BRISBANE BAYLANDS

City Council Public Hearing

Noise, Air Quality, and GHG

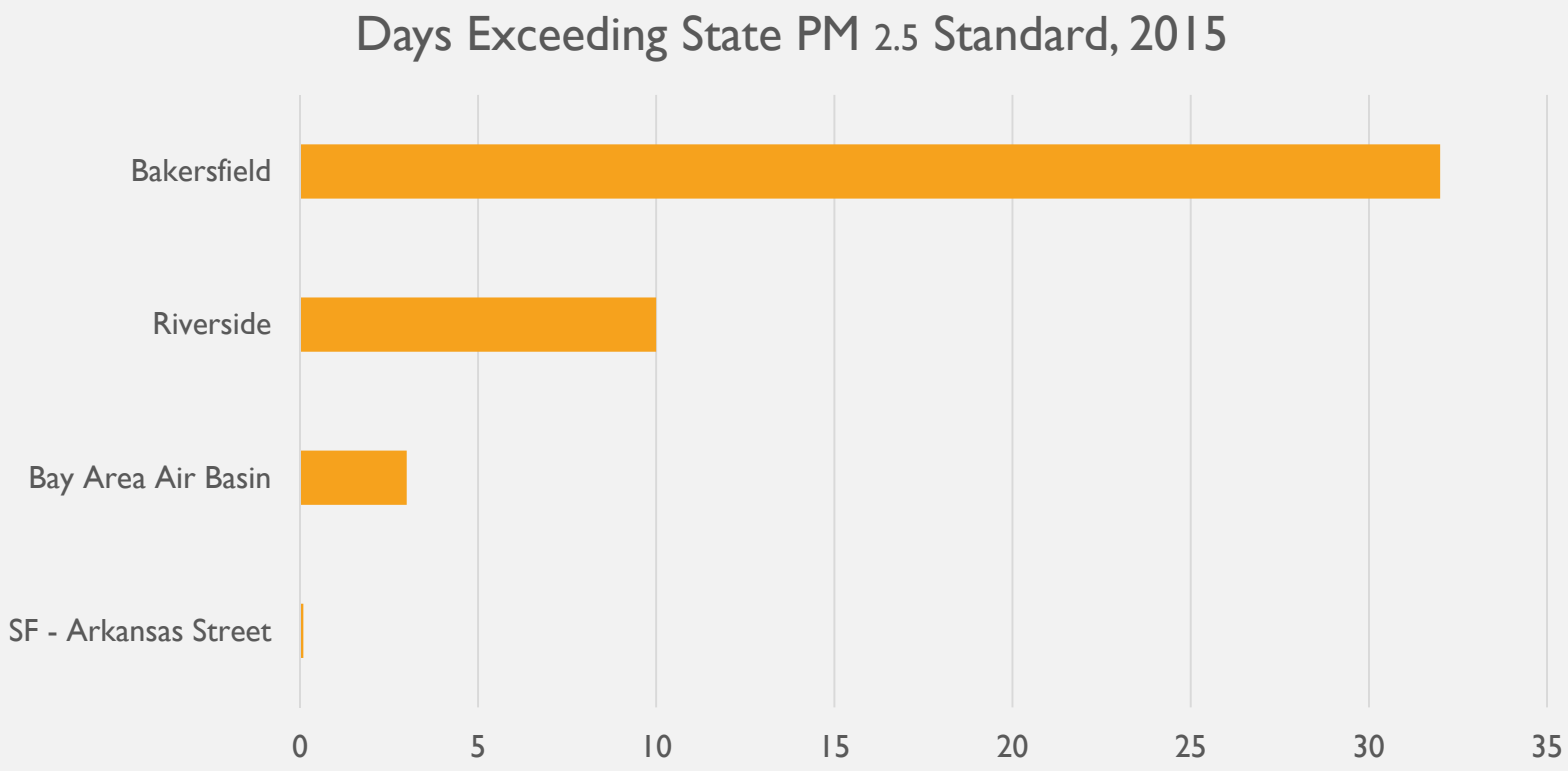
February 16, 2017

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

AIR QUALITY IMPACTS

- Construction
  - Fugitive dust, PM_{10}, $PM_{2.5}$
  - Use of construction equipment, paving, painting buildings
  - Hauling materials and worker travel
- Operations
  - Onsite use of natural gas, landscape maintenance
  - Mobile source emissions
- Air quality health risk assessment
  - Less that significant impacts for both construction and operations

COMPARISON OF EXCEEDANCES: $PM_{2.5}$ STANDARDS FOR BRISBANE, RIVERSIDE, BAKERSFIELD



AIR QUALITY MITIGATION MEASURES

- Implementation of BMPs
- Measures from BAAQMD *CEQA Guidelines* and *Clean Air Plan*
- Construction impacts
  - Less than significant with mitigation (all scenarios)
- Operations impacts
  - Significant and unavoidable (all scenarios)

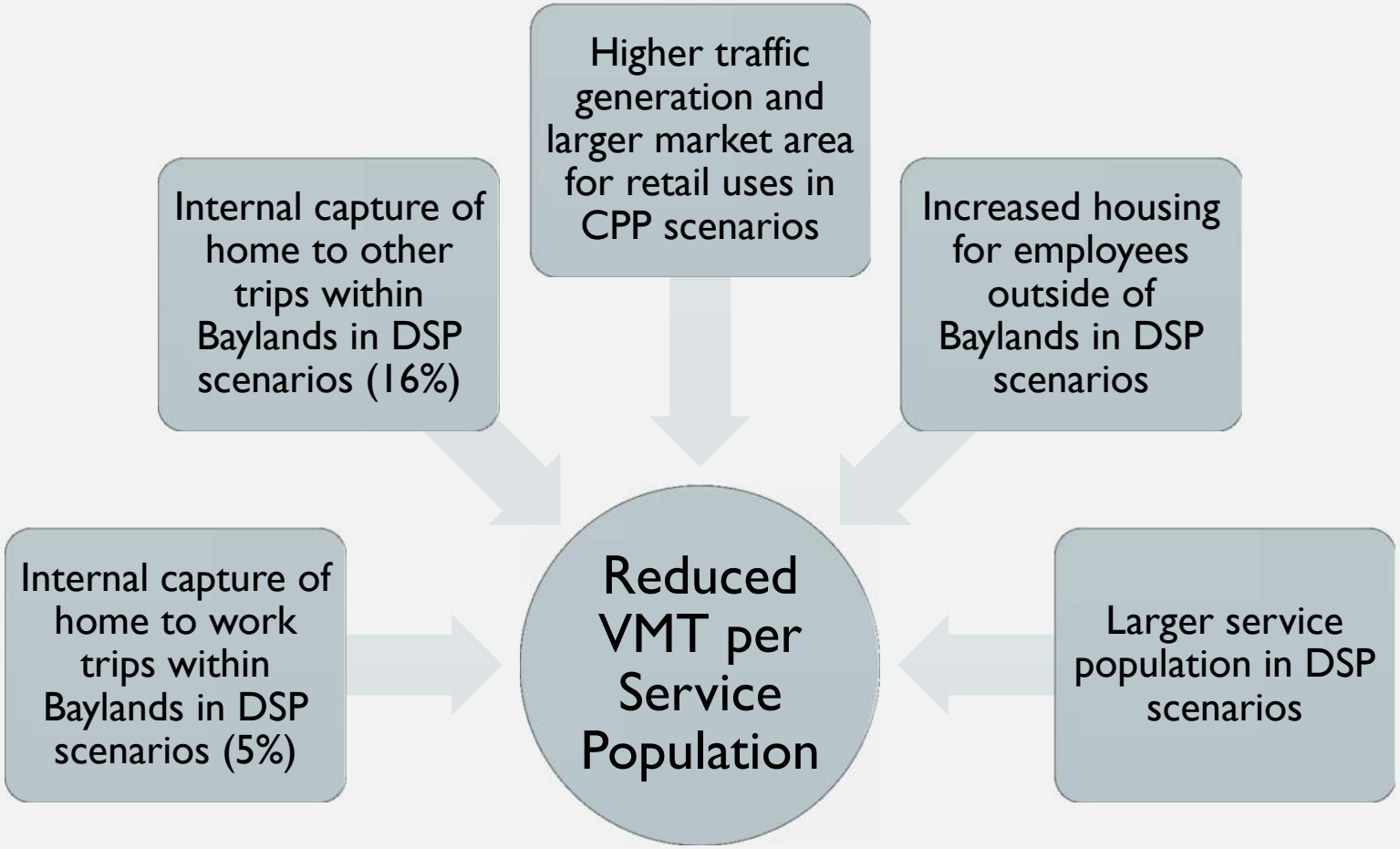
GHG CONSIDERATIONS

- GHG emissions measured in equivalent tons of CO_2
  - Recognizes that certain gases (e.g., methane) generate greater greenhouse gas effects than others
- BAAQMD recommends "efficiency" threshold of 4.6 tons of CO_2e per service area population
  - Captures impacts from development projects of all sizes
  - Recognizes effectiveness of mitigation measures
  - Consistent with statewide GHG reduction goals and plans
- Total GHG emissions highest in DSP/DSP-V scenarios

GHG EMISSIONS

- GHG emissions determined in the Draft EIR to be:
  - Less than Significant (DSP/DSP-V scenarios)
  - Significant (CPP/CPP-V scenarios)
- BAAQMD produced a new analysis model subsequent to release of Draft EIR
- Based on the updated model, GHG emissions determined to be Less than Significant for all scenarios in the Final EIR

DIFFERENCES IN PER SERVICE POPULATION GHG EMISSIONS ARE AFFECTED BY:



MEANS OF REDUCING AIR POLLUTANT AND GHG EMISSIONS INCLUDE:

- Lower intensity alternatives
  - Air pollutant emissions
  - Total GHG emissions
- Strengthen transit orientation of onsite uses
  - Air pollutant emissions
  - Total GHG emissions and efficiency of GHG emissions
- Reduce amount of retail use to that supportable by the Baylands and community
  - Air pollutant emissions
  - Total GHG emissions and efficiency of GHG emissions

NOISE

NOISE AND VIBRATION CONSIDERATIONS

- Baylands and Brisbane are subject to significant noise sources
  - US 101 freeway
  - Caltrain operations
  - Bayshore Boulevard
  - Stationary industrial sources
  - Overflights from SFO
- Brisbane's topography reduces noise attenuation
  - Noise propagates as in an amphitheater

CONSTRUCTION NOISE IMPACTS

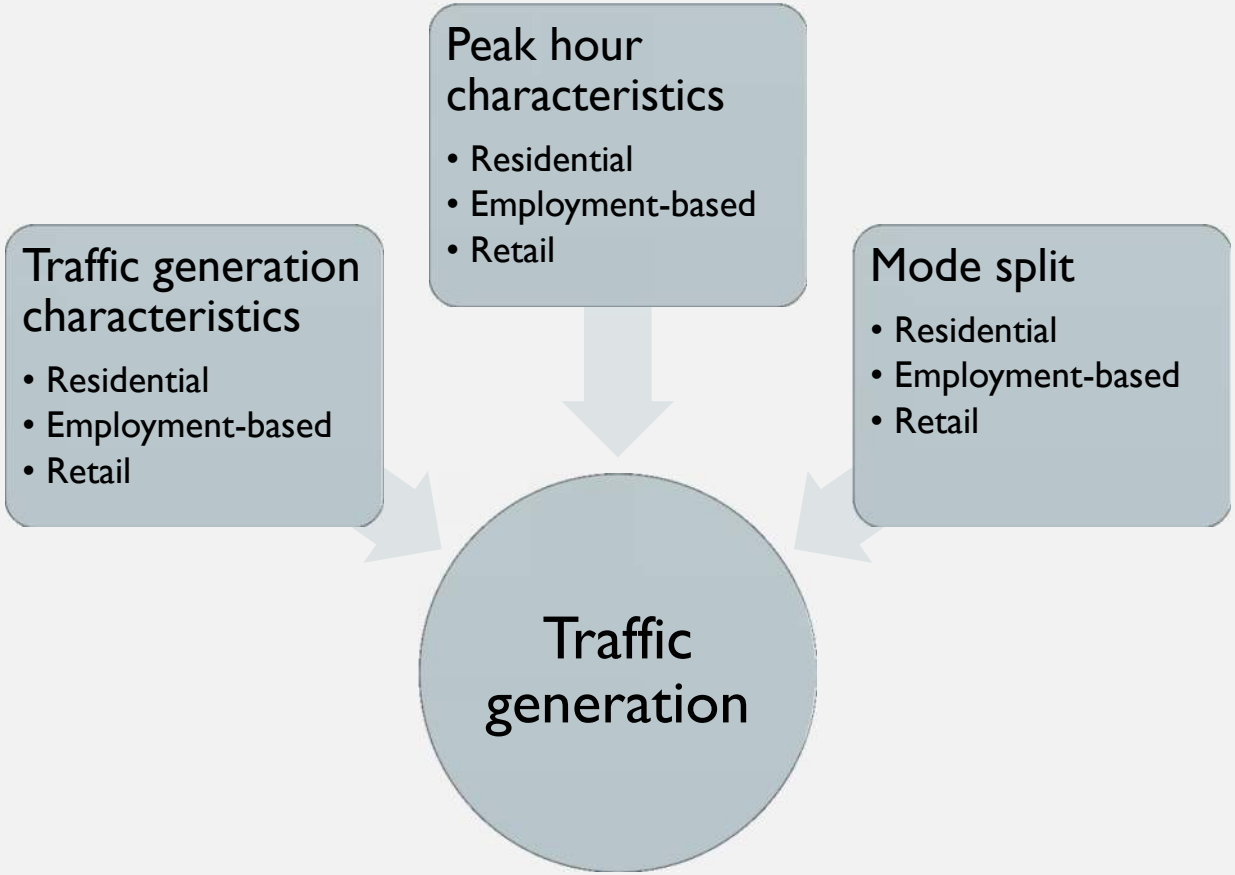
- Construction noise will exceed City standards
- Potential for pile driving
  - Substantial noise source
  - Potential for damaging historic structures

PLANNING COMMISSION RECOMMENDATION

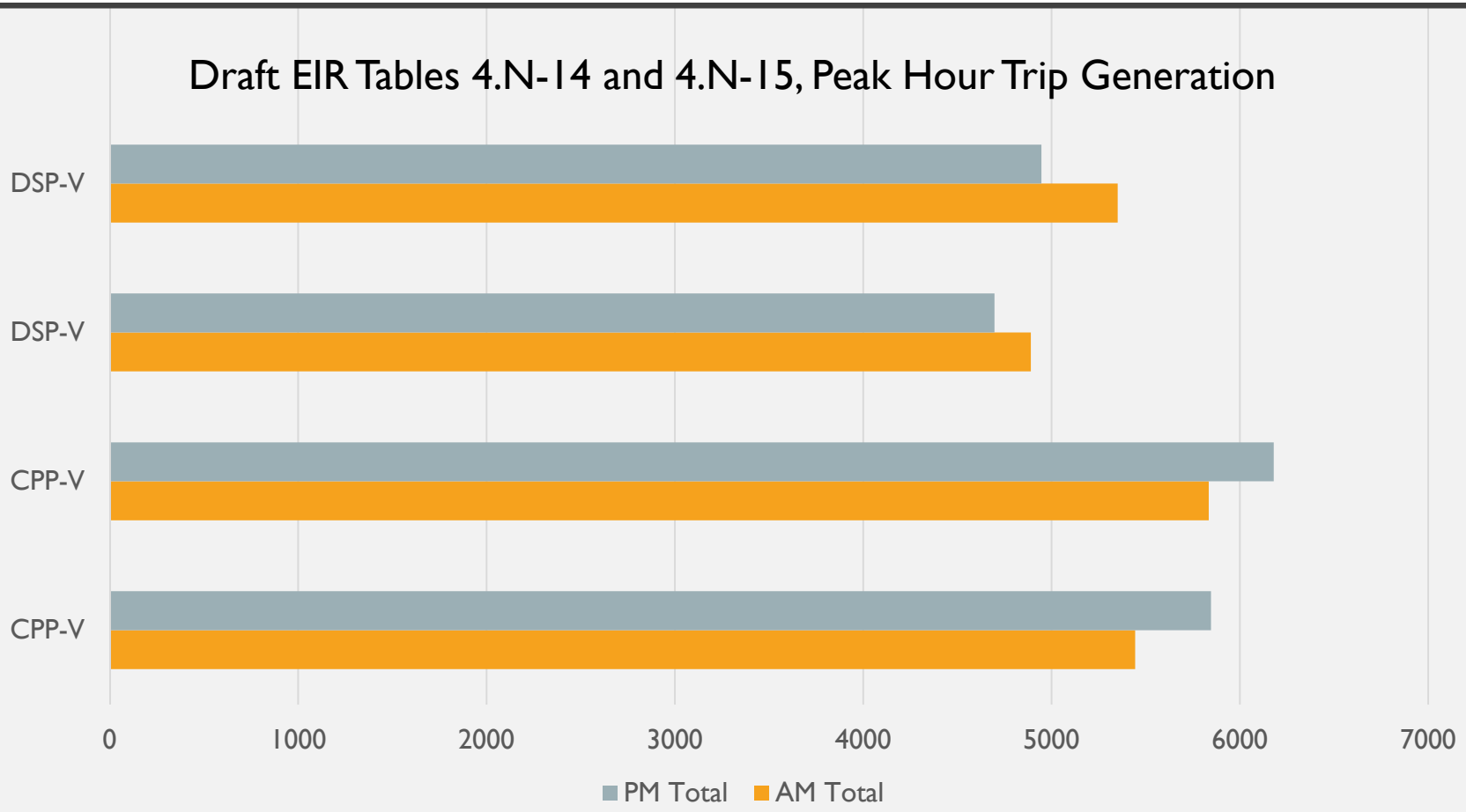
PLANNING COMMISSION RECOMMENDED POLICY FRAMEWORK

- Reduce the total amount of new development to a maximum net increase of 1-2 million s.f. of building area
- Maintain a transit orientation for new development
- Incorporate applicable provisions of the Baylands Sustainability Framework into the General Plan
- Reserve a large portion of the former landfill for renewable energy generation.

DIFFERENCES IN TRAFFIC GENERATION BETWEEN SCENARIOS ARE AFFECTED BY:



CPP SCENARIOS HAVE HIGHER PEAK HOUR TRAFFIC THAN DSP SCENARIOS



CPP SCENARIOS HAVE MUCH HIGHER DAILY TRAFFIC THAN DSP SCENARIOS

