, and no impact would result.	No wildlands are present in the area, and no impact would result.	No wildlands are present in the area, and no impact would result.
HYDROLOGY AND WATER QUALITY									
Impact 4.H-1: Would the Project violate water quality standards or waste discharge requirements?	SM	SM	SM	SM	Impact: LN/a	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	With the substantial amount of earthwork for grading and remediation activities required under any of the scenarios, water quality standards could be violated, resulting in a significant impact. In addition, Project Site development would result in changes to existing drainage patterns that could affect water quality of stormwater runoff.				Although no development would occur, onsite remediation would not occur and infiltration of water through contaminated soils	With the substantial amount of earthwork for grading and remediation required prior to proposed site development, water quality standards	With the substantial amount of earthwork for grading and remediation required prior to proposed site development, water quality standards	With the substantial amount of earthwork for grading and remediation required prior to proposed site development, water quality standards.	With the substantial amount of earthwork for grading and remediation required prior to proposed site development, water quality standards

Impacts:

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No Impact

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	Proposed mitigation requires preparation and implementation of a SWPPP, NPDES permit, and Final Stormwater Management Plan to reduce impacts to water quality to less-than-significant levels.				could potentially impact groundwater quality. Potential stormwater impacts resulting from existing sting uses onsite would continue.	could be violated. Because grading and remediation activities for this alternative would be similar to the scenarios, similar water quality impacts as the scenarios and other alternatives involving construction would result.	could be violated. Because grading and remediation activities for this alternative would be similar to the scenarios, similar water quality impacts as the scenarios and other alternatives involving construction would result.	could be violated. Because grading and remediation activities for this alternative would be similar to the scenarios, similar water quality impacts as the scenarios and other alternatives involving construction would result.	could be violated. Because grading and remediation activities for this alternative would be similar to the scenarios, similar water quality impacts as the scenarios and other alternatives involving construction would result.
Impact 4.H-2: Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?	LTS	LTS	LTS	LTS	Impact: N/a	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Because groundwater is not currently used at the Project Site and no groundwater use is proposed under any scenario, proposed development would not substantially deplete groundwater supplies. An increase in impervious surfaces would reduce the amount of direct groundwater recharge at the site by reducing the amount of area available for infiltration. However, as part of the proposed Final Closure and Postclosure Maintenance Plan for the former landfill required under Title 27 of the California Code of Regulations and the RWQCB Waste Discharge Order 01-041, the design of the soil cap will in fact require that infiltration is minimized to the maximum extent possible in order to prevent accumulation of leachate within the underlying waste material. Finally there are no downstream users of groundwater because the Site is immediately adjacent to Brisbane Lagoon and San Francisco Bay so even if groundwater levels were to be reduced, there are no potential groundwater uses or users that would be affected.				Because no development would occur, no impacts to groundwater supply or recharge would result.	Because building area under this alternative (approximately 2.0 million s.f.) is substantially less than the scenarios, the overall amount of impervious surface area) would be less than the scenarios and reduced intensity alternatives.	Because building area under this alternative (approximately 1.9 million s.f.) is substantially less than the scenarios, the overall amount of impervious surface area would be less than the scenarios and reduced intensity alternatives involving building construction.	Because this alternative's land use plan is based on the CPP scenario, and its building area (approximately 5.8 million s.f.) is substantially less than that scenario, overall impervious surface area would be less than the CPP scenario, reducing impacts related to groundwater only if the reduced development intensity was achieved by increasing open space and pervious surfaces, while reducing building footprints and impervious surface area.	Because this alternative's land use plan is based on the DSP scenario, and its building area (approximately 6.3 million s.f.) is substantially less than that scenario, overall impervious surface area would be less than the DSP scenario, reducing impacts related to groundwater only if the reduced development intensity was achieved by increasing open space and pervious surfaces, while reducing building footprints and impervious surface area.

Impacts:

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No Impact

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N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.H-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>The DSP and DSP-V scenarios retain the existing drainage pattern of the Bayshore and Brisbane Lagoon drainage areas, but alter the Beatty Avenue drainage area by redirecting runoff from approximately 47 acres away from Beatty Avenue to a proposed storm drain discharging to the Central Drainage Channel. The CPP and CPP-V scenarios propose similar changes to existing drainage patterns, but preserve a larger amount of open space, reducing the amount of impervious surface area. Project Site development would not alter the actual existing course (location) of Visitacion Creek east of the railroad right of way, but would daylight the currently subsurface portion of the creek from the railroad right of way east and extending to the Roundhouse.</p>				Existing site drainage patterns would remain in place.	Site grading and remediation for all scenarios and alternatives involving building construction would alter drainage patterns and result in a similar overall potential for overall impacts.	Site grading and remediation for all scenarios and alternatives involving building construction would alter drainage patterns and result in a similar overall potential for overall impacts.	Site grading and remediation for all scenarios and alternatives involving building construction would alter drainage patterns and result in a similar overall potential for overall impacts.	Site grading and remediation for all scenarios and alternatives involving building construction would alter drainage patterns and result in a similar overall potential for overall impacts.
	<p>Development under each scenario would collect and convey onsite runoff through a modified storm drainage system constructed in accordance with the City's requirements and regional MS4 NPDES permit requirements to accommodate the increase in runoff and changes to existing drainage patterns.</p> <p>Proposed biological and water quality mitigation would require implementation of water pollution and erosion and sediment control measures consistent with SWPPP, NPDES, and MS4 Permit requirements to reduce impacts to less-than-significant levels.</p>				<p>All scenario and alternatives involving building construction would have similar mitigation requirements imposed, resulting in similar less than significant erosion impacts that would differ only based on the length of time the site was subject to erosion hazards (see Impact 4.E-5).</p>	<p>All scenario and alternatives involving building construction would have similar mitigation requirements imposed, resulting in similar less than significant erosion impacts that would differ only based on the length of time the site was subject to erosion hazards (see Impact 4.E-5).</p>	<p>All scenario and alternatives involving building construction would have similar mitigation requirements imposed, resulting in similar less than significant erosion impacts that would differ only based on the length of time the site was subject to erosion hazards (see Impact 4.E-5).</p>	<p>All scenario and alternatives involving building construction would have similar mitigation requirements imposed, resulting in similar less than significant erosion impacts that would differ only based on the length of time the site was subject to erosion hazards (see Impact 4.E-5).</p>	

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.H-4: <u>Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</u>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Each scenario would add a substantial amount of new impervious area that would reduce the rate of infiltration of precipitation and increase the amount of runoff during a rain event. The CPP and CPP-V scenarios would add a lesser amount of new impervious area than the DSP and DSP-V scenarios, although the amount would still be substantial and increase runoff generated onsite. Thus, if not properly designed, development would exacerbate existing flooding onsite and offsite. Proposed mitigation requires site-specific development plans to include systemwide drainage improvement to accommodate all increased runoff and correct known existing deficiencies, additional conveyance capacity by incorporating new storm drain facilities along Bayshore Boulevard north of Industrial Avenue, and conveyance improvements to existing Visitacion Creek to reduce potential flooding impacts to meet specified performance standards and achieve less than significant levels.				Existing flood risks and potential exposure will remain unabated.	Any development on the Project Site would increase impervious surface area and stormwater runoff. Similar mitigation as for the scenarios would be applied to address flooding hazards, and achieve performance standards to reduce flooding impacts to less than significant levels. Because this alternative proposes less overall development, it would add a lesser amount of new impervious area, reducing impacts related to stormwater runoff and flooding if reduced development intensity was achieved by increasing open space and pervious surfaces, while reducing building footprints and impervious surface area.	Any development on the Project Site would increase impervious surface area and stormwater runoff. Similar mitigation as for the scenarios would be applied to address flooding hazards, and achieve performance standards to reduce flooding impacts to less than significant levels. Because this alternative proposes less overall development, it would add a lesser amount of new impervious area than the scenarios and alternatives involving guiding construction, reducing impacts related to stormwater runoff and flooding if reduced development intensity was achieved by increasing open space and pervious surfaces, while reducing building footprints and impervious surface area.	Any development on the Project Site would increase impervious surface area and stormwater runoff. Similar mitigation as for the scenarios would be applied to address flooding hazards, and achieve performance standards to reduce flooding impacts to less than significant levels. Because this alternative proposes less overall development, it would add a lesser amount of new impervious area than the scenarios, reducing impacts related to stormwater runoff and flooding if reduced development intensity was achieved by increasing open space and pervious surfaces, while reducing building footprints and impervious surface area.	Any development on the Project Site would increase impervious surface area and stormwater runoff. Similar mitigation as for the scenarios would be applied to address flooding hazards, and achieve performance standards to reduce flooding impacts to less than significant levels. Because this alternative proposes less overall development, it would add a lesser amount of new impervious area than the scenarios, reducing impacts related to stormwater runoff and flooding if reduced development intensity was achieved by increasing open space and pervious surfaces, while reducing building footprints and impervious surface area.
Area of impervious surface created/percentage of project area (assuming open space/open areas are not paved)	380 ac. 56%	380 ac. 56%	267 ac. 36%	267 ac. 36%					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.H-5: Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>Each scenario would substantially increase impervious surfaces and increase stormwater runoff volumes. There is a lack of adequate capacity in the Project Site's existing storm drainage system. While the CPP and CPP-V scenarios would result in a lesser increase in stormwater runoff than the DSP and DSP-V scenarios, they would still exceed the capacity of the existing system. Thus, development under each scenario would result in changes to existing drainage patterns that would result in flooding impacts onsite and offsite.</p> <p>Project Site development would introduce new impervious surfaces that would be the source of new stormwater runoff pollutants typical of urban settings, which, if not properly managed, would violate water quality standards. Onsite landscaping would also present the potential for runoff and/or infiltration of herbicides and pesticides. These common urban pollutants could be transported in runoff, potentially adversely affecting the surface and ground water quality. EIR mitigation measures require implementation of a SWPPP, NPDES Permit, Stormwater Management Plan, and Integrated Pest Management Plan to reduce impacts to less than significant levels.</p>				<p>Current levels of stormwater runoff treatment and management, which may not meet current standards, will remain in place.</p>	<p>Any site development would increase impervious surfaces, increase stormwater runoff, exceed existing storm drainage system capacity, and contribute additional sources of polluted runoff. Similar storm drainage improvements and water quality mitigation as that proposed for the scenarios would be provided to reduce impacts to less than significant levels. This alternative would add a lesser amount of new impervious area than the scenarios and reduced intensity alternatives, reducing impacts related to storm drain capacity; however, the potential for pesticides and herbicides to run off from open space areas, would result in impacts being similar to the scenarios and alternatives involving building construction.</p>	<p>Any site development would increase impervious surfaces, increase stormwater runoff, exceed existing storm drainage system capacity, and contribute additional sources of polluted runoff. Similar storm drainage improvements and water quality mitigation as that proposed for the scenarios would be needed to reduce impacts to less than significant levels. This alternative would add a lesser amount of new impervious area than the scenarios and other alternatives involving building construction, reducing impacts related to storm drain capacity; however, the potential for pesticides and herbicides to run off from open space areas, would result in impacts being similar to the scenarios and alternatives involving building construction.</p>	<p>Any site development would increase impervious surfaces, increase stormwater runoff, exceed existing storm drainage system capacity, and contribute additional sources of polluted runoff. Similar storm drainage improvements and water quality mitigation as that proposed for the scenarios would be needed to reduce impacts to less than significant levels. This alternative would add a lesser amount of new impervious area than the scenarios, and would reduce impacts related to storm drain capacity a reduced amount of impervious area resulted. However, increasing pervious surface area would increase the potential for pesticides and herbicides to run off from open space areas. Thus, impacts would be similar to the scenarios and alternatives involving building construction.</p>	<p>Any site development would increase impervious surfaces, increase stormwater runoff, exceed existing storm drainage system capacity, and contribute additional sources of polluted runoff. Similar storm drainage improvements and water quality mitigation as that proposed for the scenarios would be needed to reduce impacts to less than significant levels. This alternative would add a lesser amount of new impervious area than the scenarios, and would reduce impacts related to storm drain capacity a reduced amount of impervious area resulted. However, increasing pervious surface area would increase the potential for pesticides and herbicides to run off from open space areas. Thus, impacts would be similar to the scenarios and alternatives involving building construction.</p>

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.H-6: Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	SM	SM	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	Impact: SM
	The DSP and DSP-V scenarios propose housing in areas that have been mapped as 100-year flood hazard areas based on existing topography. These areas are prone to flooding primarily due to insufficient capacities in the existing drainage system. Proposed mitigation requires drainage and conveyance improvements would remove flooding hazards placing proposed residential development outside of the post-development 100-year flood hazard area. The CPP and CPP-V scenarios do not propose residential use.				Because no residential development would occur, no impacts would result.	Because no residential development would occur, no impacts would result.	Because no residential development would occur, no impacts would result.	Because no residential development would occur, no impacts would result.	Because this alternative is based on the land use plan of the DSP scenario but with reduced density, it proposes residential uses that could be developed in areas prone to flooding. Similar mitigation as that proposed for the DSP scenario would be provided.
Impact 4.H-7: Would the Project place structures within a 100-year flood hazard area that would impede or redirect flood flows?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Development under all scenarios would allow development of structures in areas between Bayshore Boulevard and the Caltrain tracks that could become flooded during a 100-year storm event. Proposed mitigation requires improvements to the existing drainage system to reduce impacts to less than significant levels.				Because existing conditions would remain, no development would occur that would place structures within a 100-year flood hazard area of that would impede or redirect flood flows. Any improvements or structures currently in flood impacted areas would remain in place.	This alternative would allow for development in areas between Bayshore Boulevard and the Caltrain tracks that could become flooded during a 100-year storm event under existing conditions. Similar mitigation as that proposed for the scenarios would be required to improve the existing drainage system and reduce flooding impacts.	This alternative would allow for development in areas between Bayshore Boulevard and the Caltrain tracks that could become flooded during a 100-year storm event under existing conditions. Similar mitigation as that proposed for the scenarios would be required to improve the existing drainage system and reduce flooding impacts.	This alternative would allow for development in areas between Bayshore Boulevard and the Caltrain tracks that could become flooded during a 100-year storm event under existing conditions. Similar mitigation as that proposed for the scenarios would be required to improve the existing drainage system and reduce flooding impacts.	This alternative would allow for development in areas between Bayshore Boulevard and the Caltrain tracks that could become flooded during a 100-year storm event under existing conditions. Similar mitigation as that proposed for the scenarios would be required to improve the existing drainage system and reduce flooding impacts.

Impacts:

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No Impact

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.H-8: Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</p>	Flooding Due to Levee or Dam Failure				Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	LTS	LTS	LTS	LTS	The Project Site is not located in any inundation areas for any dams or reservoirs, less than significant impacts would result.	Because the Project Site is not located in any inundation areas for any dams or reservoirs, less than significant impacts would result.	Because the Project Site is not located in any inundation areas for any dams or reservoirs, less than significant impacts would result.	Because the Project Site is not located in any inundation areas for any dams or reservoirs, less than significant impacts would result.	Because the Project Site is not located in any inundation areas for any dams or reservoirs, less than significant impacts would result.
	Flooding Due to Sea Level Rise				However, because existing conditions would remain, portions of the site would become vulnerable to flooding due to sea level rise.	However, sea level rise could create or exacerbate the coastal flooding hazards identified in Impacts 4.H-4, 4.H-6, and 4.H-7. Similar mitigation as that proposed for the scenarios requiring preparation of a Sea Level Rise Risk Assessment and implementation of recommendations would be required.	However, sea level rise could create or exacerbate the coastal flooding hazards identified in Impacts 4.H-4, 4.H-6, and 4.H-7. Similar mitigation as that proposed for the scenarios requiring preparation of a Sea Level Rise Risk Assessment and implementation of recommendations would be required.	However, sea level rise could create or exacerbate the coastal flooding hazards identified in Impacts 4.H-4, 4.H-6, and 4.H-7. Similar mitigation as that proposed for the scenarios requiring preparation of a Sea Level Rise Risk Assessment and implementation of recommendations would be required.	However, sea level rise could create or exacerbate the coastal flooding hazards identified in Impacts 4.H-4, 4.H-6, and 4.H-7. Similar mitigation as that proposed for the scenarios requiring preparation of a Sea Level Rise Risk Assessment and implementation of recommendations would be required.
<p>Impact 4.H-9: Would the Project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?</p>	SM	SM	SM	SM	Increases in sea level, if sustained for 50-100 years or more, could create or exacerbate existing coastal flooding hazards for the Project Site. While it is not possible to predict exactly what the future effects of sea level rise will be within the Project site, over time, Project Site development would be subject to impacts related to sea level rise. Proposed mitigation requires preparation of a Sea Level Rise Risk Assessment Report to be approved by the City and/or BCDC. Any requirements based on that assessment would be incorporated into project design prior to issuance of a building permit to reduce impacts to less-than significant.	Impact: N/A	Impact: SM	Impact: SM	Impact: SM
	LTS	LTS	LTS	LTS	The Project Site is located in the western part of San Francisco Bay, which is not subject to potential flooding by wind-induced seiches due to the predominant eastward winds. In addition, no seismically induced seiche waves have been documented in the Bay.	The Project Site is not subject to potential flooding by wind-induced seiches, no seismically induced seiche waves have been documented in the Bay.	The Project Site is not subject to potential flooding by wind-induced seiches, no seismically induced seiche waves have been documented in the Bay.	The Project Site is not subject to potential flooding by wind-induced seiches, no seismically induced seiche waves have been documented in the Bay.	The Project Site is not subject to potential flooding by wind-induced seiches, no seismically induced seiche waves have been documented in the Bay.
	The Project Site is located in a relatively low-lying area in a developed region that is not susceptible to mudflows, and therefore Project Site development impacts would be less than significant.				The Project Site is not susceptible to mudflows.	The Project Site is not susceptible to mudflows.	The Project Site is not susceptible to mudflows.	The Project Site is not susceptible to mudflows.	The Project Site is not susceptible to mudflows.

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
LAND USE AND PLANNING									
<p>Impact 4.I-1: Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect?</p>	SM	SM	SM	SM	Impact: N/A	Impact: None	Impact: SM	Impact: SM	Impact: SM
	<p>Each of the scenarios is inconsistent with several provisions of the City's adopted General Plan and other regional plans as summarized below.</p> <p><u>DSP and DSP-V Scenarios:</u></p> <ul style="list-style-type: none"> - Propose residential uses within the Baylands that is prohibited by GP Policy 330.1 and provisions of the Brisbane Zoning Ordinance. - Exceed the permitted development intensity for the Baylands subarea. - Conflict with the maximum FAR established by the GP for the area north of Visitacion Creek. - Conflict with the GP policies 38.1 (existing LOS would be exceeded), 81.1 (provision of educational resources compatible with onsite resources), 87 and 95 (proposed park land is less than GP standards), 337 (phasing schedule not tied to availability of needed public services and facilities), 340.1 (feasibility of Geneva Ave. extension including cost estimates not demonstrated), and 374 (inconsistent land uses proposed in Beatty Subarea). <p><u>CPP and CPP-V Scenarios:</u></p> <ul style="list-style-type: none"> - Exceed the permitted development intensity for the Baylands subarea. - Conflict with GP policies 38.1 (existing LOS would be exceeded) and 374 (inconsistent land uses proposed in Beatty Subarea). <p><u>Mitigation in the form of a General Plan Amendment would be required to ensure consistency with the Brisbane General Plan for all scenarios.</u></p>				<p>Because no development is proposed, none of the inconsistencies with existing General Plan policy that would result from the scenarios would result.</p> <p>However, the No Project-No Build Alternative would be inconsistent with General Plan policies calling for site remediation and rehabilitation of historic buildings. In addition, this alternative would not include the Geneva Avenue extension.</p>	<p>This alternative would be, by definition, consistent with the existing provisions of the General Plan, and have a similar level of impact as the Renewable Energy Generation Alternative.</p> <p>One inconsistency with the General Plan would occur, as it would for any development proposal on the Project site: traffic impacts would exceed the standard of LOS D. The LOS D standard would be exceeded by future cumulative traffic along Bayshore Boulevard and at freeway interchanges within the Baylands.</p> <p>This impact would occur even in the absence of any new development within the Project Site.</p>	<p>This alternative would generally be consistent with the provisions of the General Plan since it proposes a level of development consistent with the General Plan and would adhere to all other applicable plans and policies.</p> <p>One inconsistency with the General Plan would occur, as it would for any development proposal on the Project site: traffic impacts would exceed the standard of LOS D. The LOS D standard would be exceeded by future cumulative traffic along Bayshore Boulevard and at freeway interchanges within the Baylands.</p> <p>This impact would occur even in the absence of any new development within the Project Site.</p>	<p>This alternative would result in the same General Plan inconsistencies as the CPP and CPP-V scenarios.</p>	<p>This alternative would result in the same General Plan inconsistencies as the DSP and DSP-V scenarios.</p>

Impacts:

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No Impact

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N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
NOISE AND VIBRATION									
<p>Impact 4.J-1: Would the Project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, specific plan, or other land use plan?</p>	SM	SM	SM	SM	Impact: N/A	Impact: LTS	Impact: LTS	Impact: SM	Impact: SM
	<p>Residential Uses - Residents of multi-family housing proposed by the DSP and DSP-V scenarios would be exposed to noise levels that exceed General Plan noise standards, resulting in a significant impact.</p> <p>Hotel Uses - Exterior noise exposure at hotel uses would be considered significant for all scenarios.</p> <p>Schools and Recreational Areas - Impacts related to schools and recreational areas would be less than significant in all scenarios.</p> <p>Proposed mitigation requires development to meet noise performance standards for exterior and interior noise levels at sensitive receptors through methods including, noise barriers, buffers, construction materials, and site design. Implementation of this mitigation would reduce impacts to less than significant for all scenarios.</p>				<p>Because no development would occur, no impacts related to noise would occur.</p>	<p>This alternative does not propose residential development or hotels. Thus, sensitive receptors would not be exposed to noise levels in excess of General Plan standards.</p>	<p>This alternative does not propose residential development or hotels. Thus, sensitive receptors would not be exposed to noise levels in excess of General Plan standards.</p>	<p>This alternative does not propose residential uses, but does allow for the construction of hotels, whose occupants may be exposed to noise levels in excess of General Plan standards.</p>	<p>Similar to the DSP and DSP-V scenarios, this alternative proposes residential uses and hotels, whose occupants may be exposed to noise levels that exceed General Plan noise standards.</p>
<p>Impact 4.J-2: Would the Project expose people to or generate excessive groundborne vibration or groundborne noise levels during construction or operation?</p>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>Construction activities in the vicinity of onsite historic buildings could result in significant vibration impacts on the structures depending on construction methods that are employed for all scenarios. Proposed mitigation requires pre-construction assessments, approval of construction methods, and vibration monitoring to minimize structural pile-driving vibration impacts on adjacent historic building to reduce impacts to less than significant.</p> <p>Under the DSP and DSP-V scenarios, Project site development would expose onsite residents to vibration from rail operations, representing a significant impact. Proposed mitigation requires a detailed vibration design study prior to</p>				<p>Because no development would occur, no additional groundborne vibration or noise impacts would result.</p>	<p>Because this alternative does not propose residential uses, no onsite residents would be exposed to vibration from rail operations. Vibration-related impacts would be similar to the scenarios, as would mitigation measures to address those impacts.</p>	<p>Because this alternative does not propose residential uses, no onsite residents would be exposed to vibration from rail operations. Vibration-related impacts would be similar to the scenarios, as would mitigation measures to address those impacts.</p>	<p>Because this alternative does not propose residential uses, no onsite residents would be exposed to vibration from rail operations. Vibration-related impacts would be similar to the scenarios, as would mitigation measures to address those impacts.</p>	<p>This alternative proposes residential uses, and would expose onsite residents to vibration from rail operations. The potential impact of vibration adjacent to historic structures during construction would also be a concern. Similar mitigation as that proposed for the</p>

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	construction for all structures intended for human occupancy within 200 feet of the Caltrain mainline track. Design measures and vibration isolation techniques and/or vibration wave barriers would be required to limit interior vibration levels to 72 VdB. Implementation of this mitigation would reduce impacts to less than significant.								scenarios would be required to reduce vibration impacts.
	Traffic Generated Noise								
Impact 4.J-3: Would the Project result in a substantial permanent increase in ambient noise levels in the vicinity or above levels existing without the Project?	SM	SM	LTS	LTS	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Only the DSP-V scenario would result in a significant noise impact due to traffic along Geneva Avenue during an event at the proposed arena. Proposed transportation demand management (TDM) measures would reduce this impact to a less-than-significant level.				Because no development would occur, no noise impacts would result.	Because this alternative would generate less traffic than the scenarios and does not include an arena as does the DSP-V scenario, traffic-generated noise would be less than significant.	Because this alternative would generate less traffic than the scenarios and does not include an arena as does the DSP-V scenario, traffic-generated noise would be less than significant.	Because this alternative would generate less traffic than the scenarios and does not include an arena as does the DSP-V scenario, traffic-generated noise would be less than significant.	Because this alternative would generate less traffic than the scenarios and does not include an arena as does the DSP-V scenario, traffic-generated noise would be less than significant.
	Operational Noise (e.g., mechanical equipment, truck loading/unloading)								
	SM	SM	SM	SM		Although the intensity of development would be much less than the scenarios, similar types of operational noise impacts from mechanical equipment and truck loading/ unloading would result, but on a smaller scale. Similar mitigation as the scenarios would be required to reduce operational noise impacts to less than significant levels.	Although the intensity of development would be much less than the scenarios, similar types of operational noise impacts from mechanical equipment and truck loading/ unloading would result, but on a smaller scale. Similar mitigation as the scenarios would be implemented to reduce operational noise impacts to less than significant levels.	Although the intensity of development would be less than the scenarios, similar types of operational noise impacts from mechanical equipment and truck loading/ unloading would result, but on a smaller scale. Similar mitigation as the scenarios would be implemented to reduce operational noise impacts to less than significant levels.	Although the intensity of development would be less than the scenarios, similar types of operational noise impacts from mechanical equipment and truck loading/ unloading would result, but on a smaller scale. Similar mitigation as the scenarios would be implemented to reduce operational noise impacts to less than significant levels.
	Wind Energy Generated Noise								
SM	SM	SM	SM		Because Project Site development may include wind turbines for renewable energy generation in each scenario, significant noise impacts could result, requiring mitigation including siting limits for small wind turbines (50 feet from the property line of noise sensitive land uses) and utility scale wind turbines (100 feet from the property line of noise sensitive land uses) to reduce impacts to less than significant levels.	Because Project Site development may include wind turbines for renewable energy generation in each scenario, significant noise impacts could result, requiring mitigation including siting limits for small wind turbines (50 feet from the property line of noise sensitive land uses) and utility scale wind turbines (100 feet from the property line of noise sensitive land uses) to reduce impacts to less than significant levels.	Because Project Site development may include wind turbines for renewable energy generation in each scenario, significant noise impacts could result, requiring mitigation including siting limits for small wind turbines (50 feet from the property line of noise sensitive land uses) and utility scale wind turbines (100 feet from the property line of noise sensitive land uses) to reduce impacts to less than significant levels.	Because Project Site development may include wind turbines for renewable energy generation in each scenario, significant noise impacts could result, requiring mitigation including siting limits for small wind turbines (50 feet from the property line of noise sensitive land uses) and utility scale wind turbines (100 feet from the property line of noise sensitive land uses) to reduce impacts to less than significant levels.	

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
						<u>Wind energy generation is not proposed as part of this alternative, thus no impacts would occur.</u>	<u>Operational noise is associated with wind turbines depending on the size/type of the turbines and distance to sensitive land uses would be greater than other scenarios and alternatives due to the greater amount of wind energy generation proposed. Similar siting requirements would be implemented as the scenarios.</u>	<u>Wind energy generation is not proposed as part of this alternative, thus no impacts would occur.</u>	<u>Wind energy generation is not proposed as part of this alternative, thus no impacts would occur.</u>
Impact 4.J-4: <u>Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the vicinity of the project above levels existing without the Project?</u>	<u>SU</u>	<u>SU</u>	<u>SM</u>	<u>SM</u>	<u>Impact: N/A</u>	<u>Impact: SM</u>	<u>Impact: SM</u>	<u>Impact: SM</u>	<u>Impact: SU</u>
	<u>Project construction for all scenarios would occur in multiple phases and involve demolition, remediation, transport of soils, excavation, grading, trenching, paving, concrete work for foundations, and building construction. Noise from these activities could impact nearby existing (off-site) sensitive receptors as well as future (on-site) sensitive receptors (for the DSP and DSP-V scenarios) developed in earlier increments of construction. Under all scenarios, construction would create substantial temporary or intermittent noise requiring mitigation.</u>				<u>Because no development would occur, no construction-related impacts related to noise would result.</u>	<u>Because this alternative does not propose residential uses, no onsite residents would be exposed to excess construction noise or noise from pile driving.</u>	<u>Because this alternative does not propose residential uses, no onsite residents would be exposed to excess construction noise or noise from pile driving.</u>	<u>Because this alternative does not propose residential uses, no onsite residents would be exposed to excess construction noise or noise from pile driving.</u>	<u>Because this alternative proposes residential uses, onsite residents would be exposed to construction noise and noise from pile driving.</u>
	<u>Pile driving may be necessary for mid- and high-rise office, entertainment uses, or hotel structures resulting in significant construction noise for onsite residential uses developed in the prior phase of the DSP and DSP-V scenarios.</u>					<u>Although this alternative proposes less development than the scenarios, construction noise on a daily basis would be generated by the same types of equipment and</u>	<u>Although this alternative proposes less development than the scenarios, construction noise on a daily basis would be generated by the same types of equipment and</u>	<u>Although this alternative proposes less development than the scenarios, construction noise on a daily basis would be generated by the same types of equipment and</u>	<u>Although this alternative proposes less development than the scenarios, construction noise on a daily basis would be generated by the same types of equipment and activities, resulting in</u>

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives					
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use	
	Proposed mitigation requiring the preparation of a Noise Control Plan and implementation of site-specific noise attenuation measures during all construction-related activities would ensure that typical construction noise does not exceed the standards set forth in the City’s Noise Ordinance. However, due to the substantial noise levels associated with potential pile driving and the proximity to residential receptors developed under the DSP and DSP-V scenarios, temporary construction-related noise is identified as a significant unavoidable impact for these scenarios. Under the CPP and CPP-V scenarios, temporary construction-related noise would represent a less-than-significant impact with implementation of mitigation.					activities, resulting in similar construction noise levels as the scenarios, but over a shorter length of time. Similar mitigation as that for the scenarios and alternatives involving building construction would be implemented to reduce noise impacts.	activities, resulting in similar construction noise levels as the scenarios, but over a shorter length of time. Similar mitigation as that for the scenarios and alternatives involving building construction would be implemented to reduce noise impacts.	activities, resulting in similar construction noise levels as the scenarios, but over a shorter length of time. Similar mitigation as that for the scenarios and alternatives involving building construction would be implemented to reduce noise impacts.	activities, resulting in similar construction noise levels as the scenarios, but over a shorter length of time. Similar mitigation as that for the scenarios and alternatives involving building construction would be implemented to reduce noise impacts.	similar construction noise levels as the scenarios, but over a shorter length of time. Similar mitigation as that for the scenarios and alternatives involving building construction would be implemented to reduce noise impacts.
Impact 4.J-5: <u>Would the Project expose people residing or working in the area to excessive noise levels related to operations of a public airport?</u>	LTS	LTS	LTS	LTS	Impact: N/A The Project Site is outside of the airport’s 65CNEL contour.	Impact: LTS This alternative would result in less than significant impacts because the Project Site is outside of the airport’s 65 CNEL noise contour. No residences are proposed, and non-residential development is greatly reduced as compared to the scenarios.	Impact: LTS This alternative would result in less than significant impacts because the Project Site is outside of the airport’s 65 CNEL noise contour. No residences are proposed, and non-residential development is greatly reduced as compared to the scenarios.	Impact: LTS This alternative would result in less than significant impacts because the Project Site is outside of the airport’s 65 CNEL noise contour. No residences are proposed, and non-residential development is reduced as compared to the scenarios.	Impact: LTS This alternative would result in less than significant impacts because the Project Site is outside of the airport’s 65 CNEL noise contour. Since residential development is proposed, impacts would be greater than the CPP and CPP-V scenarios and other alternatives without residential development.	Impact: LTS

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
POPULATION AND HOUSING									
Impact 4.K-1: Would the Project induce substantial population growth in the area either directly or indirectly?	SU	SU	SU	SU	Impact: N/A	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	<p>The growth in employment and households resulting from the DSP and DSP-V scenarios would accommodate a substantial portion of the housing and employment needs projected by ABAG for Brisbane and surrounding cities and would greatly exceed ABAG projections for Brisbane. The impact of exceeding housing and employment projections is manifested in the DSP and DSP-V's significant unavoidable traffic and air quality impacts.</p>				<p>Because no development would occur, no impacts related to population growth would result.</p>	<p>Population Growth</p> <ul style="list-style-type: none"> Households: 0 Employees: 3,600 <p>Growth Projected, Plan Bay Area (Brisbane)</p> <ul style="list-style-type: none"> Households: 0 Employees: 1,055 <p>Growth Projected, Plan Bay Area (Baylands)</p> <ul style="list-style-type: none"> Households: 0 Employees: 550 	<p>Population Growth</p> <ul style="list-style-type: none"> Households: 0 Employees: 3,420 <p>Growth Projected, Plan Bay Area (Brisbane)</p> <ul style="list-style-type: none"> Households: 0 Employees: 1,055 <p>Growth Projected, Plan Bay Area (Baylands)</p> <ul style="list-style-type: none"> Households: 0 Employees: 550 	<p>Population Growth</p> <ul style="list-style-type: none"> Households: 0 Employees: 10,800 <p>Growth Projected, Plan Bay Area (Brisbane)</p> <ul style="list-style-type: none"> Households: 0 Employees: 1,055 <p>Growth Projected, Plan Bay Area (Baylands)</p> <ul style="list-style-type: none"> Households: 0 Employees: 550 	<p>Population Growth</p> <ul style="list-style-type: none"> Households: 2,280 Employees: 9,475 <p>Growth Projected, Plan Bay Area (Brisbane)</p> <ul style="list-style-type: none"> Households: 0 Employees: 1,055 <p>Growth Projected, Plan Bay Area (Baylands)</p> <ul style="list-style-type: none"> Households: 0 Employees: 550
	<p>The growth in employment resulting from the CPP and CPP-V scenarios would accommodate a substantial portion of the employment needs projected by ABAG for Brisbane and surrounding cities but would greatly exceed ABAG projections for Brisbane. The impact of exceeding employment projections is manifested in the CPP and CPP-V's significant unavoidable traffic, air quality, and GHG impacts.</p>								
	<p>Because no feasible mitigation measures are available to bring project buildout into line with ABAG projections for Brisbane other than increasing ABAG projections for the San Francisco/San Mateo Bi-County PDA within Brisbane or substantially reducing the buildout represented in project alternatives, all scenarios would induce substantial population growth in the area, which is considered to be significant and unavoidable.</p>								
Proposed Housing Units	4,434	4,434	0	0					
Estimated Households	4,217	4,217	0	0					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
New Residents	9,888	9,888	0	0					
Estimated Employees	17,540	15,466	16,187	16,069					
Housing demand associated with Project Employment	9,486	8,365	8,755	8,691					
PUBLIC SERVICES									
Impact 4.L-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	All scenarios increase demand for police services due to an increase in residents (DSP, DSP-V) and employees (DSP, DSP-V, CPP, CPP-V) beyond the existing capacity of police staffing. Also, to ensure that centrally located police facilities are provided to serve the Project site while maintaining adequate response times throughout the City, a storefront community police facility would be required within the Project Site, as required by EIR mitigation. Each specific plan for development within the Project Site will be required as part of the planning review process to prepare and implement a Police Services and Facilities Plan, subject to City approval, to define specific timing requirements for establishment of additional police shifts based on the progression of development. Implementation of mitigation would reduce impacts to less than significant.				Because no new development would occur, no additional impacts related to increased demand for police services would result. Nuisance-related activities associated with the undeveloped character of the area would be expected to continue.	This alternative would generate approximately 3,600 new jobs increasing existing demand on police services although to a considerably lesser extent than the scenarios. As with all proposed development, preparation of a Police Services and Facilities Plan would be required to determine (1) the timing and need for additional police shifts and (2) if an onsite facility would be needed.	This alternative would generate approximately 3,400 new jobs increasing existing demand on police services although to a considerably lesser extent than the scenarios. As with all proposed development, preparation of a Police Services and Facilities Plan would be required to determine (1) the timing and need for additional police shifts and (2) if an onsite facility would be needed.	This alternative would generate approximately 9,500 new jobs increasing existing demand on police services although to a lesser extent than the scenarios. As with all proposed development, preparation of a Police Services and Facilities Plan would be required to determine (1) the timing and need for additional police shifts and (2) if an onsite facility would be needed.	This alternative would increase population by 5,350 new residents and 7,200 new employees (12,550 total) increasing existing demand on police services although to a lesser extent than the scenarios. As with all proposed development, preparation of a Police Services and Facilities Plan would be required to determine the timing and need for additional police shifts and (2) in an onsite facility would be required.
Residents and Employee Population	27,428	25,354	16,191	16,073					
Projected New Service Calls per 1,000 population	6,583	6,085	3,886	3,858					
Total Calls for Service	9,699	9,201	7,002	6,974					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.L-2: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection or emergency response facilities, need for new or physically altered fire protection or emergency response facilities, the construction of which could cause significantly environmental impacts, in order to maintain acceptable staffing ratios, response times or other performance objectives?</p>	SM	SM	SM	SM	<p><u>Impact:</u> Because no development would occur, no impacts related to increased demand for fire services would result.</p>	<p><u>Impact:</u> Because existing NCFA facilities and staffing do not meet current response goals, increased demand will require a new fire station or expansion of the existing station(s) to provide adequate fire protection service to the Project site.</p> <p>Although this alternative would result in a smaller onsite population than the reduced intensity alternatives and considerably smaller than the scenarios, a significant impacts on fire protection services would result, and expansion of existing facilities would be required. As with all proposed development, preparation of a Fire Protection Services Plan would be required to determine the needed timing for new facilities, equipment, and staffing.</p>	<p><u>Impact:</u> Because existing NCFA facilities and staffing do not meet current response goals, increased demand will require a new fire station or expansion of the existing station(s) to provide adequate fire protection service to the Project site.</p> <p>Although this alternative would result in a smaller onsite population than other alternatives involving building construction, alternatives and considerably smaller than the scenarios, a significant impacts on fire protection services would result, and expansion of existing facilities would be required. As with all proposed development, preparation of a Fire Protection Services Plan would be required to determine the needed timing for new facilities, equipment, and staffing.</p>	<p><u>Impact:</u> Because existing NCFA facilities and staffing do not meet current response goals, increased demand will require a new fire station or expansion of the existing station(s) to provide adequate fire protection service to the Project site.</p> <p>Although this alternative would result in considerably smaller onsite population than the scenarios, a significant impact on fire protection services would result, and expansion of existing facilities would be required. As with all proposed development, preparation of a Fire Protection Services Plan would be required to determine the needed timing for new facilities, equipment, and staffing.</p>	<p><u>Impact:</u> Because existing NCFA facilities and staffing do not meet current response goals, increased demand will require a new fire station or expansion of the existing station(s) to provide adequate fire protection service to the Project site.</p> <p>Although this alternative would result in considerably smaller onsite population than the scenarios (but larger than other alternatives), a significant impact on fire protection services would result, and expansion of existing facilities would be required. As with all proposed development, preparation of a Fire Protection Services Plan would be required to determine the needed timing for new facilities, equipment, and staffing.</p>
	<p>Project Site development under the DSP or DSP-V scenario is expected to more than double current fire service demands within the City, while development of the CPP or CPP-V scenario will nearly double fire service demands within the City. Because existing NCFA facilities and staffing do not meet current response goals, increased demand will require a new fire station or expansion of the existing station(s) to provide adequate fire protection service to the Project site.</p> <p>To ensure adequate fire protection services and facilities for the Project site while maintaining adequate response times throughout the City, specific plan(s) for development within the Project Site will be required as part of the planning review process to prepare and implement a Fire Protection Services Plan that provides for the timely provision of fire protection facilities, equipment, and staffing. The Fire Protection Services Plan will specify the means and methods that will be employed, over time, to ensure that the fire service performance standards are met. Implementation of mitigation would reduce impacts to less than significant for all scenarios.</p>								

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.L-3: <u>Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to provide adequate classroom space?</u></p>	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<p>The DSP and DSP-V scenarios would more than double the combined current enrollment of the Brisbane ESD and the Bayshore ESD along with an 11-percent increase in the enrollment of the JUHSD. Even though the CPP and CPP-V scenarios do not propose residential use, students enrolled in school based on their parents' place of employment would represent a 35-percent increase in the combined current enrollment of both Brisbane ESD and Bayshore ESD, along with a 7-percent increase in the enrollment of the JUHSD.</p> <p>State law (SB 50) prescribes that payment of statutory school facilities impact fees is the exclusive method available to the City to mitigate the direct impacts on school facilities. Further, payment of such fees is presumed under the law to be mitigation in full for direct impacts to school facilities caused by increasing student enrollment.</p> <p>The DSP and DSP-V scenarios designate two specific sites within the Icehouse District for development of institutional uses, including an elementary school and a charter high school. Direct and indirect impacts associated with construction of those two schools have been addressed throughout the Draft EIR. A single elementary school can accommodate the number of students generated by the DSP and DSP-V scenarios.</p>				<p>Because no new development would occur, no impacts related to increased demand for schools would result.</p>	<p>Like the CPP and CPP-V scenarios, this alternative does not propose residential use but would generate approximately 160 new students enrolled in school based on their parent's place of employment. This would increase demand on schools but to a considerably lesser extent than the scenarios and less than the reduced intensity alternatives. As with all proposed development, payment of school facilities impact fees would mitigate direct impacts to schools.</p>	<p>Like the CPP and CPP-V scenarios, this alternative does not propose residential use but would generate approximately 152 new students enrolled in school based on their parent's place of employment. This would increase demand on schools but to a considerably lesser extent than the scenarios and less than other alternatives. As with all proposed development, payment of school facilities impact fees would be required to mitigate direct impacts to existing schools.</p>	<p>Like the CPP and CPP-V scenarios, this alternative does not propose residential use but would generate approximately 424 new students enrolled in school based on their parent's place of employment. This would increase existing demand on schools but to a considerably lesser extent than the scenarios. As with all proposed development, payment of school facilities impact fees would mitigate direct impacts to existing schools.</p>	<p>Like the DSP and DSP-V scenarios, this alternative proposes residential uses that when combined with students generated from their parents' place of employment would increase enrollment by 1,223 students. This would increase existing demand on schools but to a lesser extent than the DSP and DSP-V scenarios. As with all proposed development, payment of school facilities impact fees would mitigate direct impacts to existing schools.</p> <p>Education institutions are an allowable use under this alternative so construction of a new school may be possible. Impacts of school construction would be similar to those of the DSP and DSP-V scenarios.</p>
Est. student generation	<u>1,611</u>	<u>1,611</u>	<u>648</u>	<u>658</u>					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.L-4: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to provide adequate library services?</p>	SM	SM	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: SM
	<p>Each of the scenarios would increase demand for library space. Because the increase in library use will primarily result from proposed residential development in the DSP and DSP-V scenarios, significant environmental effects related to the needed expansion of capacity of existing facilities will occur in those scenarios. Proposed mitigation for the DSP and DSP-V scenarios require provision of a new onsite library to meet on site resident population demand reducing impacts to less than significant. While the CPP and CPP-V scenarios would result in some increased demand on existing library facilities, the demand would not be significant and would not warrant provision of a new library. Impacts are less than significant for the CPP and CPP-V scenarios.</p>				<p>Because no development would occur, no impacts related to increased demand for libraries would result.</p>	<p>Like the CPP and CPP-V scenarios, this alternative does not propose residential use and would not generate significant demand on existing library capacity. Due to a reduced amount of development impacts would be substantially less than the scenarios and reduced intensity alternatives.</p>	<p>Like the CPP and CPP-V scenarios, this alternative does not propose residential use and would not generate significant demand on existing library capacity. Due to a reduced amount of development impacts would be substantially less than the scenarios and other alternatives.</p>	<p>Like the CPP and CPP-V scenarios, this alternative does not propose residential use and would not generate significant demand on existing library capacity. Impacts to libraries from this alternative would be less than the scenarios.</p>	<p>Like the DSP and DSP-V scenarios, this alternative includes residential uses, but proposes substantially fewer dwelling units. The addition of new residents using library services would warrant the provision of a new library onsite.</p>
RECREATION									
<p>Impact 4.M-1: Would the Project result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<p>The DSP and DSP-V scenarios provide for park and recreational land in excess of Brisbane Municipal Code requirements, and would therefore not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated.</p> <p>The CPP and CPP-V scenarios do not propose residential units; therefore, there would be no resident population within the Project Site, although employee population would increase. The CPP and CPP-V scenarios provide substantial parkland, and impacts would be less than significant.</p>				<p>Because no development would occur, no increased demand for parks would result. The parks and trails proposed in the scenarios would not be provided.</p>	<p>New development proposed under this alternative would increase use of existing recreational resources, as new employees would be likely to use existing recreational amenities in and around the Project Site. However, increased demand for recreational resources would be reduced substantially due to the decreased development intensity.</p>	<p>This alternative includes the same amount of public use/open space as the CPP and CPP-V scenarios. New development under this alternative also could increase use of existing recreational resources, as new employees could use existing recreational amenities. However the increase in demand for existing recreational resources would be reduced</p>	<p>This alternative includes the same amount of public use/open space as the CPP and CPP-V scenarios. New development under this alternative also could increase use of existing recreational resources, as new employees could use existing recreational amenities. However the increase in demand for existing recreational resources would be reduced</p>	<p>This alternative includes the same amount of public use/open space as is proposed under the DSP and DSP-V scenarios. New development under this alternative would increase demand for recreational resources. However the overall demand for resources would be reduced as compared to the DSP and DSP-V scenarios because of decreased development intensity.</p>

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
							substantially due to decreased development intensity.	substantially due to decreased development intensity.	
Impact 4.M-2: Would the Project include new recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Each scenario provides for the construction of new parks and recreational facilities. Construction of those facilities would be temporary in nature but would result in significant impacts that have been evaluated as part of Project site development throughout the Draft EIR.				Because no development would occur, no new recreational facilities would be provided.	This alternative provides new recreational resources in the form of passive open space and trails that would result in some temporary construction-related impacts. Long term Impacts would be similar to the scenarios and other alternatives involving construction of recreational facilities.	This alternative includes the same amount of open space as the CPP and CPP-V scenarios. Park development would result in temporary construction impacts. Long-term impacts would be similar to the scenarios and other alternatives involving construction of recreational facilities.	This alternative includes the same amount of open space as the CPP and CPP-V scenarios. Park development would result in temporary construction impacts. Long-term impacts would be similar to the scenarios and other alternatives involving construction of recreational facilities.	This alternative includes the same amount of open space as the CPP and CPP-V scenarios. Park development would result in temporary construction impacts. Long-term impacts would be similar to the scenarios and other alternatives involving construction of recreational facilities.
Impact 4.M-3: Would the wind effects of the Project result in a substantial degradation of the recreational value of the nearby windsurfing recreational resource south of Candlestick Point State Recreation Area?	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	None of the Project scenarios would reduce wind speeds enough to substantially impair windsurfing in prime windsurfing areas on San Francisco Bay or substantially impair access to or from those areas from the Candlestick Point State Recreation Area launch site.				Because no development would occur, no new impacts related to windsurfing would result.	Because this alternative proposes considerably less development than the scenarios, the incremental changes in wind speed and turbulence caused by development would be reduced from the less than significant impacts of the scenarios.	Because this alternative proposes considerably less development than the scenarios, the incremental changes in wind speed and turbulence caused by development would be reduced from the less than significant impacts of the scenarios.	Because this alternative proposes considerably less development than the scenarios, the incremental changes in wind speed and turbulence caused by development would be reduced from the less than significant impacts of the scenarios, but greater than the General Plan and Renewable Energy Alternative.	Because this alternative proposes considerably less development than the scenarios, the incremental changes in wind speed and turbulence caused by development would be reduced from the less than significant impacts of the scenarios, although greater than the other alternatives.

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
TRAFFIC AND CIRCULATION									
Impact 4.N-1: Would Project site development result in a substantial increase in traffic under Existing plus Project conditions at intersections in the vicinity of the Project Site?	SU	SU	SU	SU	Impact: N/A	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	<p>As shown below, each scenario would result in substantial vehicle trips. The CPP and CPP-V scenarios would result in approximately 30,000 more total vehicle trips than the DSP and DSP-V scenarios resulting in greater traffic impacts for those scenarios. A total of 6 intersections would not operate at acceptable LOS under Existing plus Project conditions for all scenarios including:</p> <ul style="list-style-type: none"> • San Bruno Ave. & Bayshore Blvd. • Geneva Ave & Bayshore Blvd. • Old County Rd. & Bayshore Blvd. • Alana Way, Beatty Road, & US 101 Southbound Ramps • Alana Way/Harney Way/Thomas Mellon Drive • Tunnel Ave. & Bayshore Blvd. <p>Mitigation Measures are available to achieve acceptable LOS; however, the intersections shown in bold, above, are maintained by agencies other than Brisbane, and the City does not have the authority to impose mitigation measures; therefore significant impacts would be unavoidable.</p> <p>With the inclusion of proposed mitigation, operational impacts at Old County Road & Bayshore Boulevard would be less than significant under the DSP and DSP-V scenarios and significant and unavoidable under the CPP and CPP-V scenarios.</p>				<p>Because no development would occur, no traffic impacts would result. However, new development occurring in surrounding jurisdictions would cause traffic conditions within and surrounding the Project Site to deteriorate to unacceptable levels even in the absence of Project Site development, and no roadway improvements would be constructed within or adjacent to the Baylands, including the Geneva extension and freeway interchange improvements.</p>	<p>Overall, impacts related to vehicle trip generation and roadway LOS would be substantially reduced from the scenarios, due to the reduced intensity of development. However, significant unavoidable traffic impacts along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since background traffic is sufficient to cause unacceptable levels of service, even without development within the Project Site. A number of intersections would not be able to operate at LOS D or better. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Overall, impacts related to vehicle trip generation and roadway LOS would be substantially reduced from the scenarios, due to the reduced intensity of development. However, significant unavoidable traffic impacts along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause unacceptable levels of service, even without development within the Project Site. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Overall, impacts related to vehicle trip generation and roadway LOS would be reduced from the CPP and CPP-V scenarios, due to the reduced intensity of development. However, while impacts would be reduced, significant unavoidable traffic impacts along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause unacceptable levels of service, even without development within the Project Site. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Overall, impacts related to vehicle trip generation and roadway LOS would be reduced from the DSP and DSP-V scenarios, due to the reduced intensity of development. However, while impacts would be reduced, significant unavoidable traffic impacts along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause unacceptable levels of service, even without development within the Project Site. Similar mitigation as that proposed for the scenarios would apply.</p>
Total Daily Net Person Trips	42,528	41,893	79,514	76,447					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Total AM Peak Hour Vehicle Trips	5,351	4,890	5,835	5,444					
Total PM Peak Hour Vehicle Trips	4,946	4,697	6,180	5,847					
	SU	SU	SU	SU					
Impact 4.N-2: Would implementation of the Project contribute to significant existing traffic impacts at freeway mainline segments?	<p>Project site development would cause the following freeway mainline segments to degrade to an unacceptable LOS F under one or more of the scenarios:</p> <ul style="list-style-type: none"> US 101 southbound mainline from Third Street / Bayshore Boulevard (AM peak hour) to Harney Way under all four scenarios. US 101 northbound mainline from Sierra Point to Harney Way (PM peak hour) under the CPP and CPP-V scenarios. US 101 northbound mainline from Harney Way to Third Street / Bayshore Boulevard (PM peak hour) under all scenarios. <p>Proposed mitigation requiring implementation of a Transportation Demand Management (TDM) Program would reduce impacts, but not to a less than significant level. Impacts would be significant and unavoidable under all scenarios.</p>				<p>Impact: N/A</p> <p>Because no development would occur, no impacts related to traffic and circulation would occur. However, new development in surrounding jurisdictions would cause traffic conditions within and surrounding the Project Site to deteriorate to unacceptable levels even in the absence of Project Site development.</p>	<p>Impact: SU</p> <p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios due to reduced development intensity. However, deterioration of LOS to unacceptable levels of service significant along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause those conditions, even without Baylands development. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Impact: SU</p> <p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios, due to reduced development intensity. However, deterioration of LOS to unacceptable levels along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause those conditions, even without Baylands development. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Impact: SU</p> <p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios, due to reduced development intensity. However, deterioration of LOS to unacceptable levels along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to those conditions, even without Baylands development. Similar mitigation as that proposed for the scenarios would apply. Impacts would be greater than other alternatives, but less than the scenarios.</p>	<p>Impact: SU</p> <p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios, due to reduced development intensity. However, deterioration of LOS to unacceptable levels along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause those conditions, even without Baylands development. Similar mitigation as the scenarios would apply. Impacts would be greater than the General Plan and Renewable Energy alternatives, but less than the scenarios.</p>

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.N-3: Would the Project result in a substantial increase in traffic under Cumulative With Project conditions at the study intersections, relative to a Cumulative With Project cumulative analysis?</p>	SU	SU	SU	SU	Impact: SU	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	<p>Baylands development would substantially increase traffic under Cumulative With Project conditions. The following intersections would not operate acceptably under Cumulative With Project conditions in all scenarios:</p> <ul style="list-style-type: none"> • <u>San Bruno Ave/Bayshore Blvd.</u> • <u>Geneva Ave/Bayshore Blvd</u> • <u>Old County Rd/Bayshore Blvd</u> • <u>Tunnel Ave/Bayshore Blvd</u> • <u>Sunnydale Ave/Bayshore Blvd</u> • <u>Sierra Point Pkwy/US 101 Ramps</u> • <u>Lagoon Way/Tunnel Ave</u> • <u>Lagoon Way/Sierra Point Pkwy</u> • <u>Geneva Ave/US 101 SB Ramps</u> • <u>Jamestown Ave/Third St</u> • <u>Carter St/Geneva Ave</u> • <u>Geneva Ave/Mission St</u> • <u>E. Market St/Orange St</u> <p>Mitigation identified for the intersections in <i>italics</i> above include a corridor plan for Bayshore Boulevard as the appropriate venue for determining needed long-term improvements for traffic generated in Brisbane, Daly City, and San Francisco, necessitating the participation of those agencies, which Brisbane cannot, however, require.</p> <p>While Mitigation Measures may be available to achieve acceptable LOS, the intersections shown in bold, above, are maintained by agencies other than Brisbane, and the City does not have the</p>				<p>Because no development would occur, no impacts related to traffic and circulation would result. However, new development occurring in surrounding jurisdictions would cause traffic conditions within and surrounding the Project Site to deteriorate to unacceptable levels even in the absence of Baylands development. No roadway improvements would be constructed within or adjacent to the Baylands, including the Geneva extension and freeway interchange improvements.</p>	<p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios due to reduced development intensity. However, deterioration of LOS to unacceptable levels of service along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause those conditions, even without Baylands development. Several intersections would not be able to operate at LOS D or better, as called for by General Plan policy. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios due to reduced development intensity. However, deterioration of LOS to unacceptable levels of service along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause those conditions, even without Baylands development. Several intersections would not be able to operate at LOS D or better, as called for by General Plan policy. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios due to reduced development intensity. However, deterioration of LOS to unacceptable levels of service along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause those conditions, even without Baylands development. Several intersections would not be able to operate at LOS D or better, as called for by General Plan policy. Similar mitigation as that proposed for the scenarios would apply.</p>	<p>Overall, vehicle trip generation and roadway LOS impacts would be substantially reduced from the scenarios due to reduced development intensity. However, deterioration of LOS to unacceptable levels of service along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause those conditions, even without Baylands development. Several intersections would not be able to operate at LOS D or better, as called for by General Plan policy. Similar mitigation as that proposed for the scenarios would apply.</p>

Impacts:

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No Impact

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N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	<p>authority to impose mitigation measures; therefore significant impacts would be unavoidable.</p> <p>While Mitigation Measures may be available to reduce cumulative traffic impacts, the intersections underlined above either (1) cannot be mitigated to achieve acceptable LOS in both the AM and PM peak hour for all scenarios or (2) there are no feasible mitigation measures to reduce impacts to a less than significant level.</p>								
Impact 4.N-4: Would Project site development's contribution to future cumulative traffic impacts at freeway mainline segments be significant?	<u>SU</u>	<u>SU</u>	<u>SU</u>	<u>SU</u>	Impact: N/A	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	<p>Project Site development would contribute cumulatively considerable amounts of traffic to freeway mainline segments expected to operate at LOS E or LOS F for all scenarios under both Existing plus Project and Cumulative With Project conditions:</p> <p><u>Weekday AM peak hour:</u></p> <ul style="list-style-type: none"> US 101 northbound from Sierra Point Parkway to Harney Way/Geneva Avenue US 101 northbound from Harney Way/ Geneva Avenue to Third Street/Bayshore Boulevard US 101 southbound from Harney Way/Geneva Avenue to Sierra Point Parkway <p><u>Weekday PM peak hour:</u></p> <ul style="list-style-type: none"> US 101 northbound from Sierra Point Parkway to Harney Way/Geneva Avenue US 101 northbound from Harney Way/ Geneva Avenue to Third Street/Bayshore Boulevard US 101 southbound from Harney Way/Geneva Avenue to Sierra Point Parkway. <p>Implementation of EIR mitigation requiring a TDM program and regional improvements to the</p>				<p>Because no development would occur, no impacts related to traffic and circulation would occur. However, new development occurring in surrounding jurisdictions would cause traffic conditions within and surrounding the Project Site to deteriorate to unacceptable levels even in the absence of Project Site development.</p>	<p>Overall, freeway mainline impacts would be substantially reduced from the scenarios due to reduced development intensity. However, while impacts would be substantially reduced, would not be avoided since growth in background traffic is sufficient would continue. A number of freeway mainline segments would not operate at acceptable levels of service.</p>	<p>Overall, freeway mainline impacts would be substantially reduced from the scenarios due to reduced development intensity. However, while impacts would be substantially reduced, would not be avoided since growth in background traffic is sufficient would continue. A number of freeway mainline segments would not operate at acceptable levels of service.</p>	<p>Overall, freeway mainline impacts would be substantially reduced from the scenarios due to reduced development intensity. However, while impacts would be substantially reduced, would not be avoided since growth in background traffic is sufficient would continue. A number of freeway mainline segments would not operate at acceptable levels of service. Impacts would be greater than other alternatives, but less than the scenarios.</p>	<p>Overall, freeway mainline impacts would be substantially reduced from the scenarios due to reduced development intensity. However, while impacts would be substantially reduced, would not be avoided since growth in background traffic is sufficient would continue. A number of freeway mainline segments would not operate at acceptable levels of service. Impacts would be greater than the General Plan and Renewable Energy alternatives, but less than the scenarios.</p>

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	Geneva Avenue extension would reduce impacts to less than significant. However, implementation of the Geneva Avenue improvements cannot be guaranteed; therefore, the impact would remain significant and unavoidable under all scenarios.								
Impact 4.N-5: Would Project site development (DSP-V scenario) result in a substantial increase in PM peak hour traffic at study intersections and freeway mainline segments that would operate unacceptably due to weekday evening events at the arena?	No Impact	SU	No Impact	No Impact	Impact: None No entertainment arena is proposed.	Impact: None No entertainment arena is proposed.	Impact: None No entertainment arena is proposed.	Impact: None No entertainment arena is proposed.	Impact: None No entertainment arena is proposed.
Impact 4.N-6: Would Project site development cause an increase in transit demand that could not be accommodated by train transit capacity (BART and Caltrain), or would require changes to Caltrain operations at the Bayshore Station and on the Bayshore/Brisbane four-track rail segment, resulting in unacceptable levels of transit service?	LTS	LTS	LTS	LTS	Impact: N/A Because no additional development would occur, no additional demand for transit services would. The ability to accommodate anticipated regional transit improvements through the site area are unknown.	Impact: LTS Because of reduced development intensity, demand for train transit would be considerably less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.	Impact: LTS Because of reduced development intensity, demand for train transit would be considerably less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.	Impact: LTS Because of reduced development intensity, demand for train transit would be considerably less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.	Impact: LTS Because of reduced development intensity, demand for train transit would be considerably less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.N-7: Would Project site development cause an increase in transit demand that could not be accommodated by San Francisco Muni or SamTrans transit capacity?	SU	SU	SU	SU	Impact: N/A Because no additional development would occur, no additional transit demand is anticipated.	Impact: LTS Because of reduced development intensity, demand for Muni and SamTrans bus service would be considerably less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.	Impact: LTS Because of reduced development intensity, demand for Muni and SamTrans bus service would be considerably less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.	Impact: LTS Because of reduced development intensity, demand for Muni and SamTrans bus service would be less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.	Impact: LTS Because of reduced development intensity, demand for Muni and SamTrans bus service would be less than the scenarios. Therefore, there would be sufficient train transit capacity for this alternative.
Impact 4.N-8: Would the Project cause an increase in delays or operating costs resulting in substantial adverse effects on transit service levels (i.e., additional buses or trains could be required due to Project transit trips)?	SU	SU	SU	SU	Impact: N/A It is unlikely that any additional transit services would be available at the project site in the future since no additional transit demand would be generated.	Impact: SU This alternative could cause an increase in delays or operating costs such that significant adverse impacts on Muni transit service levels could result (i.e., additional buses or trains could be required due to project transit trips). Mitigation would be required; however, Brisbane could not ensure its implementation.	Impact: SU This alternative could cause an increase in delays or operating costs such that significant adverse impacts on Muni transit service levels could result (i.e., additional buses or trains could be required due to project transit trips). Mitigation would be required; however, Brisbane could not ensure its implementation.	Impact: SU This alternative could cause an increase in delays or operating costs such that significant adverse impacts on Muni transit service levels could result (i.e., additional buses or trains could be required due to project transit trips). Mitigation would be required; however, Brisbane could not ensure its implementation.	Impact: SU This alternative could cause an increase in delays or operating costs such that significant adverse impacts on Muni transit service levels could result (i.e., additional buses or trains could be required due to project transit trips). Mitigation would be required; however, Brisbane could not ensure its implementation.

Impacts:

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No Impact

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.N-9: Would Project site development cause an on-site transit demand that would not be adequately served by adjacent transit service for those proposed land uses that would be located more than one-third mile from the Caltrain and Muni T-line station(s)?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Project Site development would generate onsite transit demand from uses throughout the site, including uses that would be located more than one-third mile from the Caltrain and Muni T-line stations, beyond walking distance to transit. Thus, development –generated demand would not be adequately served by adjacent transit service. This would result in significant impacts under all scenarios. Proposed mitigation requires the implementation of a shuttle bus service plan that would reduce impacts to less than significant levels.				Because no development would occur, no additional demand would result and no additional services would be provided	Development under this alternative would generate onsite transit demand that would not be adequately served by adjacent transit service for uses located more than one-third mile from the Caltrain and Muni T-line stations. However, there would be substantially less development beyond walking distance to transit than the scenarios. Similar mitigation as for the scenarios would apply.	Development under this alternative would generate onsite transit demand that would not be adequately served by adjacent transit service for uses located more than one-third mile from the Caltrain and Muni T-line stations. However, there would be substantially less development beyond walking distance to transit than the scenarios. Similar mitigation as for the scenarios would apply.	Development under this alternative would generate onsite transit demand that would not be adequately served by adjacent transit service for uses located more than one-third mile from the Caltrain and Muni T-line stations. However, there would be less development beyond walking distance to transit than the scenarios. Similar mitigation as for the scenarios would apply.	Development under this alternative would generate onsite transit demand that would not be adequately served by adjacent transit service for uses located more than one-third mile from the Caltrain and Muni T-line stations. However, there would be less development beyond walking distance to transit than the scenarios. Similar mitigation as for the scenarios would apply.
Impact 4.N-10: Would Project site development have an adverse effect on pedestrian accessibility?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Pedestrian circulation within the Project Site would be improved under all scenarios, and development would not disrupt existing pedestrian facilities outside the Project Site. However, on the periphery of the Project Site, pedestrian accessibility would be limited under each scenario due to the lack of existing pedestrian facilities in some areas (including segments of Bayshore Boulevard with no sidewalks south of Geneva Avenue). Proposed mitigation requiring installation of pedestrian facilities throughout the Project Site and along Bayshore Boulevard would reduce impacts to less-than-significant levels.				Pedestrian access throughout the site is generally poor under existing conditions and would not be expected to change appreciably, absent future site development.	Pedestrian circulation would be improved under this alternative as it would with the scenarios, but lack of existing pedestrian facilities in some areas could result in significant impacts from increased onsite population. Similar mitigation as that for the scenarios would apply. Overall impacts would be substantially less than the scenarios due to decreased development intensity.	Pedestrian circulation would be improved under this alternative as it would with the scenarios, but lack of existing pedestrian facilities in some areas could result in significant impacts from increased onsite population. Similar mitigation as that for the scenarios would apply. Overall impacts would be substantially less than the scenarios due to decreased development intensity.	Pedestrian circulation would be improved under this alternative as it would with the scenarios, but the lack of existing pedestrian facilities in some areas could result in significant impacts from increased onsite population. Similar mitigation as that for the scenarios would apply. Overall impacts would be less than the scenarios.	Pedestrian circulation would be improved under this alternative as it would with the scenarios, but the lack of existing pedestrian facilities in some areas could result in significant impacts from increased onsite population. Similar mitigation as that for the scenarios would apply. Overall impacts would be less than the scenarios.

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.N-11: <u>Would Project site development have an adverse effect related to bicycle accessibility?</u>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<u>Bicycle circulation within the Project Site would be improved, and development would not disrupt existing bicycle facilities outside the Project Site. None of the proposed scenarios would interfere with planned bicycle facilities, or create inconsistencies with adopted bicycle system plans. However, because the Specific Plan for the DSP and DSP-V scenarios does not include detailed requirements to enhance the bicycling environment and maximize bicycle accessibility and the CPP and CPP-V Concept Plan scenarios do not include a detailed bicycle circulation plan at this time, significant impacts to bicycle accessibility could occur, proposed mitigation requiring the installation of bicycle routes and trails throughout the Project Site would be implemented to reduce impacts to less than significant levels.</u>				<u>Bicycle access throughout the site today is generally poor, and would likely not to improve appreciably, absent future site development.</u>	<u>Bicycle circulation within the Project Site would be improved, and development would not disrupt existing bicycle facilities outside the Project Site. Similar mitigation as for the scenarios would apply. Overall impacts would be substantially less than the scenarios due to decreased development intensity.</u>	<u>Bicycle circulation within the Project Site would be improved, and development would not disrupt existing bicycle facilities outside the Project Site. Similar mitigation as for the scenarios would apply. Overall impacts would be substantially less than the scenarios due to decreased development intensity.</u>	<u>Bicycle circulation within the Project Site would be improved, and development would not disrupt existing bicycle facilities outside the Project Site. Similar mitigation as for the scenarios would apply. Overall impacts would be less than the scenarios due to decreased development intensity.</u>	<u>Bicycle circulation within the Project Site would be improved, and development would not disrupt existing bicycle facilities outside the Project Site. Similar mitigation as for the scenarios would apply. Overall impacts would be substantially less than the scenarios due to decreased development intensity.</u>
Impact 4.N-12: <u>Would Project construction activities result in adverse effects on traffic flow or transit service, and/or interfere with pedestrian and bicycle circulation patterns?</u>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	<u>Development would result in temporary construction-related traffic increases during the site's 20-year construction period (with periods of no activity). Traffic impacts associated with construction would be temporary and intermittent related to the delivery of materials and equipment, removal of debris, and daily commute trips for construction workers. Construction traffic coinciding with peak hour traffic could exacerbate adverse effects on traffic, transit services, and pedestrian and bicycle circulation. EIR mitigation requiring implementation of Construction Management plans would reduce construction-related impacts to less-than-significant levels.</u>				<u>Because no development would occur, no construction-related impacts would result.</u>	<u>Any development would result in temporary construction-related traffic, which when coinciding with peak hour traffic could exacerbate adverse effects on traffic, transit services, and pedestrian and bicycle circulation. Similar mitigation as for the scenarios would minimize construction-related impacts. While</u>	<u>Any development would result in temporary construction-related traffic, which when coinciding with peak hour traffic could exacerbate adverse effects on traffic, transit services, and pedestrian and bicycle circulation. Similar mitigation as for the scenarios would minimize construction-related impacts. While</u>	<u>Any development would result in temporary construction-related traffic, which when coinciding with peak hour traffic could exacerbate adverse effects on traffic, transit services, and pedestrian and bicycle circulation. Similar mitigation as for the scenarios would minimize construction-related impacts. While</u>	<u>Any development would result in temporary construction-related traffic, which when coinciding with peak hour traffic could exacerbate adverse effects on traffic, transit services, and pedestrian and bicycle circulation. Similar mitigation as for the scenarios would minimize construction-related impacts. While</u>

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
						impacts would be similar in nature to the scenarios, due to reduced development intensity, construction traffic impacts would be substantially less than the scenarios.	impacts would be similar in nature to the scenarios, due to reduced development intensity, construction traffic impacts would be substantially less than the scenarios.	impacts would be similar in nature to the scenarios, due to the reduced intensity of development, construction traffic impacts would be less than the scenarios.	impacts would be similar in nature to the scenarios, due to the reduced intensity of development, construction traffic impacts would be less than the scenarios.
Impact 4.N-13: <u>Would Project site development conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</u>	SM	SM	SM	SM	Impact: N/A Because no development would occur, Specific TDM requirements would not apply. From a broader regional perspective wherein infill development near transit is encouraged as a means to reduce vehicle miles travelled, the continued underutilization of the site would not appear to further regional mobility and VMT reduction goals.	Impact: SM A TDM program would be implemented under this alternative, since it would generate more than 100 vehicle trips during the AM and PM peak hours, resulting in less than significant impacts. Overall, due to decreased development intensity, impacts would be substantially less than the scenarios and reduced intensity alternatives.	Impact: SM A TDM program would be implemented under this alternative, since it would generate more than 100 vehicle trips during the AM and PM peak hours, resulting in less than significant impacts. Overall, due to decreased development intensity, impacts would be substantially less than the scenarios.	Impact: SM A TDM program would be implemented under this alternative, since it would generate more than 100 vehicle trips during the AM and PM peak hours, resulting in less than significant impacts. Overall, due to decreased development intensity, impacts would be less than the scenarios.	Impact: SM A TDM program would be implemented under this alternative, since it would generate more than 100 vehicle trips during the AM and PM peak hours, resulting in less than significant impacts. Overall, due to decreased development intensity, impacts would be less than the scenarios.
Impact 4.N-14: <u>Would Project site development result in a change in air traffic patterns?</u>	No Impact	No Impact	No Impact	No Impact	No Impact. Air traffic patterns would be unaffected.	No Impact. Air traffic patterns would be unaffected.	No Impact. Air traffic patterns would be unaffected.	No Impact. Air traffic patterns would be unaffected.	No Impact. Air traffic patterns would be unaffected.

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No Impact

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**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.N-15: <u>Would Project site development substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Project site development would be required to meet applicable roadway design standards, and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.				Because no development would occur, no new impacts would result. However, existing poor geometrics at the Sierra Point interchange would remain, and settlement issues now existing on Lagoon Road and Tunnel Avenue would remain.	Project site development under this alternative would be required to meet applicable roadway design standards, and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.	Project site development under this alternative would be required to meet applicable roadway design standards, and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.	Project site development under this alternative would be required to meet applicable roadway design standards, and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.	Project site development under this alternative would be required to meet applicable roadway design standards, and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.
Impact 4.N-16: <u>Would Project site development result in inadequate emergency access, defined as physical or traffic congestion impediments that would prevent emergency vehicles from traveling to and from an emergency situation?</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Project Site development would be required to provide internal circulation systems meeting City and NCFA requirements, and would therefore not cause any physical or traffic congestion impediments that would prevent emergency vehicles from traveling to and from an emergency situation within the Baylands.				Because no development would occur, no impacts would result.	Project Site development under this alternative would be required to provide internal circulation systems meeting City and NCFA requirements, and would therefore not cause any physical or traffic congestion impediments that would prevent emergency vehicles from traveling to and from an emergency situation within the Baylands.	Project Site development under this alternative would be required to provide internal circulation systems meeting City and NCFA requirements, and would therefore not cause any physical or traffic congestion impediments that would prevent emergency vehicles from traveling to and from an emergency situation within the Baylands.	Project Site development under this alternative would be required to provide internal circulation systems meeting City and NCFA requirements, and would therefore not cause any physical or traffic congestion impediments that would prevent emergency vehicles from traveling to and from an emergency situation within the Baylands.	Project Site development under this alternative would be required to provide internal circulation systems meeting City and NCFA requirements, and would therefore not cause any physical or traffic congestion impediments that would prevent emergency vehicles from traveling to and from an emergency situation within the Baylands.

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 No Impact

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TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<u>Impact 4.N-17: Would the Project result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, creating potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians?</u>	SM	SM	SM	SM	Impact: N/A Because no new development would occur, no new parking impacts would result.	Impact: N/A Project Site development would substantially increase loading demand during the peak hour of activities, but to a substantially lesser degree than for the scenarios. Similar mitigation as that for the scenarios would apply and ensure that significant impacts would not result from loading activities.	Impact: SM Project Site development would substantially increase loading demand during the peak hour of activities, but to a substantially lesser degree than for the scenarios. Similar mitigation as that for the scenarios would apply and ensure that significant impacts would not result from loading activities.	Impact: SM Project Site development would substantially increase loading demand during the peak hour of activities, but to a lesser degree than for the scenarios. Similar mitigation as that for the scenarios would apply and ensure that significant impacts would not result from loading activities.	Impact: SM Project Site development would substantially increase loading demand during the peak hour of activities, but to a lesser degree than for the scenarios. Similar mitigation as that for the scenarios would apply and ensure that significant impacts would not result from loading activities.
UTILITIES, SERVICE SYSTEMS, AND WATER SUPPLY									
<u>Impact 4.O-1: Would existing entitlements and resources provide sufficient water supplies to serve the Project, or would it require new or expanded entitlements?</u>	SM	SM	SM	SM	Impact: N/A Because no development would occur, no additional water demands would result.	Impact: SM This alternative would result in a substantially reduced amount of development compared to the scenarios, with substantially less demand for water (approximately 400 acres feet annually). Because any new development within the Project Site would	Impact: SM This alternative would result in a substantially reduced amount of development compared to the scenarios, with substantially less demand for water (approximately 350 acres feet annually). Because any new development within the Project Site would	Impact: SM This alternative would result in a substantially reduced amount of development compared to the scenarios, with substantially less demand for water (approximately 1,440 acre-feet annually). Because any new development within the Project Site would	Impact: SM This alternative would result in a substantially reduced amount of development compared to the scenarios, with substantially less demand for water (approximately 1,080 acre-feet annually). Because any new development within the Project Site would

Impacts:

SU – Significant Unavoidable Impact
 No Impact

SM – Significant, but Mitigable Impact
 N/A – Not Applicable

LTS – Less than Significant Impact

TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

<u>Impacts</u>	<u>Proposed Project Site Development Scenario</u>				<u>Alternatives</u>				
	<u>DSP</u>	<u>DSP-V</u>	<u>CPP</u>	<u>CPP-V</u>	<u>No Project–No Build</u>	<u>No Project–General Plan Buildout</u>	<u>Renewable Energy Generation</u>	<u>Reduced Intensity Non-Residential</u>	<u>Reduced Intensity Mixed Use</u>
	Existing water storage facilities do not have adequate capacity for the additional demand that would be created by Project Site development. Additional storage capacity is therefore needed. EIR mitigation requires that the development applicant pay its fair share costs to Brisbane to develop the necessary storage capacity. EIR mitigation would reduce impacts to streamside meadows and other alluvial deposits along the Tuolumne River due to reduced flow releases in the reach of the river below Hetch Hetchy Reservoir to New Don Pedro Reservoir associated with the 2 mgd (2,400 acre-feet per year) OID-Brisbane water transfer.					require securing a new, reliable water supply, this alternative includes the proposed water supply transfer agreement. Substantially less water would need to be imported for Project Site use, while the water supply being imported for General Plan Buildout outside of the Baylands (400 acre-feet) would remain the same.	require securing a new, reliable water supply, this alternative includes the proposed water supply transfer agreement. Substantially less water would need to be imported for Project Site use, while the water supply being imported for General Plan Buildout outside of the Baylands (400 acre-feet) would remain the same.	require securing a new, reliable water supply, this alternative includes the proposed water supply transfer agreement. Substantially less water would need to be imported for Project Site use, while the water supply being imported for General Plan Buildout outside of the Baylands (400 acre-feet) would remain the same.	require securing a new, reliable water supply, this alternative includes the proposed water supply transfer agreement. Substantially less water would be imported for Project Site use, while the water supply being imported for General Plan Buildout outside of the Project Site (400 acre-feet) would remain the same.
<u>Total Project Demand under Water Savings Program D (MGD)</u>									
-Summer	<u>1.638</u>	<u>1.691</u>	<u>1.394</u>	<u>1.282</u>					
-Winter	<u>1.333</u>	<u>1.386</u>	<u>0.883</u>	<u>0.771</u>					
<u>Total Project Demand under Water Savings Program E (MGD)</u>									
-Summer	<u>0.955</u>	<u>0.980</u>	<u>0.588</u>	<u>0.485</u>					
-Winter	<u>0.955</u>	<u>0.980</u>	<u>0.588</u>	<u>0.485</u>					

Impacts:

SU – Significant Unavoidable Impact
 No Impact

SM – Significant, but Mitigable Impact
 N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
<p>Impact 4.O-2: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: NA	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	<p>Based on existing and projected wastewater flows from the BSD and the City to the SFPUC, development of the Project Site with or without the onsite recycled water plant would not exceed the BSD's or the City's contractual capacity for wastewater treatment by the SFPUC. Recology's wastewater discharge to the SFPUC would only increase by approximately 0.002 mgd. Therefore, adequate treatment capacity at the SFPUC would be available for wastewater discharge.</p> <p>Wastewater generated by proposed development would be discharged into the BSD system for treatment at the SFPUC SEP. Midway through the Project Site development buildout (about year 15), an onsite recycled water plant would be constructed to produce recycled water for Project site non-potable water needs. Adequate conveyance and treatment capacity are available in the BSD and SFPUC SEP systems under existing contract arrangements to handle wastewater flows from Project Site development. As a result, wastewater flows from Project Site development would be properly treated and disposed of through facilities that comply with SFRWQCB wastewater treatment requirements.</p>				No additional demand for wastewater treatment would result.	This alternative would result in a substantially less development than the scenarios, with substantially less demand for wastewater treatment.	This alternative would result in substantially less development than the scenarios with substantially less demand for wastewater treatment.	This alternative would result in less development than the scenarios with substantially less demand for wastewater treatment.	This alternative would result in less development than the scenarios with substantially less demand for wastewater treatment.
<p>Average Daily Sewage Generation (with Water Savings Program D)</p> <p>-Summer</p> <p>-Winter</p>	<u>1.566</u>	<u>1.606</u>	<u>1.324</u>	<u>1.218</u>					
<p>Average Daily Sewage Generation (with Water Savings Program E)</p> <p>-Summer</p> <p>-Winter</p>	<u>0.908</u>	<u>0.931</u>	<u>0.558</u>	<u>0.461</u>					

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 SU – Significant Unavoidable Impact SM – Significant, but Mitigable Impact LTS – Less than Significant Impact
 No Impact N/A – Not Applicable

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.O-3: Would the Project result in the construction of new water, wastewater treatment, and/or stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Water Storage Facilities				Impact: N/A	Impact: SU	Impact: SU	Impact: SU	Impact: SU
	<u>SU</u>	<u>SU</u>	<u>SU</u>	<u>SU</u>	No new stormwater or wastewater treatment facilities would result. Any existing impacts associated with the current stormwater collection and distribution system would be unchanged.	Any development of the Project Site would require construction of new and expanded local water storage and conveyance infrastructure and stormwater drainage facilities, even with substantially reduced development and utilities demand. Similar impacts as the scenarios would result, but to a substantially lesser degree. Similar mitigation as for the scenarios would be applied.	Any development of the Project Site would require construction of new and expanded local water storage and conveyance infrastructure and stormwater drainage facilities, even with substantially reduced development and utilities demand. Similar impacts as the scenarios would result, but to a substantially lesser degree. Similar mitigation as for the scenarios would be applied.	Any development of the Project Site would require construction of new and expanded local water storage and conveyance infrastructure and stormwater drainage facilities, even with substantially reduced development and utilities demand. Similar impacts as the scenarios would result, but to a lesser degree. Similar mitigation as for the scenarios would be applied.	Any development of the Project Site would require construction of new and expanded local water storage and conveyance infrastructure and stormwater drainage facilities, even with substantially reduced development and utilities demand. Similar impacts as the scenarios would result, but to a lesser degree. Similar mitigation as for the scenarios would be applied.
	Project site development would require new and expanded local water storage and conveyance infrastructure. In the absence of information regarding location, design, and method of water storage facility construction, it must be assumed that constructing a new storage tank on a hillside could result in significant environmental impacts in areas such as visual resources, slope stability, erosion and water quality, and possibly biological resources. While it is likely that impacts of siting and constructing could be avoided or mitigated through a combination of siting options and mitigation measures, at this time without site-specific information these impacts are considered to be significant and unavoidable.								
	Water Treatment Facilities								
	<u>No Impact</u>	<u>No Impact</u>	<u>No Impact</u>	<u>No Impact</u>					
	No water treatment facilities would be needed or constructed for Project Site development.								
Recycled Water Plant									
<u>SU</u>	<u>SU</u>	<u>SU</u>	<u>SU</u>	Proposed recycled water plant and stormwater drainage facilities would have significant impacts in relation to aesthetic resources, air quality, biological resources, cultural resources, and other areas. Even with proposed mitigation, recycled water plant operations would contribute to significant unavoidable air quality impacts, as well as to significant unavoidable greenhouse gas impacts in the CPP and CPP-V scenarios.					

Impacts:

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No Impact

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N/A – Not Applicable

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TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
	Stormwater Drainage Facilities								
	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>					
	Construction of new stormwater drainage facilities would contribute to significant impacts of Project Site development in relation to hazardous materials, hydrology and water quality, geology and soils, vegetation and wildlife, air quality, traffic, and noise, as discussed in sections throughout the Draft EIR. Proposed mitigation would reduce impacts to less than significant levels for all scenarios.								
Impact 4.O-4: Would the Project generate wastewater that would exceed wastewater treatment requirements of the San Francisco Regional Water Quality Control Board (SFRWQCB)?	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Construction and operation of an onsite recycled water plant would require detailed engineering design, development, and approval of wastewater treatment requirements by the SFRWQCB, and further project-level environmental evaluation. Through compliance with SFPUC's SEP pre-treatment requirements and discharge limitations, California Code of Regulations Title 22 standards, and USEPA and SFRWQCB permits, impacts would be less than significant.				Because no development would occur, no impacts would result.	Similar impacts as identified for the scenarios related to the construction and operation of new infrastructure would occur, but on a lesser scale due to the smaller size of the recycled water facility.	Similar impacts as identified for the scenarios related to the construction and operation of new infrastructure would occur, but on a lesser scale due to the smaller size of the recycled water facility.	Similar impacts as identified for the scenarios related to the construction and operation of new infrastructure would occur, but on a lesser scale due to the smaller size of the recycle water facility.	Similar impacts as identified for the scenarios related to the construction and operation of new infrastructure would occur, but on a lesser scale due to the smaller size of the recycle water facility.
Impact 4.O-5: Would the Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs during construction?	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Considering that solid waste from construction within the Project Site represents a small proportion of remaining landfill capacity, the fact that solid waste would be generated and disposed of over a period of 30 years, and the fact that one landfill has enough remaining capacity until 2077, there is adequate existing landfill capacity to accept all Project Site construction waste.				No new construction would be proposed.	This alternative would substantially reduce the amount of development (approximately 2.0 million s.f.) generating solid waste during construction compared to the scenarios.	This alternative would substantially reduce the amount of development (approximately 1.9 million s.f., as well as renewable energy facilities) generating solid waste during construction compared to the scenarios.	This alternative would reduce the amount of development (approximately 5.8 million s.f.) generating solid waste during construction compared to the scenarios.	This alternative would reduce amount of development (approximately 6.3 million s.f.) generating solid waste during construction compared to the scenarios.
Total Construction Solid Waste Generation (tons) (Before mitigation)	<u>26,381</u>	<u>26,539</u>	<u>16,505</u>	<u>16,659</u>					

Impacts:

SU – Significant Unavoidable Impact
 No Impact

SM – Significant, but Mitigable Impact
 N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

Impacts	Proposed Project Site Development Scenario				Alternatives				
	DSP	DSP-V	CPP	CPP-V	No Project–No Build	No Project–General Plan Buildout	Renewable Energy Generation	Reduced Intensity Non-Residential	Reduced Intensity Mixed Use
Impact 4.O-6: Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs during operation?	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Solid waste generated during operation of Project Site development would represent a small portion of remaining landfill capacity, recognizing programs required by Chapter 8.32 of the Brisbane Municipal Code for recycling and recovery to reduce the quantity of waste sent to landfills. One landfill has enough remaining capacity to remain open until 2077. Thus, existing landfills would have adequate capacity to accept all Project Site development-related waste through 2077.				Existing uses would continue generating waste, but no new development is proposed.	This alternative would result in a substantially reduced amount of development (approximately 2.0 million s.f.) generating solid waste during operations compared to the scenarios. The demand for landfill capacity would be substantially less than the scenarios.	This alternative would result in a substantially reduced amount of development (approximately 1.9 million s.f.) generating solid waste during operation compared to the scenarios. The demand for landfill capacity would be substantially less than the scenarios.	This alternative would result in a substantially reduced amount of development (approximately 5.8 million s.f.) generating solid waste during operations compared to the scenarios. The demand for landfill capacity would be substantially less than the scenarios.	This alternative would result in a substantially reduced amount of development (approximately 6.3 million s.f.) generating solid waste during operations compared to the scenarios. The demand for landfill capacity would be substantially less than the scenarios.
Estimated Solid Waste Generation (tons/day)	56.9	66.2	54.7	52.5					
Impact 4.O-7: Would the Project comply with existing federal, state, and local statutes and regulations related to solid waste?	LTS	LTS	LTS	LTS	Impact: N/A	Impact: LTS	Impact: LTS	Impact: LTS	Impact: LTS
	Project site development would comply with existing federal, state, and local statutes and regulations related to solid waste.				Existing uses will be required to comply with applicable requirements on an ongoing basis as applicable.	Development under this alternative would comply with existing federal, state, and local statutes and regulations related to solid waste.	Development under this alternative would comply with existing federal, state, and local statutes and regulations related to solid waste.	Development under this alternative would comply with existing federal, state, and local statutes and regulations related to solid waste.	Development under this alternative would comply with existing federal, state, and local statutes and regulations related to solid waste.
ENERGY RESOURCES									
Impact 4.P-1: Would Project construction result in the use of large amounts of energy, use energy in a wasteful manner during construction, or result in the construction or expansion of energy infrastructure that would cause significant environmental effects?	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Energy use during Project Site construction would result in substantial consumption of energy under all scenarios. Implementation of EIR mitigation would ensure that wasteful, inefficient, or unnecessary energy use during construction would be avoided or minimized. In addition, energy use during Project Site construction would (with the exception of site remediation) be similar on a unit basis to other developments throughout the region. Although the extent of Project Site development is large, construction and development would occur over a 20-year period.				Because no development is proposed, no construction-related impacts related to energy use would result.	Energy use during construction would be substantial, although to a lesser extent than the scenarios due to reduced development intensity. Impacts related to installation of new energy infrastructure would be similar in nature to project development (and other alternatives	Energy use during construction would be substantial, although to a lesser extent than the scenarios, due to reduced development intensity. Impacts related to installation of new energy infrastructure would be slightly greater than the scenarios and other alternatives	Energy use during construction would be substantial, although to a lesser extent than the scenarios, due to reduced development intensity.	Energy use during construction would be substantial, although to a lesser extent than the scenarios, due to reduced development intensity.

Impacts:
 SU – Significant Unavoidable Impact SM – Significant, but Mitigable Impact LTS – Less than Significant Impact
 No Impact N/A – Not Applicable

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

<u>Impacts</u>	<u>Proposed Project Site Development Scenario</u>				<u>Alternatives</u>				
	<u>DSP</u>	<u>DSP-V</u>	<u>CPP</u>	<u>CPP-V</u>	<u>No Project–No Build</u>	<u>No Project–General Plan Buildout</u>	<u>Renewable Energy Generation</u>	<u>Reduced Intensity Non-Residential</u>	<u>Reduced Intensity Mixed Use</u>
	and demand for construction-related electricity and fuels would be spread out over that time. Impacts from installation of energy infrastructure are addressed in the analyses and mitigation measures in other sections of this EIR					involving building construction) with the exception of renewable energy. This alternative would not necessarily include generation of renewable energy, since it is not required by the General Plan.	involving building construction, because of renewable energy (solar and wind) facilities.		
<u>Impact 4.P-2: Would Project buildings or other onsite use large amounts of energy, or use energy in a wasteful manner?</u>	SM	SM	SM	SM	Impact: N/A	Impact: SM	Impact: SM	Impact: SM	Impact: SM
	Proposed development would substantially increase consumption of electricity and natural gas. While development-related electrical consumption would be offset by renewable energy generation, the total increase in energy consumption would nevertheless remain substantial and is therefore considered to be significant for all scenarios. A number of development features and proposed mitigation measures will reduce the significant increase in energy consumption to a less than significant level. Each of the scenarios include onsite alternative energy-generating technologies and implementation of energy-saving design and building techniques to mitigate energy use.				Existing uses will continue to generate energy demand, and would be expected to utilize more energy than new buildings that comply with current energy efficiency standards. No on-site renewable energy generation would be expected to occur in the no-build no-project alternative.	Increased demand for energy resources would be substantially less than the scenarios due to reduced development intensity (approximately 2.0 million s.f.). However, this alternative would not necessarily include generation of renewable energy, since it is not required by the General Plan. Thus, impacts related to energy demand would be substantially less than the scenarios.	Increased demand for energy resources would be offset by the proposed solar and potentially wind energy generation. Overall, impacts on existing energy resources under this alternative would be beneficial, since it would be expected to generate more energy than needed to serve onsite uses. Such surplus energy could be used to meet demand within the balance of the City. In addition, the expanded Recology facility is expected to generate approximately 27.6 million kWh energy	Increased demand for energy resources would be substantially less than the scenarios due to reduced development intensity (5.8 million s.f.). This alternative would include 25 acres of renewable energy generation, as well as energy generation from the expanded Recology facility, thereby reducing impacts.	Increased demand for energy resources would be substantially less than the scenarios due to reduced development intensity (6.3 million s.f.). This alternative would include 25 acres of renewable energy generation, reducing impacts related net energy consumption.
<u>Net Energy Consumption (in megawatt hours)</u>	29,600	32,500	23,400	12,300					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

**TABLE 5.8 (Continued)
COMPARISON OF IMPACTS FOR PROJECT SITE SCENARIOS AND ALTERNATIVES**

<u>Impacts</u>	<u>Proposed Project Site Development Scenario</u>				<u>Alternatives</u>				
	<u>DSP</u>	<u>DSP-V</u>	<u>CPP</u>	<u>CPP-V</u>	<u>No Project–No Build</u>	<u>No Project–General Plan Buildout</u>	<u>Renewable Energy Generation</u>	<u>Reduced Intensity Non-Residential</u>	<u>Reduced Intensity Mixed Use</u>
							over and above onsite demand for export as the result of biogas production for fleet vehicular and building heating use, installation of PV for building electrical use, solar water heating, and a cogeneration system sized for larger heat demands.		
<u>Impact 4.P-3: Would vehicle trips associated with Project Site development use energy in a wasteful manner?</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>SM</u>	<u>Impact: N/A</u>	<u>Impact: SM</u>	<u>Impact: SM</u>	<u>Impact: SM</u>	<u>Impact: SM</u>
	<p>The use of fuels from vehicular traffic would increase substantially under each development scenario. To reduce fuel use, each of the scenarios includes a number of transit, bicycle, and pedestrian improvements that would encourage alternative modes of travel, along with implementation of a Transportation Demand Management (TDM) program to further reduce vehicle trips. The CPP and CPP-V scenarios would consume substantially more fuel than the DSP and DSP-V scenarios due to greater vehicle miles traveled as a result of increased average distance between residential and employment opportunities. Implementation of mitigation measures to help minimize fuel use associated with Project Site development-related trips would reduce impacts to less than significant levels. Note that CPP and CPP-V would result in significant and unavoidable GHG impacts.</p>				<p>Because no development is proposed, no impacts would result.</p>	<p>Because of a substantial reduction in the amount of development (approximately 2.0 million s.f.), fuel consumption for vehicular travel would be substantially less than the scenarios.</p>	<p>Because of a substantial reduction in the amount of development (approximately 1.9 million s.f.), fuel consumption for vehicular travel would be substantially less than the scenarios.</p>	<p>Because of a substantial reduction in the amount of development (approximately 5.8 million s.f.), fuel consumption for vehicular travel would be substantially less than the scenarios.</p>	<p>Because of a substantial reduction in the amount of development (approximately 6.3 million s.f.), fuel consumption for vehicular travel would be substantially less than the scenarios.</p>
	<u>Increased Gasoline Use (1,000 gal./ yr)</u>	<u>4,303.5</u>	<u>4,085.9</u>	<u>7,524.6</u>	<u>7,174.5</u>				
<u>Increased Diesel Use (1,000 gall./ yr)</u>	<u>44.0</u>	<u>41.7</u>	<u>77.6</u>	<u>74.0</u>					

Impacts:

SU – Significant Unavoidable Impact
No Impact

SM – Significant, but Mitigable Impact
N/A – Not Applicable

LTS – Less than Significant Impact

3.7 Impact Overview, Growth Inducement, and Cumulative

Page 6-1 OSEC-409 [See page 5-360 for the original comment], SBMW-24 [See page 5-503 for the original comment] Table 6-1 on Draft EIR page 6-1 is revised to read as follows:

**TABLE 6-1
SIGNIFICANT UNAVOIDABLE (SU) IMPACTS BY PROJECT DEVELOPMENT SCENARIO**

SU Impacts / Significance Criteria	DSP	DSP-V	CPP	CPP-V
A. Aesthetics and Visual Resources				
Impact 4.A-4: Would the Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<u>Nighttime Lighting</u>			
	SU	SU	SU	SU
B. Air Quality				
Impact 4.B-2: Would the Project generate construction emissions that would result in a cumulatively considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard?	SU	SU	SU	SU
Impact 4.B-4: Would the Project generate operational emissions that would result in a considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard?	SU	SU	SU	SU
Impact 4.B-9: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	SU	SU	SU	SU
C. Biological Resources				
Impact 4.C-1: Would the Project have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate, sensitive, or special-status plant and wildlife species, including species which meet the definition of endangered, rare or threatened in CEQA Guidelines Section 15380, either through direct injury or mortality, harassment, or elimination of plant or wildlife communities?	-	-	-	SU -
D. Cultural Resources – None				
E. Geology, Soils, and Seismicity – None				
F. Greenhouse Gas Emissions - None				
Impact 4.F-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	-	-	SU	SU
Impact 4.F-2: Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	-	-	SU	SU
G. Hazards and Hazardous Materials – None				
H. Surface Water Hydrology and Water Quality – None				
I. Land Use and Planning Policy – None				
J. Noise and Vibration				
Impact 4.J-4: Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the vicinity of the project above levels existing without the Project?	SU	SU	-	-
K. Population and Housing				
Impact 4.K-1: Would the Project induce substantial population growth in the area either directly or indirectly?	SU	SU	SU	SU

**TABLE 6-1
SIGNIFICANT UNAVOIDABLE (SU) IMPACTS BY PROJECT DEVELOPMENT SCENARIO**

SU Impacts / Significance Criteria	DSP	DSP-V	CPP	CPP-V
L. Public Services – None				
M. Recreational Resources – None				
N. Traffic and Circulation				
Impact 4.N-1: Would the Project result in a substantial increase in traffic under Existing plus Project conditions at intersections in the vicinity of the Project Site?	SU	SU	SU	SU
Impact 4.N-2: Would implementation of the Project contribute to significant existing traffic delays at freeway mainline segments?	SU	SU	SU	SU
Impact 4.N-3: Would the Project result in a substantial increase in traffic under Cumulative With Project conditions at the study intersections?	SU	SU	SU	SU
Impact 4.N-4: Would the Project's contribution to future cumulative traffic impacts at freeway mainline segments be significant?	SU	SU	SU	SU
Impact 4.N-5: Would the Project (DSP-V scenario) result in a substantial increase in PM peak hour traffic at study intersections and freeway mainline segments that would operate unacceptably due to weekday evening events at the arena?	-	SU	-	-
Impact 4.N-7: Would the Project cause an increase in transit demand that could not be accommodated by San Francisco Muni or SamTrans transit capacity?	SU	SU	SU	SU
Impact 4.N-8: Would the Project cause an increase in delays or operating costs resulting in substantial adverse effects on transit service levels (i.e., additional buses or trains could be required due to Project transit trips)?	SU	SU	SU	SU
O. Utilities, Service Systems, and Water Supply				
Impact 4.O-3: Would the Project result in the construction of new water, wastewater treatment, and/or stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	SU	SU	SU	SU
P. Energy Resources – None				

Page 6-5 **BCC-473 [See page 5-253 for the original comment]** Because ABAG Projections 2013 were approved as part of Plan Bay Area subsequent to the public review period for the Brisbane Baylands Draft EIR replacing ABAG's earlier Projections 2009, all references to the older Projections 2009 are stricken from the Brisbane Baylands EIR.

Page 6-20 **Master Response 29 REVISE** the final paragraph on page 6-20 as follows:

Would the Project, in conjunction with past, present, and reasonably foreseeable future projects, result in significant cumulative impacts on biological resources?

The geographic context for analysis of cumulative impacts on biological resources encompasses the area within the Brisbane city limits and surrounding neighborhoods, areas that are biologically linked (by, for example, birds, bats, fish or terrestrial wildlife) to the Baylands, and ecologically similar areas throughout the San Francisco Peninsula and

within a five-mile radius of the Project Site (in relation to migratory species). Projects within the geographic scope of analysis include a variety of proposed urban land uses as listed in Table 6-2, above, and include Cumulative Projects 1-16 and 18-22. The geographic context for analysis of cumulative impacts on biological resources also encompasses the reach of the Tuolumne River between the Hetch Hetchy Reservoir (O’Shaughnessy Dam) and Don Pedro Reservoir, with particular emphasis on the meadow and alluvial features in this reach, including the Poopenaut Valley.

Page 6-21 **Master Response 29 ADD** the following text page 6-21, immediately before the section entitled “Contributions of DSP, DSP-V, CPP, and CPP-V Scenarios to Cumulative Impacts.”

Cumulative Impacts along the Tuolumne River

As discussed in Section 4.O, as part of the proposed water transfer from OID, the SFPUC would hold 2,400 AFY in Hetch Hetchy Reservoir instead of releasing it down the Tuolumne River for capture by MID/Turlock Irrigation District (TID) in New Don Pedro Reservoir and redirecting that 2,400 AFY to Brisbane through its regional water system. The SFPUC evaluated the effects of increasing diversions from the Tuolumne River and, in turn, reducing flow releases from Hetch Hetchy Reservoir on the Tuolumne River and its resources in the program EIR it prepared on its Water System Improvement Program (WSIP) (San Francisco Planning Department, 2008). This program EIR is incorporated by reference and is available for review on the San Francisco Planning Department website (<http://www.sf-planning.org/index.aspx?page=1829>) and also at the City of Brisbane Planning Department during regular business hours.

The WSIP Program EIR evaluated the impacts of a range of possible additional diversions from the Tuolumne River from 2 mgd to 24 mgd. As described and analyzed in the WSIP Program EIR (Volume 7a, page 13-8, Table 13.2, and Volume 8, Appendix O-3), the adopted WSIP would result in an increase in average annual diversions of 2 mgd from the Tuolumne River over existing conditions in the area along the Tuolumne River between Hetch Hetchy and Don Pedro Reservoirs. The WSIP Program EIR described and analyzed impacts on the following potentially affected resources (see Program EIR Volume 3, Section 5.3, and Volume 7a, Sections 14.5, 14.6, and 14.7): stream flow and reservoir water levels, geomorphology, surface water quality, surface water supplies, groundwater, fisheries, terrestrial biological resources, recreational and visual resources, and energy resources. With one exception, the WSIP Program EIR determined that impacts of the adopted WSIP—including the

MID water transfer—on potentially affected resources in the Tuolumne River watershed and downstream water bodies would be less than significant, and no mitigation measures would be required. The one exception is that the WSIP Program EIR identified potentially significant—but mitigable—impacts on terrestrial biological resources in the Tuolumne River watershed due to an increase in average annual diversions from the Tuolumne River and the associated modifications in releases from Hetch Hetchy Reservoir. This impact was identified for the reach of the river between Hetch Hetchy Reservoir (O’Shaughnessy Dam) and Don Pedro Reservoir, with particular impact on meadow and alluvial features in this reach, including the Poopenaut Valley. The impact on meadow and alluvial features would occur under a range of diversion increases, from the 2 mgd of the adopted WSIP up through the 30-mgd diversion increase proposed under the original WSIP project. The impact would result from both the increase in diversion as well as the changes in system operations adopted as part of the WSIP.

The proposed water transfer agreement would contribute to this potential impact on the Tuolumne River associated with changes in the SFPUC’s existing reservoir release pattern from Hetch Hetchy Reservoir that, in some years, could lead to flow changes that could adversely affect streamside meadows and other alluvial deposits. The SFPUC is implementing adopted WSIP Program EIR mitigation in order to reduce potential impacts on the streamside meadows and other alluvial deposits along the Tuolumne River below this reservoir to less-than-significant levels. The SFPUC’s mitigation action will, in effect, address this impact and remedy it such that it would not continue to be an impact for water transfers such as is proposed between OID and Brisbane for the Baylands.

Conclusion: As described in the WSIP Program EIR, a significant impact on meadow and alluvial features in the reach of the Tuolumne River between Hetch Hetchy Reservoir (O’Shaughnessy Dam) and Don Pedro Reservoir, particularly within the Poopenaut Valley would result from diversions of water being held in the Hetch Hetchy Reservoir. Thus, the proposed water transfer agreement with OID, in combination with the SFPUC diversions addressed in the WSIP Program EIR would result in a cumulatively significant impact, although mitigation measures set forth in the WSIP Program EIR, including a program of controlled releases (WSIP FEIR Mitigation Measure 5.3.7-2), would be implemented to mitigate impacts of that project to a less than significant level.

Page 6-21 **Master Response 29 REVISE** the text at the bottom of page 6-21 as follows:

Contributions of DSP, DSP-V, CPP, and CPP-V Scenarios to Cumulative Impacts

Sensitive upland habitat and special status plant and butterfly species occur within the Project Site only on Icehouse Hill, which is being preserved in open space. In addition, specific mitigation is proposed for bird strike impacts to increase nighttime visibility of buildings. Thus, Project Site development would not make a cumulative considerable contribution to the significant cumulative impact described above in relation to habitats within the vicinity of the Baylands.

Because adverse impacts on meadow and alluvial features in the reach of the Tuolumne River between Hetch Hetchy Reservoir (O’Shaughnessy Dam) and Don Pedro Reservoir, particularly within the Poopenaut Valley, would result from diversions as small as 2 mgd, the amount of the diversion in the proposed water supply agreement, a significant impact was determined to result from the proposed water supply agreement.

Conclusion: Because Project Site development would not result in loss of sensitive upland habitat areas or impact special status species, it would not make a cumulatively considerable contribution to the significant cumulative impact described above. However, a significant impact was determined to result from the proposed water supply agreement. The proposed water supply agreement would make a cumulatively considerable contribution to the significant cumulative impact described for the reach of the Tuolumne River between Hetch Hetchy Reservoir (O’Shaughnessy Dam) and Don Pedro Reservoir. However, implementation of the mitigation measures aimed at providing pulse flows through the Poopenaut Valley by the SFPUC (WSIP EIR) and by the City of Brisbane (Baylands EIR) would reduce cumulative impacts of the proposed water supply agreement on biological resources within the Poopenaut Valley to less than significant.

Page 6-41 **BCC-796 [See page 5-302 for the original comment] REVISE** the final paragraph as follows:

Cumulative development would increase residential population and generate new employment, which would increase the demand on library services. However, public library facilities in San Francisco are in a system separate from that of San Mateo County, and are intended to serve the needs of San Francisco residents. Development of the Baylands with residential uses as proposed in the DSP and DSP-V scenarios would cause a significant impact on existing Brisbane and San Mateo County library facilities; therefore, Mitigation Measure 4.L-4 requires a new library to be

~~provided within the Baylands to reduce that impact to below the level of significance. With implementation of Mitigation Measure 4.L-4, the proposed DSP and DSP-V scenarios would avoid a substantial contribution from the Baylands to cumulative impacts on area libraries given the increased availability of electronic materials and materials through inter-library loans, and an associated reduced reliance on large stored collections, an increased demand for library services can be met without requiring new or physically altered library facilities. As noted above, adequate provision of library services cannot be evaluated by measuring the collection size within a specific branch against the number of registered borrowers or per capita. It is therefore concluded that the Project Site development, in conjunction with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative effect.~~

Page 6-41 **BCC-797 [See page 5-302 for the original comment] REVISE** the final paragraph as follows.

Cumulative development would increase residential population and generate new employment, which would increase the demand on library services. However, given the increased availability of electronic materials and materials through inter-library loans, and an associated reduced reliance on large stored collections, an increased demand for library services can be met without requiring new or physically altered library facilities beyond those already proposed as part of cumulative development projects, including the Baylands (DSP, DSP-V scenarios). The impacts of these facilities have been analyzed as part of the cumulative projects, and no significant impacts would occur as the result of library construction. As noted above, adequate provision of library services cannot be evaluated by measuring the collection size within a specific branch against the number of registered borrowers or per capita. It is therefore concluded that the Project Site development, in conjunction with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative effect.

Page 6-46 **SFPUC-18 [See page 5-82 for the original comment] REVISE** the last paragraph on Draft EIR page 6-46, continuing onto page 6-47, as follows.

Tuolumne River Resources. As discussed in Impact 4.O-1 in Section 4.O, *Utilities, Service Systems, and Water Supply*, of this EIR, the OID-Brisbane water transfer would contribute to potential effects on streamside meadow and other alluvial deposits along the Tuolumne River between Hetch Hetchy Reservoir and New Don Pedro Reservoir. Other transfers or increased water diversions from the Tuolumne River in the future would contribute to cumulative effects on Tuolumne River resources in this reach of the river.

The SFPUC also proposed to implement a 2 mgd dry-year water transfer as part of its adopted WSIP that would affect this stretch of the river, though to date the SFPUC has not executed an agreement for this 2 mgd transfer. The SFPUC is in discussion with OID for a one-year water transfer for 2014 to address anticipated drought conditions. In the 2010 SFPUC Urban Water Management Plan (UWMP), SFPUC indicated its intent to resolve the status of San Jose and Santa Clara as temporary, interruptible customers, as development of additional supplies would be necessary to offer San Jose and Santa Clara permanent customer status. SFPUC's intent to incorporate the results of SB 375 into demand projections for retail and wholesale customers, also indicated in the UWMP, may require additional supplies as well. Compliance with State and federal regulatory actions or proceedings related to FERC relicensing of the Don Pedro Project, Central Valley Total Maximum Daily Load regulations, and the Bay Delta proceedings could also affect water supply in the Tuolumne.

In addition, the Bay Area Water Supply and Conservation Agency (BAWSCA), which represents the Wholesale Customers of the SFPUC regional water system, has recently completed the initial phases of a long-term reliable water strategy plan that recommends BAWSCA and/or its member agencies also pursue water transfers. While there are no specific transfer proposals at this time, if these transfers make use of the SFPUC regional water system to delivery water, they could also contribute to flow effects on the Tuolumne River. Finally, as part of its 2008 approval of the Phased WSIP Variant and reiterated in the 2010 UWMP, the SFPUC committed to reviewing the future water delivery needs of its customers, beyond 2018. During that review process the SFPUC will evaluate whether to pursue increasing its waters supply diversions from the Tuolumne River system under its existing water rights. The SFPUC has not made any specific proposals to do so at this time, but doing so would also contribute to this impact on the Tuolumne River resources.

3.8 Sustainability

Page 7-2 OSEC-422 [See page 5-361 for the original comment] REVISE the first paragraph in Section 7.2 as follows:

7.2 Principles of Sustainable Community Development

The principles of sustainable development are predicated on a long-term vision and ethic of environmental stewardship that incorporates environmental, societal, and economic needs. Sustainability is concerned with inter-related systems (human and societal, economic, and ecological)

and actions to foster positive outcomes by enhancing connections between those systems. Sustainable development principles focus on an envisioned future more than preservation of an existing present, and can be applied effectively in the Project ~~Site~~ Site development design phase to maximize positive outcomes.

Page 7-2 **OSEC-430 [See page 5-363 for the original comment] REVISE** the second paragraph as follows:

The principles of sustainable development are predicated on a long-term vision and ethic of environmental stewardship that incorporates environmental, societal, and economic needs. Sustainability is concerned with inter-related systems (human and societal, economic, and ecological) and actions to foster positive outcomes by enhancing connections between those systems. Sustainable development principles focus on an envisioned future more than preservation of an existing present, and can be applied effectively in the Project ~~Site~~ Site development design phase to maximize positive outcomes.

3.9 Report Preparers

There are no text changes to Chapter 8, *Report Preparers*, of the Draft EIR.

3.10 Glossary

ADD a new Chapter 9, Glossary, at the end of the Draft EIR following Chapter 8, *Report Preparers*, to read as follows.

9. Glossary

A-Weighted Decibel (dBA): A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

Access: A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Acre-foot: The volume of water required to cover 1 acre of land (43,560 square feet) to a depth of 1 foot; equal to 43,560 cubic feet or 325,851 gallons.

Acreage, Gross: The total land area in acres within a defined boundary, including any area for rights-of-way, public streets, and dedications of land for public use.

Acreeage, Net: That portion of gross acreage exclusive of public streets, rights-of-way, and dedications of land for public.

Adaptive Use/Reuse: The process of converting a building to a use other than that for which it was originally designed and/or built. Such a conversion may be accomplished with varying alterations to the building.

Aerobic: A situation in which molecular oxygen is a part of the environment.
(Environmental Laboratory 1987)

Affordable Housing: Under state and federal statutes, housing that costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Air Basin: A geographical area in California defined as a distinct air basin for the purpose of managing the air resources of the state on a regional basis. An air basin generally has similar meteorological and geographic conditions. Unless otherwise specified, “air basin” refers to the San Francisco Bay Area Air Basin.

Air Pollutants: Amounts of foreign and/or natural substances occurring in the atmosphere that may result in adverse effects on humans, animals, vegetation, and/or materials.

Air Quality Standards: The prescribed (by the Environmental Protection Agency and the California Air Resources Board) level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Airport Influence Area A: The area that is flown by an aircraft at an altitude of 10,000 feet or less above mean sea level a minimum of once weekly.

Ambient: Refers to the overall conditions surrounding a place or thing. For example, ambient monitoring refers to comprehensive monitoring of water quality, biota, sediments, etc. (SFEP 2007)

Ambient Air Quality: The air occurring at a particular time and place outside of structures. Often used interchangeably with “outdoor air.”

Ambient Air Quality Standards: Health and welfare based standards for clean outdoor air that identify the maximum acceptable average concentrations of air pollutants during a specified period of time.

Ambient Noise Level: The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Anadromous: Fish that live some or all of their adult lives in saltwater but migrate to freshwater to spawn (reproduce).

Anaerobic: Living in the absence of air or free oxygen; a situation in which molecular oxygen is absent (or effectively so) from the environment.

Annual: In general reference, appearing each year; in reference to biological life-cycles, organisms which reproduce and die within one year.

Anthropogenic: Effects or processes that are derived from human activities, as opposed to natural effects or processes that occur in the environment without human influence.

AQMP (Air Quality Management Plan): A plan prepared by an air pollution control district or air quality management district, for a county or region designated as a “nonattainment” area, for the purpose of bringing the area into compliance with the requirements of the national and/or California Ambient Air Quality Standards. AQMPs are incorporated into the State Implementation Plan (SIP).

Aquifer: A body of rock or sediment that is sufficiently porous and permeable to store, transmit, and yield significant or economic quantities of groundwater to wells and springs. (CDWR 2009)

Aquifer, well-defined: An aquifer between two distinct layers of earth that “confine” the aquifer of interest. Such an aquifer would be readily visible in a cross section obtained from multiple boring logs.

Aquifer, poorly-defined: An aquifer not having distinct layers of earth that “confine” the aquifer of interest. The boundaries of such an aquifer would not be readily visible in a cross section obtained from multiple boring logs.

Archaeological: Relating to the material remains of past human life, culture, or activities related to pre-European settlement.

Area of Shallow Flooding: A designated AO, AH or VO Zone on the FIRM. The base flood depths range from one to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Area of Special Flood Hazard: The land in the floodplain within a community subject to a one percent or greater chance of flooding in any given 35.5.2year; sometimes referred to as the “Base Flood.” This area is designated as Zone A, AO, AH, A1-A30, AE, A99, VO, V1-30, VE, or V on the FIRM.

Arterial: A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

Association of Bay Area Governments (ABAG): A regional planning agency incorporating various local governments in the San Francisco Bay Area in California. It deals with land use, housing, environmental quality, and economic development.

Average Daily Trips (ADT): Average daily trips made by vehicles in a 24-hour period.

Base Flood: A flood having a one percent chance of being equaled or exceeded in any given year (also called the "100-year flood").

Basin Plan: A water quality control plan developed pursuant to CWC §13240. A master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in the Region. The Basin Plan must include 1) a statement of beneficial water uses that the Water Board will protect; 2) the water quality objectives needed to protect the designated beneficial water uses; and 3) the strategies and time schedules for achieving the water quality objectives (SFBRWQCB 2007). Factors to be considered by a regional board in establishing water quality objectives shall include, but not necessarily be limited to, all of the following: (a) past, present, and probable future beneficial uses of water; (b) environmental characteristics of the hydrographic unit under consideration, including the quality of water available thereto; (c) water quality conditions that could reasonably be achieved through the coordinated control of all factors which affect water quality in the area; (d) economic considerations; (e) the need for developing housing within the region; and (f) The need to develop and use recycled water. (CWC §13241)

BCDC: San Francisco Bay Conservation and Development Commission

Berm: A mound or bank of earth, used especially as a barrier.

Best Available Technology: The best economically achievable technology that reduces negative impacts on the environment.

Best Management Practice (BMP): In relation to stormwater management, BMPs are control measures taken to mitigate changes to both quantity and quality of urban runoff caused through changes to land use. BMPs are designed to reduce stormwater volume, peak flows, and/or nonpoint source pollution through evapotranspiration, infiltration, detention, and filtration or biological and chemical actions. Stormwater BMPs are often classified as “structural” (i.e., devices installed or constructed on a site) or “non-structural” (procedures, such as modified landscaping practices). The US EPA publishes lists of stormwater BMPs for use by local governments, builders, and property owners.

Bike Lane: A corridor expressly reserved by markings for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles (Class 2 Bikeway).

Bike Path: A paved route not on a street or roadway and expressly reserved for bicycles. Bike paths may parallel roads but typically are separated from them (Class 1 Bikeway).

Bike Route: A facility shared with motorists and identified by signs or pavement marking symbols. A bike route does not have lane stripes (Class 3 Bikeway).

Biota: All living organisms that exist in an area.

Brownfield: An area with abandoned, idle, or underused industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.

Buffer: Land and/or improvement designated to protect one type of land use from another where there could be compatibility issues.

California Building Code (CBC): A standard building code that sets for minimum standards for construction. The California Building Code is outlined in Title 24 of the California Code of Regulations and includes the Uniform Plumbing Code, Uniform Mechanical Code, National Electric Code, California Fire Code, and the California Energy Code.

California Department of Housing and Community Development (HCD): The state department responsible for administering state sponsored housing programs and for reviewing housing elements to determine compliance with state housing law.

California Department of Transportation (Caltrans): California department whose mission is to improve mobility across the state. It manages the state highway system and is actively involved with public transportation systems within the state.

California Environmental Quality Act (CEQA): A state law enacted in 1971 that requires governmental agencies at all levels to consider the impact proposed projects have on the environment, including cultural resource impacts.

California Register of Historical Resources: A listing of archaeological and historic resources that meet the criteria for designation on the state register.

Capital Improvement Program (CIP): A proposed timetable or schedule of future capital improvements (i.e., government acquisition of real property, major construction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period, together with cost estimates and the anticipated means of financing each project.

Carbon Footprint: A measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide.

Carcinogenic: Capable of causing or inciting cancer.

Centrally located facilities: This term is used in Brisbane General Plan Policy 27, which reads in whole, “Provide centrally located public facilities for public services and community events so as to maximize use by Brisbane residents and businesses.” “Centrally

located facilities” is not defined in the General Plan beyond its use in Policy 27. The Draft EIR uses the working definition that centrally located public facilities consist of public facilities located so as to be convenient to the Brisbane residents and businesses they serve.

Channelization: Straightening and deepening streams so water will move faster, a marsh drainage tactic that can interfere with waste assimilation capacity, disturb fish and wildlife habitats, and aggravate flooding.

Chemical Reduction: Any process by which one compound or ion acts as an electron donor. In such cases, the valence state of the electron donor is decreased.

City: City, with a capital “C,” generally refers to the government or administration of the City of Brisbane. City, with a lower case “c” may mean any city.

Class 1 Bikeway: See bike path.

Class 2 Bikeway: See bike lane.

Class 3 Bikeway: See bike route.

Clean soil: The term “clean soil” is a common term used in the construction industry to denote soils that are free of rubble and construction debris. As used in the Draft EIR, it refers to the 20 to 30 feet deep layer of soil used as final cover over the landfill to prevent human contact with refuse from residential, commercial, industrial activities including shipyard waste, construction rubble, tires, and sewage.

Clean fill: The term “clean fill” is a common term is a common term used in the construction industry to denote fill soils that are free of rubble and construction debris.

Climate Change, Global (see also Global Warming): Climate change refers to any significant change in measures of climate (such as temperature, precipitation or wind) lasting for an extended period (decades or longer). Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun.
- Natural processes within the climate system (e.g., changes in ocean circulation)
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization and desertification).

Community Noise Equivalent Level (CNEL): The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period.

Compatibility, Land Use: The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials.

Composting: The controlled microbial decomposition of organic matter (such as food scraps and yard trimmings) in the presence of oxygen into a humus or soil-like material.

Congestion Management Plan (CMP): A state-mandated program (Government Code §65089a) that requires each county to prepare a plan to relieve congestion and reduce air pollution. References to “the” Congestion Management Plan are to the CMP adopted by C/CAG for San Mateo County.

Conservation: The management of natural resources to prevent waste, destruction, or neglect.

Constituent of concern: A hazardous material that has the potential to cause damage to human health or the environment, and create a “risk” to human health and the environment.

Contamination: An impairment of the quality of (1) surface or ground water or (2) soils that creates a hazard to the public health through poisoning or through the spread of disease.

Contour: An imaginary line of constant elevation on the ground surface. The corresponding line on a map is called a “contour line.”

Creek: Natural stream of water smaller than a river.

Criteria: Standards, rules, or tests on which a judgment or decision may be based.

Criteria air pollutant: The gaseous monitored to demonstrate attainment or non-attainment of national and state ambient air quality standards. Criteria air pollutants include carbon monoxide, nitrogen dioxide, ozone, and sulfur dioxide. Monitoring is performed.

Cross-contamination: Detrimental effects on an ecosystem caused by the movement of contaminants or pollutants from one area of the environment to another due to invasive subsurface activities.

Cumulative Effects: The combined environmental impacts that accrue over time and space from a series of similar or related individual actions, contaminants, or projects. Although each action may seem to have a negligible impact, the combined effect can be significant.

Day Night Average Sound Level (DNL): Adopted by the U.S. Environmental Protection Agency for measurement of environmental noise, DNL represents the average daytime

noise level during a 24-hour day, measured in measured in decibels, and adjusted to account for the greater intrusiveness of noise generated at night.

Daylighting: The redirection of a stream into an above-ground channel. Daylighting is intended to improve the riparian environment for a stream, which had been previously diverted into a culvert, pipe, or a drainage system.

Decibel (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-weighted sound level (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Density: The number of residential dwelling units per acre of land.

Desalination: The removal of salts from saline water to provide fresh water.

Developer: An individual or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: Development has the meaning set forth in Government Code §65927, and is also any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the city or county, including but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of materials.

Development, existing: Includes those buildings, structures, and uses present within the Baylands during the 2010 baseline year.

Development, new: Refers to the buildings, structures, and uses proposed under each of the scenarios, including the total amount of new building area.

Development, total: means the total amount of building area proposed under each of the Project site development scenarios.

Development Agreement: A contractual agreement between a developer and the City that clearly establishes the developer's responsibility to provide a certain type of development, streets and sewer improvements, and any other mutually agreed to terms and responsibilities as a precondition for securing approval of a project.

Development Impact Fees: A fee or charge imposed on developers to pay for a jurisdiction's costs of providing services to new development.

Development Intensity: A measure of the amount of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or dwelling units per acre of land for residential development (density).

Disjunct: Distribution of populations that are widely separated from a main, coherent population or cluster of populations.

Diversion: The act of turning or changing the natural course of water for use in other purposes.

Domestic Water, Potable Water: Water that has undergone adequate treatment and is suitable for human drinking and cooking uses as defined by state and federal drinking water standards.

Drought: An extended period of months or years when a region notes a deficiency in rainfall affecting its water supply.

Dwelling Unit: One or more rooms in a dwelling designed for or occupied by one household for living or sleeping purposes and having only one kitchen.

Dwelling Unit per Acre (du/ac): Number of dwelling units per one acre of land.

Easement: A recorded right or interest in the land that belongs to someone else, which entitles the holder to some use, privilege, or benefit out of or over said land.

Entitlement: A permit granted to a landowner or other authorized party giving it the right to develop a property. Such right is usually expressed in terms of a use and intensity allowed under a specific plan, subdivision or tract map, use permit, variance, building permit, or other similar permit.

Ephemeral Streams: Streams that flow only during and for a short duration after precipitation events.

Erosion: The loosening and transportation of rock and soil debris by wind, rain, or running water.

Exposure pathway: The course a chemical or pollutant takes from the source to the organism exposed. A “complete” exposure pathway consists of four elements: chemical sources, migration routes (i.e., transport in the environment), an exposure point for contact (i.e., soil, air, or, water); and exposure routes.

Exposure route: The way a chemical or pollutant enters the organism after contact. Four exposure routes are recognized in risk evaluation methods: ingestion, inhalation, dermal (skin and eye), and injection.

Extirpated: Locally extinct.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible, reasonably feasible: Per State CEQA Guidelines Section 15151. Under CEQA, “feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

FEMA: Federal Emergency Management Agency.

Fill Material: Any material placed in an area to increase surface elevation.

Fill: Earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon.

Fire Flow: A rate of water flow required for firefighting purposes.

Flood: A general and temporary condition of partial or complete inundation of normally dry land areas from: (a) the overflow of inland or tidal waters; or (b) the unusual and rapid accumulation of runoff of surface waters from any source.

Flood Insurance Rate Map (FIRM): The official map on which the Federal Insurance Administration has delineated both the Areas of Special Flood Hazards and the risk premium zones applicable to the community.

Flooded: A condition in which the soil surface is temporarily covered with flowing water from any source, such as streams overflowing their banks, runoff from adjacent or surrounding slopes, inflow from high tides, or any combination of sources.

Frequency (inundation): The periodicity of coverage of an area by surface water or soil saturation. It is usually expressed as the number of years (e.g. 50 years) the soil is inundated or saturated at least once during a year.

Fugitive Dust: Dust particles, which are introduced into the air through certain activities such as soil cultivation, off-road vehicles, or any vehicles operating on open fields or dirt roadways.

General Plan: A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted. Unless otherwise specified, “General Plan” s used in the Baylands EIR refers to adopted City of Brisbane General Plan.

Grade: The vertical location of the ground surface.

Grading: Any excavating, filling of land, or combination thereof.

Greenhouse Gases: Gases in the earth's atmosphere that produce the greenhouse effect. Changes in the concentration of certain greenhouse gases, due to human activity such as fossil fuel burning, increase the risk of global climate change. Greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide, halogenated fluorocarbons, ozone, perfluorinated carbons, and hydro fluorocarbons.

Ground Failure: Mudslide, landslide, liquefaction, or the compaction of soils due to ground shaking from an earthquake.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water that occurs beneath the land surface and fills the pore spaces of the alluvium, soil, or rock formation in which it is situated. It excludes soil moisture, which refers to water held by capillary action in the upper unsaturated zones of soil or rock.

Groundwater Basin: Any basin identified in the CDWR's California's Groundwater: Bulletin No. 118 (September 1975, updated 2003), and any amendments to that bulletin, but does not include a basin in which the average well yield, excluding domestic wells that supply water to a single-unit dwelling, is less than 100 gallons per minute.

Groundwater Table: The upper surface of the zone of saturation in an unconfined aquifer.

Habitable: As used in the Draft EIR, "habitable structures" refers to structures designed for human occupancy, including residential, and non-residential (e.g., commercial) structures.

Habitat: The specific area or environment in which a particular type of plant or animal lives. An organism's habitat must provide the basic requirements for life.

Habitat Conservation Plans: Authorized under section 10(a)(1)(B) of the Endangered Species Act (ESA) and administered by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service, these plans, known "HCPs," provide a clear regulatory mechanism to permit the incidental take of federally listed fish and wildlife species by private interests and non-federal government agencies during lawful land, water, and ocean use activities.

Hazardous Material: Any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or an administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the

environment if released into the workplace or the environment (*California Health and Safety Code*, Section 25501).

Hazardous Materials Release Site: Any area, location, or facility where a hazardous material has been released or threatens to be released to the environment.

Hazardous Waste: A waste substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed (*California Health and Safety Code*, Section 25117).

Historic: A historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Context: A narrative description of the broad patterns of historical development in a community or its region that is represented by cultural resources. A historic context statement is organized by themes such as economic, residential, and commercial development.

Historic District: A district geographical area or neighborhood containing a collection of residential and/or commercial historical buildings which generally represents a significant aspect of the community's architectural and/or development history, and has been designated by the City Council.

Historic range: The geographic distribution of a species at or shortly before the beginning of written records of species abundance and distribution

Historic Resource: A general term that refers to buildings, areas, districts, streets, sites, places, structures, outdoor works of art, natural or agricultural features, and other objects having a special historical, cultural, archaeological, architectural, community, or aesthetic value, and are usually fifty years of age or older.

Household: According to the Census, a household is all persons living in a dwelling unit, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Housing Unit, Dwelling Unit: A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

Hydric Soil: A soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation.

Hydrology, hydrologic: The study of the physical properties of water movement near the earth's surface, and factors pertaining to water movement (USFWS 2009).

Impermeable, Impervious Surface: Surfaces that either prevent or retard the entry of water into the underlying soil, causing water to run off the surface in greater quantities or at an increased rate of flow than would occur under natural conditions prior to development.

Interagency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Intersection: Where two or more roads or a road and a freeway on/off ramp cross at grade.

Inundation: A condition in which water from any source temporarily or permanently covers a land surface.

Invasive: Reproducing or otherwise spreading rapidly and in large numbers in a habitat, often becoming dominant to the detriment of other (usually native) species.

Invertebrates: Small organisms, such as clams and worms, that lack a spinal column. Many of these filter bottom sediments and water for food.

Jurisdictional Water of the United States: A water body that is under the regulatory jurisdiction of the U.S. Army Corps of Engineers (Corps) under the authority of the federal Clean Water Act. (40 CFR §122.2 (a-g)).

Lagoon: A wave-sheltered, semi-enclosed shallow water body derived from a tidal source such as a bay or ocean coastline. Unless otherwise specified, "lagoon" refers to the Brisbane Lagoon within the Baylands Project site.

Land Use: A description of how land is occupied or used.

Land Use Plan: A plan showing the proposed location, extent, and intensity of development of land to be used in the future for varying types of public and private purposes or combination of purposes.

Landscaping: Planting, including but not limited to, trees, shrubs, and ground covers which are suitably designed, selected, installed, and maintained to enhance a site or right-of-way.

Landslide: A general term for a falling or sliding mass of soil or rocks.

Leach: To pass out or through soil by water percolation. (SFEP 2007)

Leaching: The removal of salts and trace elements from soil by the downward percolation of water. (SFEP 2007)

Leadership in Energy and Environmental Design (LEED): A rating system developed by the U.S. Green Building Council to certify buildings with sustainable features.

Level of Service (LOS): A measure by which transportation planners reckon the quality of service on transportation devices or roadway and intersection operations.

Light pollution: Excessive or obtrusive artificial outdoor night lighting.

Limited (with respects to quantity, quality, biodiversity): Refers to areas of sparse vegetation and areas where natural vegetation is broken up by larger areas of open or barren ground.

Liquefaction: A process by which water saturated granular soils transform from a solid to a liquid state due to ground shaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Agency Formation Commission (LAFCO): The five commission within San Mateo County that reviews and evaluates, and is empowered to approve, disapprove, or conditionally approve all proposals for formation or changes in boundaries of special districts and cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is such proposals.

Local Street: A street providing direct access to properties and not designed for through traffic.

Lot: A legally recognized parcel of land abutting on one or more public or City approved private streets. (City of Redwood City, *Redwood City General Plan*)

Low Impact Development (LID): An approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs. LID is intended to provide for land development in a cost- effective manner that helps mitigate potential environmental impacts. Typically, emphasis is on employing natural and constructed features that reduce the rate of stormwater runoff, filter out pollutants, facilitate stormwater storage onsite, infiltrate stormwater into the ground to replenish groundwater supplies, or improve the quality of receiving groundwater and surface water.

Marsh: A common term applied to describe treeless *wetlands* characterized by shallow water and abundant emergent, floating, and submerged wetland *flora*. Typically found in shallow basins, on lake margins, along low gradient rivers, and in calm tidal areas. Marshes may be fresh, brackish or saline, depending on their water source(s).

Mean: Midpoint between high and low.

Mean High Water (MHW): The average height of all the high tides.

Mean Higher High Water (MHHW): The average height of the higher of the two daily high tides.

Mean Low Water (MLW): The average height of all low water heights.

Mean Lower Low Water (MLLW): The average height of the lower of the two daily low tides.

Mean Sea Level (MSL): A datum, or “plane of zero elevation,” established by averaging all stages of oceanic tides over a 19-year tidal cycle or “epoch.” This plane is corrected for curvature of the earth and is the standard reference for elevations on the earth's surface. The correct term for mean sea level is the National Geodetic Vertical Datum (NGVD). For purposes of the National Flood Insurance Program, the NGVD of 1929 or other datum, to which base flood elevations shown on a community's flood insurance rate map are referenced.

Mineral Resource: A mineral resource is a concentration (or occurrence) of material of economic interest in or on the earth's crust in such form, quality, and quantity that there are reasonable and realistic prospects for eventual economic extraction.

Mitigate: To ameliorate, alleviate, or avoid to the extent feasible.

Mitigation: Actions which address an adverse environmental impact by either (1) avoiding the impact; (2) reducing or minimizing the magnitude, scope, or intensity of the impact; or (3) compensating for the impact by replacing or substituting for the [natural] resource, or ecological functions, which are impaired, suspended, or eliminated.

Mixed Use Development: Different types of complementary land uses located in close proximity within one or more buildings and/or developments within the same development, planned and constructed to function as a unified complementary and integrated whole.

Mobile Sources: Sources of air pollution such as automobiles, motorcycles, trucks, offroad vehicles, boats and airplanes that move as they generate pollutants.

Modified Mercalli Intensity Scale: A scale used for measuring the intensity of the physical effects of an earthquake on the earth's surface, humans, objects of nature, and man made structures on a scale of I through XII, with I denoting not felt, and XII one that causes almost complete destruction. The values will differ based on the distance to the earthquake, with the highest intensities being around the epicenter.

Multi-Modal: The utilization of various modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized, and demand management strategies including, but not limited to, telecommuting.

National Flood Insurance Program: The federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Pollutant Discharge Elimination System (NPDES): A provision of the federal Clean Water Act that prohibits discharge of pollutants into waters of the United States unless a special permit is issued by the U.S. EPA, a state, or another delegated agency.

National Register of Historic Places: The nation's official list of districts, sites, buildings, structures, and objects significant in national, regional or local American history, architecture, archaeology, and culture, maintained by the U.S. Secretary of the Interior.

Native: Refers to those plant and animal species originating naturally in a particular region.

Native soil: Refers to soils native to the site that were not placed by humans to fill the Bay or to cover pre-existing soils.

Neighborhood: Is a geographically localized community.

Noise: Any sound, which exceeds the appropriate actual or presumed ambient noise level which annoys or tends to disturb humans, or which causes or tends to cause an adverse psychological or physiological effect on humans.

Noise Contours: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in five decibel increments so that they resemble elevation contours in topographic maps.

Non-native: In a practical sense, any plant population which established after dispersal by human conveyance (deliberate or accidental) in historic times (following European contact or settlement), and was not present in the flora during the time indigenous people occupied the land exclusively.

Nonpoint Source Pollution: Pollution that enters water from dispersed and uncontrolled sources, such as surface runoff, rather than through pipes. Nonpoint sources (e.g., landscape practices, on-site sewage disposal, and automobiles) may contribute pathogens, suspended solids, and toxicants. While individual sources may seem insignificant, the cumulative effects of nonpoint source pollution can be significant.

Non-Stormwater Discharge: Any discharge that is not entirely composed of stormwater except those noted within an NPDES permit.

Open Space/Open Area refers to a land use designation set forth in the proposed Brisbane Baylands Specific Plan prepared by the applicant for the DSP and DSP-V scenarios.

Open Space: Any area of land or water that is essentially devoted to the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by the City of Brisbane or another governmental authority, usually a city or county.

Over consolidated: “Consolidation” refers to the reduction in volume of a soil unit when loading (such as fill or a building) is placed on top of it. When stress is removed from a consolidated soil, the soil will rebound, regaining back some of the volume it had lost in the consolidation process. If the stress is reapplied, the soil will consolidate again. The soil which had its load removed is considered to be *over-consolidated*.

Paratransit: An alternative mode of passenger transportation that does not follow fixed routes or schedules, and consists typically of vans or minibuses. Paratransit services are operated by public transit agencies, community groups or not-for-profit corporations, and for profit private companies or operators.

Particulate Matter (PM 2.5 or 10): Particulate Matter less than 2.5 or 10 microns. A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes and aerosols. The size of the particles allows them to easily enter the air sacs in the lungs where they may be deposited, resulting in adverse health effects. PM 2.5 and PM10 also cause visibility reduction and are criteria air pollutants.

Peak particle velocity (PPV): The maximum instantaneous peak of a vibration signal.

Perennial: Plants that live three or more years.

Permeable, pervious surface: Able to be infiltrated by water.

Pest: As used in Mitigation Measure 4.H-5 on page 4.H-34, “pests” refers to nuisance animals, such as mice, rats, and mosquitos that threaten the public health by spreading diseases.

Plant Community: All of the plant populations occurring in a shared habitat or environment.

Podium parking: This term refers to a semi-subterranean or above ground parking structure built as an integral part of a multi-story commercial, mixed-use, or residential building that forms the base of the building.



Point Source Pollution: A source of pollutants from a single point of conveyance, such as a pipe. For example, the discharge from a sewage treatment plant or a factory is a point source.

Polychlorinated Biphenyls (PCBs): A group of manufactured chemicals, including about seventy different but closely related compounds made up of carbon, hydrogen, and chlorine. PCBs are suspected of causing cancer in humans and other animals. PCBs are an example of an organic toxicant. (SFEP 2007)

Polycyclic or Polynuclear Aromatic Hydrocarbons (PAHs): A class of complex organic compounds, some of which are persistent and cancer-causing. These compounds are formed from the combustion of organic material and are ubiquitous in the environment. PAHs are commonly formed by forest fires and by the combustion of gasoline and other petroleum products.

Poorly Drained: Soils that commonly are wet at or near the surface during a sufficient part of the year that field crops cannot be grown under natural conditions. Poorly drained conditions are caused by a saturated zone, a layer with low hydraulic conductivity, seepage, or a combination of these conditions.

Potable Water: Water that conforms to the federal, state, and local standards for human consumption.

Private: Of or concerning a particular person or group; not owned by a government body.

Private sources of funding: Refers to private sector funding sources for Bi-County transportation improvements such as, but not limited to development fair share funding contributions, as well as private sector funding for other needed infrastructure.

Program EIR: Section 15168 of State CEQA Guidelines defines a program EIR as an EIR that may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.

Public: Of the people as a whole; owned by a government body.

Public sources for funding: Refers to public funding mechanisms such as, but not limited to highway and roadway funds, to be used for funding of Bi-County transportation improvements.

Qualifying development project: A “qualifying development project” refers to a project that would generate 100 or more net new trips during the AM or PM peak hour, and would

thus be required to mitigate the impacts of net increases in trips pursuant to the County's Congestion Management Program (CMP).

Reactive Organic Gases: Reactive organic gases (ROG) or volatile organic compounds (VOC) are as defined in 40 CFR Part 51 Section 51.100 as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. This includes any such organic compound other than those identified in 40 CFR Part 51 Section 51.100 (1), which have negligible photochemical reactivity.

Recycled Water: The reclamation and reuse of wastewater for non-potable beneficial use.

Recycling: The act of processing used or abandoned materials for use in creating new product.

Regional Housing Needs Assessment (RHNA): The Regional Housing Needs Assessment (RHNA) is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the region. Within the San Francisco Bay Area, ABAG (Association of Bay Area Governments) is responsible for preparing the RHNA. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Remedial Action, Remediation: Actions required by federal; state; or local laws, ordinances, or regulations necessary to prevent, minimize, or mitigate damage that may result from the release or threatened release of a hazardous material. These actions include site cleanup, monitoring, testing, and analysis of site conditions, site operation and maintenance, and placing conditions or restrictions on the land use of a site upon completion of remedial actions.

Renewable Energy: The term renewable energy generally refers to electricity supplied from renewable energy sources, such as wind and solar power, geothermal, hydropower and various forms of biomass. These energy sources are considered renewable sources because their fuel sources are continuously replenished.

Restoration: The application of ecological principles to restore a degraded or fragmented ecosystem and return it to a condition in which its biological and structural components achieve a close approximation of its natural potential, taking into consideration the physical changes that have occurred in the past and the future impact of climate change and sea level rise.

Right-of-Way: Any place, which is dedicated to use by the public for pedestrian and vehicular travel. A right-of-way may include, but is not limited to, a street, sidewalk, curb, and gutter. A right-of-way may be a crossing, intersection, parkway, median, highway, alley, lane, mall, court, way, avenue, boulevard, road, roadway, railway, viaduct, subway, tunnel, bridge, thoroughfare, park square, or other similar public way.

Riparian: Pertaining to small drainages, creeks, streams or rivers; usually refers to the vegetation or habitat along the banks of these, and in California the term most often applies to woody vegetation (shrubs and trees).

Riparian Area: Riparian refers to the area of land adjacent to a body of water, stream, river, marsh, or shoreline, forming a transition between the aquatic and the terrestrial environment.

Ruderal: Disturbed habitat usually of poor quality.

Runoff: Water from rain, melted snow, or agricultural or landscape irrigation that flows over the land surface.

Sediment: Natural unconsolidated material consisting of an aggregation of particles transported or deposited by air, water, or that accumulated by other natural agents, such as chemical precipitation, and that forms in layers on the earth's surface.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Sensitive Species: Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife, according to §3 of the Federal Endangered Species Act. Endangered any species in danger of extinction throughout all, or a significant portion of, its range. Threatened a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are therefore referred to as “federally listed” species.

Setback: The distance from a defined point of line governing the placement of buildings, structures, parking, or uses on a lot.

Sewer: Any pipe or conduit used to collect and carry away wastewater from the generating source to a treatment plant or discharge outfall.

Single Event Noise Exposure Level (SENEL): A measure, in decibels, of the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of the event exceeds a threshold noise level and normalized to a reference duration of one second. SENEL is a noise metric established for use in California by the state Airport Noise Standards and is essentially identical to Sound Exposure Level (SEL).

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street.

Solid Waste: All solid, semisolid, and liquid wastes, including garbage, trash, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, dewatered, treated, or

chemically fixed sewage sludge which is not hazardous waste, manure, vegetable of animal solid and semisolid wastes, and other discarded solid and semi solid waste.

Sound Power: Measures the loudness of a source of noise as a fixed amount of energy at the source. Sound power can be thought of as analogous to the wattage rating of a light bulb; both measure a fixed amount of energy at the source.

Sound Pressure: Sound pressure or sound level is a measurement of loudness at a fixed point not at the source of noise. Sound pressure or sound level is analogous to the level of brightness of light generated by a light bulb at a particular location; both can be measured with a meter at a specific distance from the source, and possible blockages between the source and receptor, as well as the immediate surroundings at the receptor influence the magnitude of each.

Special Status Species: Federal and state classifications for plant and animal species that are either listed as threatened or endangered, are formally recognized candidates for a listing, or are declining to a point where they may be listed.

Specific Plan: A tool authorized by California Government Code §65450 et. seq. for the systematic implementation of the General Plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development and use of natural resources, and a program of implementation measures, including financing measures.

Stationary Sources: Non-mobile sources such as power plants, refineries, and manufacturing facilities, which emit air pollutants.

Stormwater: Discharges generated by runoff from land and impervious areas, such as paved streets, parking lots, and building rooftops, during rainfall and snow events that often contain pollutants in quantities that could adversely affect water quality. Most stormwater discharges are considered point sources and require coverage by a National Pollutant Discharge Elimination System (NPDES) permit.

Surface Water: Water present above the substrate or soil surface.

Tide: The alternating rise and fall of the ocean and bay surface that occurs twice a day, caused by the gravitational pull of the sun and moon upon the earth and by the rotation of the earth, moon, and sun.

Topographical change: "Topographical change" refers to differences in topography, such as differences between hillside and flat valley lands, or differences in elevations that would occur as the result of site grading.

Toxic: The property of being poisonous, of causing death or severe temporary or permanent damage to an organism.

Toxic Air Contaminant: As defined in California Health and Safety Code section 39655, a toxic air contaminant is an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. Toxic air contaminants also include any substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412 (b)).

Transit-Oriented Development (TOD): Moderate- to higher-density development, located within an easy walk of a major transit stop, generally though not always with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding automobiles.

Transit: The conveyance of persons or goods from one place to another by means of a local public transportation system (e.g., SamTrans buses and Caltrain).

Transmission Line: An interconnected group of electric lines located on poles or underground which transfer energy, in bulk, between points of supply and points of delivery.

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin) and one "attraction end" (destination). (City of Redwood City, *Redwood City General Plan*)

Upland: Any area that does not qualify as a wetland because the associated hydrologic regime is not sufficiently wet to elicit development of vegetation, soils, and/or hydrologic characteristics associated with wetlands. Such areas occurring within floodplains are more appropriately termed nonwetlands.

Urban: development of residential uses at a density greater than 2 dwelling units per acre, commercial, business park, commercial entertainment and other similar uses, along with associated open space and other amenities. As used in the Draft EIR, "urban" encompasses densities that may commonly be considered to be "suburban."

Urban Runoff: Stormwater from streets and adjacent properties that carries pollutants of various kinds into receiving waters. This runoff can include such pollutants as sediments, pathogens, fertilizers/nutrients, hydrocarbons, and metals.

Vegetative Communities: Unique groupings of plants determined primarily on elevation and climate.

Vehicle Miles Traveled (VMT): The total distance traveled in miles by all motor vehicles of a specific group in a given area at a given time.

Walkability: A measure of how friendly an area is to walking. Factors affecting walkability include, but are not limited to: land use mix; street connectivity; residential density (residential units per area of residential use); “transparency” which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go to near the majority of homes; placemaking, street designs that work for people, not just cars and retail floor area ratio. Major infrastructural factors include access to mass transit, presence and quality walkways, buffers to moving traffic (planter strips, on-street parking or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture, and traffic volume and speed.

Wastewater: Water that has been used in homes, industries, and businesses that is not for reuse unless it is treated.

Wastewater Effluent: Water that flows from a sewage treatment plant after it has been treated.

Water Quality: The physical, chemical and biological characteristics of water. It is most frequently used by reference to a set of standards against which compliance can be assessed. The most common standards used to assess water quality relate to drinking water, safety of human contact, and for health of ecosystems.

Water Supply Assessment (WSA): SB 610 requires the preparation of a WSA for any development whose approval is subject to CEQA and meets the definition of “project” in California Water Code §10913. A WSA must describe the proposed project’s water demand over a 20- year period, identify the sources of water available to meet that demand and include an assessment of whether or not those water supplies are, or will be sufficient to meet the demand for water associated with the proposed project, in addition to the demand of existing customers and other planned future development.

Waters of the United States: The term “waters of the United States,” as defined in the Code of Federal Regulations (33 C.F.R. § 328.3[a]; 40 C.F.R. § 230.3[s]), refers to:

1. All waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce including any such waters;

- which are or could be used by interstate or foreign travelers for recreational or other purposes; or
 - from which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
 - which are used or could be used for industrial purposes by industries in interstate commerce.
4. All impoundments of waters otherwise defined as waters of the United States under the definition;
 5. Tributaries of waters identified in paragraphs (1) through (4);
 6. Territorial seas; and
 7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (1) through (6).

The Code of Federal Regulations further provides that “waters of the United States” do not include prior converted cropland. Notwithstanding the determination of an area’s status as prior converted cropland by any other federal agency, for the purposes of the CWA, the final authority regarding CWA jurisdiction remains with the United States Environmental Protection Agency (33 CFR 328.3[a][8]).

Waters of the State: Waters of the state means any surface water or groundwater, including saline waters, within the boundaries of the state.

Watershed: The land area from which water drains into a stream, river, or reservoir.

Wetlands: Wetlands are ecologically productive habitats that support a rich variety of both plant and animal life. The importance of wetlands has increased due to their value as recharge areas and filters for water supplies and to their widespread filling and destruction to enable urban and agricultural development. Examples of wetlands may include freshwater marsh, seasonal wetlands, and vernal pool complexes that are adjacent to “waters of the United States.” In a jurisdictional sense, there are two commonly used wetland definitions: (1) a definition adopted by the United States Environmental Protection Agency and Corps, and (2) a separate definition, originally developed by the USFWS, that has been adopted by agencies in the State of California that have regulatory authority over wetlands. Both definitions are presented below.

Federal Wetland Definition. Under federal law, wetlands are a subset of “waters of the United States” and receive protection under Section 404 of the CWA. Wetlands are defined as those areas that are inundated or saturated by surface or ground water at a frequency and duration that are sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetland determination under the federal wetland definition adopted by the Corps requires the presence of three factors: (1) wetland hydrology, (2) plants adapted to wet conditions, and (3) soils that are routinely wet or flooded

[33 C.F.R. 328.3(b)]. In January 2001, the Supreme Court of the United States ruled that certain isolated wetlands do not fall under the jurisdiction of the CWA (*Solid Waste Agency of Northwestern Cook County v. United States Army Corps of Engineers et al.*).

State of California Wetland Definition. The CDFW and the California Coastal Commission have adopted the USFWS Cowardin (1979) definition of wetlands. While the federal definition of wetlands requires three wetland identification parameters to be met, the Cowardin definition can be satisfied under some circumstances with the presence of only one parameter. Thus, identification of wetlands by state agencies may include areas that are permanently or periodically inundated or saturated and without wetland vegetation or soils, such as rocky shores, or areas that presume wetland hydrology based on the presence of at least one of the following: (1) a seasonal or perennial dominance by hydrophytes,¹⁰ or (2) the presence of hydric¹¹ soils. The California Coastal Act also defines “wetlands” as “lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens” (Public Resources Code Section 30121). CDFW does not normally assert jurisdiction over wetlands unless they are subject to Streambed Alteration Agreements (California Fish and Game Code Sections 1600–1616) or they support state-listed endangered species. However, the Fish and Game Commission policy (amended in 2005) regarding wetlands resources is to seek to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California, and to discourage development in or conversion of wetlands. Under this policy, the Commission does not support wetland development proposals unless project mitigation assures there will be ‘no net loss’ of either wetland habitat values or acreage, and prefers mitigation which would expand wetland acreage and enhance wetland habitat values.

“Other Waters of the U.S.” “Other waters of the U.S.” refers to additional features that are regulated under the CWA but are not wetlands (33 CFR 328.4). To be considered jurisdictional, these features must exhibit a defined bed and bank and an ordinary high water mark. The term “ordinary high water mark” refers to a line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other means appropriate to the characteristics of the surrounding areas. Examples of other waters of the U.S. include rivers, creeks, ponds, and lakes.

Wind Turbines: A rotating machine, which converts the kinetic energy in wind into mechanical energy. If the mechanical energy is used directly by machinery, such as a pump or grinding stones, the machine is usually called a windmill. If the mechanical energy is then converted to electricity, the machine is called a wind generator or wind turbine.

¹⁰ A “hydrophyte” is, literally, a water-loving plant, i.e., one that is adapted to growing in conditions where the soil lacks oxygen, at least periodically during the year, due to saturation with water.

¹¹ A “hydric” soil is one that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part of the soil profile.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

Zoning Map: The officially adopted zoning map of the city specifying the location of zoning districts within all geographic areas of the city.

3.11 Appendices

Appendix L, Page 4.5 **OID-2 [See page 5-48 for the original comment] REVISE** the second sentence on page 4.5, Section 4.3.3 of the Water Supply Assessment (Draft EIR Appendix L as follows:

The proposed Agreement between the City and OID would guarantee the transfer of up to 2,400 acre-feet per year (AFY), ~~without restrictions on permitting from the State Water Resources Control Board,~~ for a term of 50 years.

Appendix L, Page 4.6 **OID-3 [See page 5-49 for the original comment] REVISE** the first paragraph on page 4.6 of the Water Supply Assessment (Draft EIR Appendix L) as follows:

OID is located in the northeast portion of the San Joaquin Valley within Stanislaus and San Joaquin Counties. The majority of OID's water supplies come from a mix of pre-1914 adjudicated and post-1914 appropriative surface water rights ~~that enable OID to divert up to 257,074 AFY from the Stanislaus River at Goodwin Dam upstream of the city of Oakdale without restrictions.~~ Pursuant to the 1988 Stipulation and Agreement between OID and South San Joaquin Irrigation District (SSJID) and the United States Bureau of Reclamation, OID has the ability, with SSJID, to divert the first 600,000 acre-feet of flow in a water year on the Stanislaus River. OID's water is diverted out of the river at Goodwin Dam upstream of the City of Oakdale. To effectuate the water transfer to Brisbane, The proposed transfer would be implemented by OID would physically delivering up to 2,400 AFY of water into the Modesto Irrigation District (MID) system, via existing facilities (i.e., released from OID's Claribel Lateral canal system, generally located just east of the Albers Road and Dusty Lane intersection, near Claribel Road south of the city of Oakdale Riverbank into MID's South Main Canal). MID would make use of the 2,400 AFY for irrigation purposes and, in turn, credit hold an equivalent amount in storage in New Don Pedro Reservoir, located on the Tuolumne River northeast of La Grange. Through a similar exchange, MID would forego delivery of 2,400 AFY from the SFPUC's Hetch Hetchy system, which generally runs from the Sierra Nevada in Yosemite National Park through the Central Valley and South San Francisco Bay to San Francisco. The SFPUC has a water

bank account in New Don Pedro Reservoir (in Tuolumne County), from which MID would credit the SFPUC with the annual amount provided by OID to the City, up to the maximum 2,400 AFY. The SFPUC would, in turn, deliver up to 2,400 AFY from its regional water supply system to Brisbane using its existing water supply infrastructure and operational plans.

Appendix F **ADD** the following documents as Appendix F.6: Native American Consultation Correspondence:

Fax Transmittal to the Native American Heritage Commission regarding Brisbane Baylands Specific Plan

Letter from the Native American Heritage Commission regarding Brisbane Baylands Specific Plan, San Mateo County.

Native American contact letters

Appendix I **ADD** the following document as Appendix I.3: Response to Noise Comments:

Rosen Goldberg Der & Lewitz, Inc. 2015. Letter Regarding Response to Noise Comments on the Brisbane Baylands Specific Plan DEIR. March 12, 2015.