

# *City of Brisbane*

## *Agenda Report*

**TO:** Honorable Mayor and City Council

**FROM:** Community Development Director via City Manager

**SUBJECT:** **Consultant Agreement to Prepare an Environmental Impact Report (EIR) for the Recology Modernization and Expansion Project**

**DATE:** Meeting of April 2, 2015

**City Council Goals:**

To provide for effective and efficient delivery of City services (Goal#1).

**Purpose:**

To approve a consultant agreement for preparation of an environmental impact report for the Recology Modernization and Expansion project (Recology EIR).

**Recommendation:**

That the City Council authorize the Mayor to execute the attached consultant agreement with Metis Environmental Group to prepare the Recology EIR.

**Background:**

In June, 2013 the City Council approved a request from Recology to initiate an independent planning and environmental review process for the proposed Recology modernization and expansion and authorized the City Manager to execute a Consultant Agreement with Environmental Sciences Associates (ESA Inc.) to prepare the Recology EIR. The contract was executed and some preliminary work was undertaken. However, work on the EIR was ultimately suspended awaiting the submission of a project description by Recology for purposes of commencing the EIR process.

After the agreement was signed with ESA, personnel changes at the firm resulted in the departure of ESA's project management team (Patricia Berryhill, Principal in Charge and Lloyd Zola, Project Manager) for the Baylands EIR and proposed Recology EIR. They have since formed their own firm (Metis Environmental Group) and have been contracted to prepare the Baylands Final EIR. The original selection of ESA to prepare the Recology EIR was based on the strength of the project management team and their familiarity with

Baylands and the environmental analysis that has been performed to date. In recognition of the personnel changes described above, the City chose to terminate the agreement with ESA for preparation of the Recology EIR as permitted under the terms of the Consultant Agreement.

**Discussion:**

Recology has submitted a project description to allow for the EIR process to commence, and it is proposed that the City enter into an agreement with Metis Environmental Group for preparation of the Recology EIR. The project management team at Metis has a strong understanding of the project and the Baylands EIR, and they are uniquely qualified to prepare the Recology EIR in a cost effective and timely manner, and to ensure consistency between multiple environmental documents. The proposed scope of work and budget are exhibits to the attached draft agreement.

As a matter of information, the EIR process will commence with the publication of an EIR Notice of Preparation (NOP) which identifies the topics to be reviewed in the forthcoming EIR and provides for a 30-day public comment period on the EIR scope. A public scoping meeting will also be held during the 30-day NOP comment period. The scoping meeting provides the public the opportunity to provide input to the EIR consultant on the topics to be studied in the forthcoming EIR. The scoping meeting will be held by the EIR consultants at a time and location in Brisbane to be determined. The scoping meeting is not a public hearing and does not involve any action on the part of either the Planning Commission or City Council.

**Fiscal Impact:**

There will be no fiscal impact to the City. The City has executed a reimbursement agreement with Recology that obligates Recology to pay for all processing costs, including preparation of the EIR. The proposed budget for preparation of the Draft EIR is \$1,070,900.

**Measures of Success:**

Completion of the draft EIR as scheduled and budgeted.

**Attachments:**

Consultant Agreement for Preparation of the Recology EIR



John Swiecki, Community Development Director



Clay Holstine, City Manager



## **AGREEMENT FOR PROFESSIONAL SERVICES**

**THIS AGREEMENT**, dated April 2, 2015 is made by and between THE CITY OF BRISBANE, a municipal corporation ("City"), and Metis Environmental Group ("Consultant").

### **RECITALS**

A. City desires to retain Consultant to prepare an environmental impact report for the Recology Modernization and Expansion (RME) project.

B. Consultant represents that Consultant is specially trained, experienced, and qualified to provide such professional services and is willing to do so pursuant to the terms and conditions of this Agreement.

### **AGREEMENT**

1. **Scope of Services.** Subject to the direction and approval of City through its staff that City may provide from time to time, Consultant shall perform the services described in the scope of work included described in Exhibit A attached hereto and incorporated herein by reference or as may be amended.

2. **Time of Performance.** The services of Consultant shall commence upon the execution of this Agreement and shall be satisfactorily completed in accordance with the time schedule set forth in Exhibit A attached hereto and incorporated herein by reference.

3. **Responsible Personnel.** The personnel acting on behalf of Consultant primarily responsible for performance of the services hereunder shall be as set forth in Exhibit A.

4. **Compensation.** As compensation for all services to be performed by Consultant under this Agreement, Consultant shall be paid the amounts set forth in **Exhibits A&B** attached hereto and incorporated herein by reference. In no event shall Consultant's total compensation exceed the sum of **\$1,070,900.00** without additional authorization from City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to City at the time of payment.

5. **Method of Payment.** Consultant shall submit billings to City describing in detail the work performed for which payment is requested, the date the services were performed, the number of hours spent and by whom, and a description of any reimbursable expenditures. Billings shall be submitted monthly, or at such other time as agreed upon between City and Consultant. City shall pay Consultant no later than 30 days after approval of the invoice by City.

6. **Maintenance and Inspection of Records.** Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, time cards, and other

records or documents relating to charges for services or expenditures charged to City, for a minimum of three (3) years from the date of final payment to Consultant under this Agreement and shall make the same available to City or its authorized representatives for inspection and audit, at any time during regular business hours, upon written request by City. The right of inspection shall include the right to make extracts and copies.

7. **Assignment and Subcontracts.** Consultant acknowledges that Consultant's special skill and expertise is a material consideration for City entering into this Agreement. Consultant shall not assign, subcontract or delegate to any other party the performance of any services to be rendered by Consultant under this Agreement without the prior written approval of City. If City consents to any subcontracting of work, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor.

8. **Ownership of Documents.** All plans, studies, documents and other writings prepared by and for the Consultant in the course of performing its services under this Agreement, except working notes and internal documents, shall become the property of City upon payment to the Consultant for such work, and City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon written request.

9. **Independent Contractor.** Consultant is, and at all times shall remain, an independent contractor, and not agent, officer or employee of City. As such an independent contractor, neither Consultant nor any of their agents or employees shall be entitled to any salary, fringe benefits, worker's compensation, retirement contributions, sick leave, insurance or other benefit or right connected with employment by City, or any compensation other than as provided in this Agreement. Consultant shall have no power or authority to bind City to any contract or otherwise to incur any obligation or liability for, or on behalf, or in the name of City.

10. **Licenses.** Consultant represents and warrants to City that they have all licenses, permits, qualifications, insurance and approvals of whatsoever nature that are legally required of Consultant to practice its profession. Consultant shall, at their sole cost and expense, keep and maintain such licenses, permits, qualifications, insurance and approvals in full force and effect at all times during the term of this Agreement. Consultant shall maintain a City of Brisbane business license.

11. **Compliance with Laws.** Consultant shall use the standard of care in its profession to comply with all applicable federal, state and local laws, codes, ordinances and regulations in connection with the performance of its services under this Agreement.

12. **Employment Eligibility.** At the request of City, Consultant shall furnish to City copies of Employment Eligibility Verifications (INS Form I-9) or other evidence satisfactory to City showing that any or all persons providing services under this Agreement for on behalf of Consultant is eligible to be employed in the United States. In the event Consultant is unable or unwilling to provide the employment eligibility verification within ten (10) days after City's request, City may require the immediate removal from the project of such workers as specified by City, and upon any failure by Consultant to do so, City shall be entitled to terminate this Agreement.



13. **Indemnity.** Consultant shall indemnify, defend, and hold City, its officers, officials, agents, employees and volunteers, harmless from and against any and all claims, demands, causes of action, losses, damages, injuries, expenses and liabilities, direct or indirect, including attorney's fees, arising out of or in any manner relating to the performance by Consultant of their services under this Agreement or its failure to comply with any of the its obligations contained in this Agreement, and City shall not be liable for any acts or omissions of Consultant.

14. **Insurance.** Consultant, at their own expense, shall procure and maintain, for the duration of this Agreement, insurance policies, which satisfy the following requirements:

(a) Type of policies and coverage:

- (1) *General Liability Coverage.* Consultant shall maintain commercial general liability insurance in an amount not less than \$1,000,000 per occurrence for bodily injury, personal injury and property damage, providing coverage at least as broad as Insurance Services Office Commercial General Liability form CG 0001 (Ed. 11/88). If the form of insurance with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.
- (2) *Automobile Liability Coverage.* Consultant shall maintain automobile liability insurance in an amount not less than \$1,000,000 combined single limit for each occurrence, for bodily injury and property damage, providing coverage at least as broad as Insurance Services Office form CA 0001 (Ed. 12/90) Code 1 (any auto).
- (3) *Workers' Compensation and Employer's Liability Coverage.* Consultant shall maintain workers' compensation insurance as required by the State of California and employer's liability insurance in an amount not less than \$1,000,000 per occurrence, for any and all persons employed by Consultant in connection with the performance of services under this Agreement. In the alternative, Consultants may rely on a self-insurance program to provide this coverage so long as the program of self-insurance complies fully with the provisions of the California Labor Code. The insurer, if insurance is provided, or Consultants, if a program of self-insurance is provided, shall waive all rights of subrogation against City for loss arising from work performed by Consultants for City.
- (4) *Professional Liability Coverage.* Consultant shall maintain professional errors and omissions liability insurance in an amount not less than \$1,000,000 per occurrence, covering negligent acts, errors or omissions which may be committed by Consultant in the performance of its services under this Agreement.

- (b) Endorsements: Each general liability and automobile liability insurance policy shall contain, or be endorsed to contain, the following provisions:
- (1) The City, its officers, officials, employees, agents and volunteers are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of Consultant; products and completed operations of Consultant; premises owned, occupied or used by Consultant; or automobiles owned, leased, hired or borrowed by Consultant. The coverage shall contain no special limitations on the scope of protection afforded to City, its officers, officials, employees, agents or volunteers.
  - (2) For any claims related to the Project, Consultant's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees, agents and volunteers. Any insurance or self-insurance maintained by City, its officers, officials, employees, agents or volunteers shall be excess of Consultants' insurance and shall not contribute with it.
  - (3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to City, its officers, officials, employees, agents or volunteers.
  - (4) Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
  - (5) Consultant's insurance coverage shall not be suspended, voided, canceled or reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to City.
- (c) Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by City. At City's option, Consultant shall demonstrate financial capability for payment of such deductibles or self-insured retentions.
- (d) Acceptability of Insurers. Insurance is to be placed with insurers having a current A.M. Best rating of no less than A:VII, unless otherwise approved by City in writing.
- (e) Verification of coverage. Consultant shall provide certificates of insurance with original endorsements to City as evidence of the insurance coverage required by this Agreement. Certificates of such insurance shall be filed with City before commencement of work by Consultant. At the request of City, Consultant shall provide complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by this Agreement.

15. **Notices**. Any notices required or permitted to be given under this Agreement shall be in writing and shall be either personally delivered or sent by certified mail, return receipt requested, addressed to the other party as follows:



To City  
City of Brisbane  
50 Park Lane  
Brisbane, CA 94005  
Attn.: City Manager

To Consultant  
Metis Environmental Group  
437 Alcatraz Ave  
Oakland CA 94609  
Attn: Patricia Berryhill, Principal

16. **Litigation Expenses and Attorneys' Fees.** If any party to this Agreement commences any legal action against the other party to enforce or interpret this Agreement, the prevailing party shall be entitled to recover all costs and expenses that may be incurred in connection therewith, including court costs, expert witness fees, discovery expenses, and attorneys' fees.

17. **Termination of Agreement.** This Agreement may be terminated by any party, effective upon written notice, should the other party commit any material default in the performance of its obligations hereunder. This Agreement may also be terminated by either party, for any reason, upon fifteen (15) day's prior written notice to the other party. In the event this Agreement is terminated by City through no fault of Consultant, Consultant shall be compensated for all services performed to the date of termination.

18. **Equal Opportunity Employment.** Consultant warrants that they are Equal Opportunity Employers and shall comply with applicable regulations governing equal opportunity employment.

19. **Miscellaneous Provisions.**

- (a) **Severability.** Should any portion of this Agreement be declared void or unenforceable in a final decision by a court of competent jurisdiction, such decision shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, provided that the remainder of this Agreement can be reasonably interpreted to implement the intention of the parties.
- (b) **Entire Agreement.** This Agreement constitutes the entire agreement between the parties and supersedes and cancels all prior agreements or understandings, whether written or verbal.
- (c) **Amendments.** This Agreement may be modified or amended only by a written document duly executed by both City and Consultant.

- (d) Waiver. The waiver of any breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same provision or any other provision of this Agreement.
- (e) Execution. Each party warrants that the individuals signing this Agreement on its behalf have the legal power and authority to do so and to bind the party to this Agreement.
- (f) Successors and Assigns. Subject to the restriction against assignment and subcontracting, this Agreement shall be inure to the benefit of and shall be binding upon the heirs, personal representatives, successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

THE CITY OF BRISBANE

By: \_\_\_\_\_  
Terry O'Connell, Mayor

ATTEST:

\_\_\_\_\_  
Sheri Spediacci, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Michael Roush, City Attorney

METIS:

\_\_\_\_\_  
Patricia Berryhill, Principal





## Metis Environmental Group

437 Alcatraz Avenue  
Oakland, CA 94609

March 25, 2015

Mr. John Sweicki, AICP  
Community Development Director  
City of Brisbane  
50 Park Place  
Brisbane, CA 94005

**SUBJECT: Proposal for Preparation of the Recology Modernization and Expansion Draft EIR**

Dear John:

Thank you for the opportunity to continue assisting the City of Brisbane. Based on our review of the project description for the proposed Recology modernization and expansion program contained in the Baylands Draft EIR and discussions with the City and Recology regarding an approach to environmental analysis for the program, Metis Environmental Group has developed the following scope of work and estimated project cost.

### Scope of Work

Based on discussions to date, the EIR will address the following project components:

- Amendments to the Brisbane General Plan needed for consistency between Recology's proposed modernization and expansion and the provisions of the General Plan.
- Modernization and expansion of the existing Recology Tunnel Avenue facility, including demolition of existing buildings, modernization of existing onsite facilities, and construction of new buildings, along with a 22.3-acre expansion occurring in Brisbane.
- Decommissioning of Recology's existing Pier 96 facility in San Francisco.
- A Specific Plan describing the proposed modernization and expansion of Recology's Tunnel Avenue facility.
- Remediation of any onsite hazardous materials contamination and landfill closure for the Recology portion of the former landfill within the Brisbane Baylands.

PHONE  
951.207.9684  
415.828.4290

WEB  
[metis-env.com](http://metis-env.com)

## 1. Project Description and Notice of Preparation

### 1.1 Project Initiation

Metis will meet with cities of Brisbane and San Francisco to gain concurrence on the format of the Draft EIR and how any differences in development standards and approaches to mitigation between Brisbane and San Francisco will be addressed.

### 1.2 Project Description

At the outset of EIR preparation, a project description will be prepared through an iterative process involving Metis, Brisbane, and Recology so that (1) all project components are accurately described in a manner that facilitates analysis of project-related impacts of Recology's proposed modernization and expansion, (2) the analysis of these project-related impacts addresses the various activities Recology will be required to undertake to implement its proposed modernization and expansion program, and (3) the analysis provided in the EIR provides Brisbane, San Francisco, and other responsible agencies with the information needed to take project-related discretionary actions<sup>1</sup>.

Metis will build upon the project description of the Recology expansion that is included in the Baylands Draft EIR and information provided by Recology regarding their Tunnel Avenue site and existing Pier 96 facilities in San Francisco, phasing of proposed improvements at the Tunnel Avenue site, decommissioning of offsite facilities, and changes that each phase of modernization and expansion would have on Recology's existing solid waste management system.

The project description will include adequate detail to support required EIR analyses for each of the two proposed development phases. Based on our discussions to date regarding EIR approach, Metis will address impacts related to reuse of Recology's Pier 96 facilities as indirect impacts of the development proposed within Recology's Tunnel Avenue site. The EIR will also address overall changes in Recology's solid waste management system resulting from modernization and expansion of its Tunnel Avenue site. It is understood that modernization and expansion of Recology's Tunnel Avenue site will facilitate San Francisco's zero waste program, and that Recology would become the solid waste hauler for all or a portion of the Brisbane Baylands as the result of the proposed modernization and expansion project.

The project description will be provided to Brisbane staff for review and comment. Upon receipt of comments, the project description will be revised for use in the EIR and in the Notice of Preparation.

### 1.2 Notice of Preparation (NOP)

Metis will prepare a draft Notice of Preparation for review by the City. The NOP will include a brief description of the project, and will identify Brisbane's process for completing the EIR. Preparation of an Initial Study to assist in narrowing the scope of the EIR is not anticipated, and the EIR will therefore need to address all CEQA topics. Metis will also

---

<sup>1</sup> Based on the amount of information now existing in relation to hazardous materials and landfill closure, it is anticipated that additional environmental analyses may be required to support discretionary actions related to landfill closure and any remedial actions that may be necessary within Recology's Tunnel Avenue facility. Also, since reuse of Recology's Pier 96 facilities will be addressed as indirect impacts of the proposed project, additional environmental documentation may be required for those uses.





prepare a draft NOP distribution list for review by the cities of Brisbane and San Francisco so that each agency's NOP distribution needs are met. Upon receipt of comments, Metis will finalize the NOP and its distribution list and prepare a Notice of Completion. Metis will then distribute the NOP for public review and submit the Notice of Completion and required copies of the NOP to the State Clearinghouse.

### *1.3 Scoping Meeting*

Metis will conduct one public scoping meeting for the EIR in compliance with CEQA Guidelines. The scoping meeting will be scheduled to occur early in the third week of the 30-day NOP review period. Metis will prepare an agenda and public comment form, PowerPoint presentation, and a sign-in sheet for the public scoping meeting. Metis will also prepare a summary of comments received at the scoping meeting. If a court reporter is desired to record the meeting, one can be secured at an additional cost.

## **2. Technical Studies**

Although the Baylands Draft EIR includes programmatic analysis of the proposed modernization and expansion of Recology's Tunnel Avenue facility, new technical studies are required to update previous Baylands analyses to (1) update baseline conditions from 2010, (2) address two phases of proposed development, and (3) expand analysis to address the environmental effects of both modernization and expansion of the Tunnel Avenue site and changes to Recology's overall solid waste management system.

Technical studies will provide detailed analysis supporting preparation of the EIR, and will be presented as EIR appendices. It is our intent to have technical reports prepared in the formats typically used by San Francisco, and to then incorporate the analyses and findings of those reports into the EIR in a format similar to that used for the Baylands EIR. Metis will work with Brisbane and San Francisco to reconcile any differences between the cities' mitigation approaches and provide a single set of consistent mitigation requirements that apply to the entire modernization and expansion project. One round of review of technical reports by Brisbane and San Francisco has been budgeted. Metis will need one set of consolidated comments from Brisbane and another consolidated set of comments from San Francisco to be provided. The Metis will review all comments and revise technical reports for use in the EIR.

### *2.1 Traffic Technical Study*

This technical study will address changes in traffic patterns and transportation modes in the area of Recology's Tunnel road facility that would occur as a result of its proposed modernization and expansion. The traffic technical study will be prepared by Fehr & Peers, who also prepared the traffic analyses for the Brisbane Baylands EIR.

**Traffic.** The traffic study will address weekday AM and PM (7:00 to 9:00 AM and 4:00 to 6:00 PM) peak period intersection turning movement for the seven intersections described below. Although turning movement counts were collected in November 2013 for a previous effort for the Recology project, they will need to be updated for the new EIR baseline to be used in the Recology EIR.

- Geneva Avenue and Bayshore Boulevard.



- Sunnydale Avenue and Bayshore Boulevard
- Blanken Avenue and Bayshore Boulevard
- **Tunnel Avenue and Bayshore Boulevard**
- Beatty Road and Alana Way
- Harney Way and Alana Way & Thomas Mellon Drive
- Blanken Avenue and Tunnel Avenue
- 3<sup>rd</sup> Street/Jamestown Avenue

Analysis will also be undertaken for the following on- and off-ramps and freeway mainline segments:

- SB US 101 Off-Ramp/Beatty Avenue/Alana Way
- NB US 101 On-Ramp/Harney Way
- US 101 northbound between Harney Way and Third Street/Bayshore Boulevard
- US 101 southbound between Third Street/Bayshore Boulevard and Alana Way

This scope is based on the City of Brisbane contracting with the San Francisco County Transportation Authority (SFCTA) to obtain SF CHAMP model outputs for the 2020 and 2040 baseline scenarios. Fehr & Peers will use the Furness method to translate CHAMP model outputs to intersection turning movement volumes for all baseline scenarios. Our budget includes coordination with SFCTA on land use inputs, review and validation of model outputs, revision requests as needed, and final post processing, but does not include budget for payment to SFCTA to code and run the travel demand models. The intersection LOS will be calculated for the following **four baseline** and **five with-project** scenarios:

Scenario Group	Baseline – No Project	2020 With Project – Phase 1	2040 With Project – Phase 2
<b>A – Existing 2015</b>	A1 Existing Conditions	A2 Existing plus Project Phase 1	A3 Existing plus Project Phase 2
<b>B – Future 2020</b>	B1 Future 2020 Conditions – No Baylands	B2 Future Year 2020 Phase 1	
<b>C – Future 2040</b>	C1.1 Future 2040 Conditions – Baylands Mixed-Use		C1.2 Future Year 2040
	C2.1 Future 2040 Conditions – Cumulative Baylands CPP-V		C2.2 Future Year 2040





**Transit.** Fehr & Peers will estimate the increase in weekday AM and PM peak hour transit ridership for Muni and for regional transit providers as a result of the proposed modernization and expansion project. Fehr & Peers will conduct a quantitative assessment of the project-related impacts in terms of ridership and capacity utilization to existing and future transit service within 1/4 mile of the Project site and on regional/downtown San Francisco screenlines, based on the distribution of Project-generated transit trips. Potential impacts to Muni operations will be described using local and regional transit screenlines and maximum load point for individual lines, as described in San Francisco Guidelines. Fehr & Peers will qualitatively discuss general transit operations and conflicts near the Tunnel Avenue site, including the effects of the nearby Muni maintenance yard, the effect of the proposed electrification of Caltrain, and routing of California High Speed Rail along the Caltrain right-of-way on transit service.

**Pedestrians/Bicycles.** Fehr & Peers will qualitatively assess pedestrian and bicycle conditions in the vicinity of the Tunnel Avenue site, and will also qualitatively assess potential conflicts between project-generated vehicle traffic and pedestrian and bicycle circulation. San Francisco and/or Brisbane code requirements for bicycle parking and related facilities will be identified and compared to the proposed supply. Fehr & Peers will summarize proposed changes to the bicycling network near the Tunnel Avenue site as described in the San Mateo County Comprehensive Bicycle Route Plan and San Francisco *Bike Plan*. Fehr & Peers will qualitatively discuss the adequacy of pedestrian routes from the Project site to both the Bayshore Caltrain Station and from the Project site to the T-Third Sunnydale Station. Fehr & Peers will qualitatively describe potential conflicts between vehicles entering and exiting Project driveways and bicycle traffic along the adjacent streets.

**Internal Circulation.** To the extent that site layout plans are available for review, the site access plan proposed for the Tunnel Avenue site will be evaluated to confirm that the plan is adequate to accommodate anticipated traffic flows. Potential operational issues at project access points (such as from the Geneva Avenue extension), internal intersections, and driveways will be assessed. The analysis will consider the potential for internal and project-adjacent external roadway queuing.

**Emergency Service Access.** Fehr & Peers will qualitatively discuss assess adequacy of emergency vehicle access to the Project Site.

**Construction.** Fehr & Peers will evaluate potential short-term construction impacts that would be generated by the proposed project, including impacts related to the potential closure of Beatty Avenue prior to completion of the Geneva Avenue extension. Construction impact evaluation will address the staging and duration of construction activity, differences in intensity between various stages of construction, truck routings, estimated daily truck volumes, street and/or sidewalk closures, impacts on Muni operations, and construction worker parking.

**Parking.** Fehr & Peers will conduct a parking supply/demand analysis for the Tunnel Avenue site. The proposed parking supply will be compared to the anticipated demand generated by the proposed modernization and expansion project. It is expected that due to the unique use of the Recology site, existing code requirements would not apply to the Tunnel Avenue facility. Deficiencies, if any, will be quantified and discussed in relation to the effect on the parking



supply in the area surrounding the Tunnel Avenue site. Fehr & Peers will discuss the proposed entry/exit locations for the parking areas and the effects of this placement on circulation in the vicinity of the site.

**Transportation Demand Management (TDM).** Fehr & Peers will evaluate TDM strategies contained in the proposed Specific Plan and recommend improvements if applicable. A TDM program could include targeted marketing, parking management, expanded transit, improved bicycling and pedestrian facilities and coordination with C/CAG programs/guidelines. These measures can include financial incentives for using transit, new shuttle service to regional transit hubs, integrated bicycle parking and an Annual City Monitoring and Program Update to facilitate program success and amendment as necessary to meet the needs of Recology's Tunnel Avenue site.

**Mitigation Measures.** Fehr & Peers will work cooperatively with City staff to develop mitigation measures, if necessary. Mitigation measures to reduce the effect of potentially significant impacts will be proposed, as well as improvement measures where desired aimed at reducing the effects of less than significant impacts. Where significant project-related impacts are identified, documentation of all mitigation considered at each intersection or street segment will be included in the appendix of the transportation report. Furthermore, any potential secondary effects, including impacts to pedestrians and bicyclists, of any recommended mitigation measures or improvement measures will be analyzed and included in the transportation report.

## 2.2 Visual Simulations

CEQA requires consideration and disclosure of the project's effects on scenic views compared to existing conditions. Because the Baylands EIR addressed visual impacts of the Developer Sponsored Plan and Community Prepared Plan as worst-case analyses in its visual simulations, the Baylands EIR did not provide visual simulations specific to the proposed expansion of Recology's Tunnel Avenue site. In this task new visual simulations specific to Recology's Tunnel Avenue facility will be prepared<sup>2</sup>. Up to 12 viewpoints will be used for visual simulations. It is anticipated that not all of the viewpoints used in the Baylands EIR will be used, and that new viewpoints will be analyzed to better focus on the visual impacts of the Recology project. Metis will review the viewpoints to be used for analysis of the Recology project with Brisbane and San Francisco staff to gain concurrence on viewpoint location. For each selected viewpoint, the following will be undertaken:

- Take new baseline photographs
- Create visual simulations based on proposed grading elevations, building locations, building heights, location of storage areas, and the location and height of screen walls for the following conditions:
  - Existing plus project (Phase 1)
  - Existing plus project (Phase 2)
  - Existing plus project (Phase 2) plus Baylands development under the DSP scenario

<sup>2</sup> Because the reuse of Recology's existing San Francisco facilities is anticipated to be no more intense than existing uses, it is not anticipated that visual simulations will be required for the Recology EIR. In addition, because impacts related to potential lumberyard relocation sites will be addressed as indirect impacts, visual simulations for those sites will also not be required for the EIR.



- Evaluate changes to views resulting from the proposed Recology project.

Visual simulations focusing on the proposed expansion of Recology's Tunnel Avenue site will utilize site plans, grading elevations, and renderings to be provided by Recology to depict visual conditions that would occur as the result of Recology's proposed modernization and expansion.

### 2.3 Air Quality Technical Study

The Bay Area Air Quality Management District (BAAQMD) has prepared guidance for assessing the impacts of projects. The air quality technical study will follow this guidance, which suggests that an air quality analysis should examine potential impacts to air quality in several ways: (1) Consistency with current air quality plan control measures; (2) Quantification and assessment of construction-related emissions; (3) Quantification and assessment of operational emissions; (4) Assessment of the localized risks and hazards posed by emissions of toxic air contaminants, diesel particulate matter, and fine particulate matter on nearby sensitive receptors; and (5) Identification of potential odor impacts on sensitive receptors.

#### Approach

- Generally describe the climate and topography of the project sites (Recology's Tunnel Avenue, and Pier 96 sites) within the San Francisco Bay Area Air Basin and discuss their influence over air quality.
- Describe both the BAAQMD and the City of San Francisco methodology for assessing Project-level impacts as set forth in their current (2012) CEQA guidelines. While the significance thresholds adopted by BAAQMD in 2010 and 2011 have been struck down by a judicial writ of mandate, these thresholds are based on substantial evidence identified in the BAAQMD justification report and will be discussed. Further, the City of San Francisco has identified Air Pollution Exposure Zones (APEZs) within the City, which include portions of the project site. In the APEZ areas the City has identified more stringent significance thresholds than the BAAQMD and these thresholds will be applied in the analysis.
- Discuss current air quality in the project area based on air quality data from the nearest monitoring station (San Francisco).
- Identify the locations of existing stationary sources of criteria air pollutants or toxic air contaminants in or around the Tunnel Avenue site based on BAAQMD inventory data.
- Identify the locations of any major sources of odor sources in and adjacent to the Tunnel Avenue site based on consultations with City staff and the BAAQMD.
- Identify the locations of air-pollutant sensitive land uses or activities in the vicinity of the Tunnel Avenue site.
- Describe the BAAQMD's methodology for assessing project-level impacts as set forth in their current (2012) CEQA Guidelines. While the significance thresholds adopted by BAAQMD in 2010 and 2011 have been struck down by a judicial writ of mandate, these thresholds are based on substantial evidence identified in the BAAQMD justification report and will be discussed.
- Assess the consistency of the project with the *Bay Area 2010 Clean Air Plan* with reference to population and employment forecasts as well as trends in vehicle miles traveled (VMT). Also, assess whether applicable



transportation control measures (TCMs) from the Clean Air Plan have been incorporated into the project. Discuss the potential for the project to adversely affect air quality or impede attainment of air quality goals.

- Quantify project-related construction emissions of both Phase 1 and Phase 2 using the latest version of the CalEEMod model (currently 2013.2.2) and assess their significance. Qualitatively discuss the potential for construction dust (especially during grading) to cause local excesses of ambient particulate standards and identification of policies that would represent adequate mitigation measures.
- Quantify operational emissions associated with the proposed project using either the latest version of the CalEEMod model or custom calculations using EMFAC<sub>2011</sub> emission factors to more accurately estimate region-wide emissions increases or reductions. The transportation analysis will be designed to assist in development of region-wide VMT increases or decreases resulting from consolidation of facilities. Operational emissions will be calculated for Phase 1 only, as well as for the project at its completion (Phase 1 and 2).
- Perform a health risk assessment of potential localized increases in diesel particulate matter (DPM) and fine particulate matter (PM<sub>2.5</sub>) at sensitive receptors to the north of the Tunnel Avenue site resulting from increased truck activity associated with consolidation of materials collection activities.
- Assess the potential of the proposed project to result in odor impacts to sensitive land uses to the north resulting from the increase in processed waste and organics on the site.
- Assess the cumulative impacts that may occur with development of the Brisbane Baylands under the Community Proposed Plan – Recology variant of the Brisbane Baylands Draft EIR as well as on a mixed-use development scenario for the Baylands. Primarily, this will focus on the potential for cumulative construction-related impacts.
- Identify practical, feasible mitigation for air quality impacts identified from the project. Evaluate whether mitigation measures would reduce the impacts below a level of significance.

#### 2.4 Greenhouse Gas Technical Study

The City of San Francisco has adopted a greenhouse gas (GHG) Reduction Strategy that incorporates a number of its citywide sustainability efforts including its Climate Action Plan. This GHG Reduction Strategy is recognized by the Bay Area Air Quality Management District as a "qualified" Strategy that adequately addresses citywide GHG emissions relative to CEQA. As of June 2010, BAAQMD had established thresholds modeling procedures for assessment of GHG impacts. While the significance thresholds adopted by BAAQMD in 2010 and 2011 were set aside due to recent judicial actions, these thresholds are still presumed to be based on substantial evidence directly tied to AB32 that are identified in the 2009 Justification Report of the BAAQMD. Greenhouse gas emissions, primarily CO<sub>2</sub>, generated by motor vehicle traffic, facility power use, and stationary sources will be quantified and evaluated. The GHG technical report will also use data provided by Recology to demonstrate any GHG emission reductions that may be realized by consolidation of waste sorting facilities, methane recovery operations and waste stream reduction, and modernization of solid waste management processes.

#### Approach

- Concisely describe the current extent of legislation and regulation at state and local levels regarding GHG including AB 32, the Climate Change Scoping Plan adopted by the California Air Resources Board (CARB), and the GHG Reduction Strategy of the City of San Francisco.





- Evaluate and describe the most recent greenhouse gas inventories conducted by the Cities of San Francisco and Brisbane to formulate and identify potential Project-related impacts and mitigation measures.
- Discuss BAAAOQMD's most recent GHG Project-level Significance Thresholds for CEQA as they relate to consistency with a qualified GHG Reduction Strategy.
- Quantify project-related construction emissions using the latest version of the CalEEMod model and assess their significance.
- Use EMFAC2011 emission factors to estimate region-wide GHG emissions increases or reductions from motor vehicles. The transportation analysis will assist in development of region-wide VMT increases or decreases resulting from consolidation of facilities.
- Discuss the proposed LEED rating system and associated efficiencies related to project development.
- Estimate GHG emissions reductions associated with methane recovery.
- Estimate GHG reductions associated with reductions in the waste stream realized by project implementation.
- Estimate GHG emissions associated with increased electrical, natural gas and water and wastewater demand.
- Make a determination of significance with regard to the quantified increases or decreases of GHG emissions. It is envisioned that this determination will rely on consistency with San Francisco's GHG Reduction strategy as an appropriate means of addressing GHG impacts relative to CEQA Guidelines §15183.5.
- Discuss the potential impact of the proposed project with respect to the goals and recommended actions of the state's Climate Change Scoping Plan to assess consistency with AB32. Also assess consistency with San Francisco's GHG Reduction Strategy.
- Identify Mitigation Measures in the form of suggested any other available green building measures, as needed, to reduce GHG emissions resulting from implementation of the proposed project and to reconcile any inconsistencies between the proposed project and the State's Climate Change Scoping Plan.

### *2.5 Biological Resources Technical Memo*

Site-specific surveys of the Recology site occurred in 2008, and were confirmed in the field as part of the Baylands Draft EIR for a 2010 baseline. An updated onsite reconnaissance will be undertaken to confirm that no changes in existing conditions have occurred since preparation of the Baylands EIR and thereby establish a new baseline. In addition to reconnaissance of the Tunnel Avenue site, Metis will undertake reconnaissance surveys of Recology's Pier 96 facilities to confirm that no sensitive biological resources are present.

The biological resources technical memo will include:

- Site survey and summary description of existing biological resources conditions, including terrestrial and wetland habitats and species summary (if any) for Recology's Tunnel Avenue and Pier 96 facilities.
- Site maps and CNDDDB database search results.
- Evaluation of any potential impacts to biological resources.





## 2.6 Cultural Resources Survey Report

Although the Recology facility at Tunnel Avenue was addressed as part of the Baylands Draft EIR, and no significant cultural resources were identified, that previous effort was completed at a reconnaissance/programmatic level. To support a project-specific EIR, a more intensive-level survey and evaluation of Recology's Tunnel Avenue and Pier 96 sites will be undertaken.

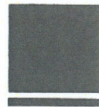
### Approach

- Meet with Brisbane staff and San Francisco Planning Preservation staff to determine whether a consolidated report approach containing both historic-architectural and archaeological information, or whether separate reports for each topic will be required.
- Review all prior cultural studies completed for the Recology site, including the cultural resources section of the Baylands Draft EIR.
- Conduct a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University to identify any previously identified cultural resources within 1/2-mile of the project sites (Recology's Tunnel Avenue and Pier 96 sites) in order to (1) determine whether known cultural resources have been recorded within or adjacent to the project sites; (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby resources; and (3) develop a context for the identification and preliminary evaluation of cultural resources.
- Undertake an intensive-level pedestrian survey of all buildings and structures on the three Recology projects sites that are 45 years old or older (the minimum age threshold for consideration for listing in the California Register of Historic Resources) by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards. The architectural historian will photograph and record all such structures on California Department of Parks and Recreation (DPR) forms 523A and B.
- Evaluate structures on the three existing Recology projects sites that are 45 years old or older for their potential historical significance by applying the California Register evaluation criteria 1 through 4. Since some of the buildings and structures on the three Recology sites may have been recently constructed and are generally industrial/utilitarian in character, the project budget provides for recordation and evaluation of 10 buildings or structures on the three Recology sites. If additional buildings or structures will require survey and evaluation, such efforts will be completed under a separate scope agreement.
- Conduct an intensive pedestrian surface survey of the Recology facility at Tunnel Avenue by a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards<sup>3</sup>. The survey is estimated to take no more than one day in the field, and is limited to the area of proposed disturbance and related staging areas. The purpose of the field investigation will be to identify any known cultural resources and to record any new potentially significant cultural resources in the project area. Recordation of up to two archaeological resources identified during the surface survey has been budgeted. Evaluation of such resources for their potential historical significance, however, is not included in this scope of work, but can be completed under a separate scope agreement.

---

<sup>3</sup> The other facilities are on a pier structure, and would not benefit from a pedestrian survey, and no subsurface disturbance is currently proposed for this area (facility closure only).





- Contact the Native American Heritage Commission to request information on any known sacred sites within the vicinity of the project area and to request a list of contacts for Native American tribes who may have an interest in the proposed project. Contact interested parties with letters of interest sent by Certified Mail, and follow up with telephone calls as required.
- Complete a preliminary geoarchaeological assessment of the potential for buried archaeological sites in the Recology facility at Tunnel Avenue using relevant maps and documents (e.g., archaeological studies, geologic reports, Quaternary geologic maps, County Soil Surveys)<sup>4</sup>. The assessment will be presented as a map that shows the age and extent of archaeologically sensitive landforms in and near the project areas. The map will be accompanied by text that describes the map units and explains the estimated archaeological potential of each.
- Consolidate the findings of the records search, survey, and Native American consultation effort described above, into draft Cultural Resource Survey Report(s) for review by Brisbane and San Francisco. The report will provide brief historic and archaeological contexts for the study areas, and identify potentially significant impacts to cultural resources, along with mitigation measures to reduce such impacts to a less-than-significant level if required.

### *2.7 Noise Technical Study*

Noise impacts associated with the Recology modernization and expansion would generate both short-term and long-term noise. Construction activities occurring from demolition and development of new structures would temporarily affect ambient noise levels in the vicinity of the construction site. Transportation network changes that could occur from construction activities could also affect long-term noise levels in the area due to increased vehicle traffic on the road network and through sorting and loading and unloading of delivery trucks, etc.

#### Approach

- Describe the existing noise environment within the Project area by collecting up to two long-term (24-hour) and four short-term noise measurements. These measurements will update and add to the measurements collected in 2008 for the Brisbane Baylands project and will focus on sensitive receptors north of Recology's Tunnel Avenue facility.
- Summarize state and local noise policies, regulations, and standards, as they would pertain to expansion of the Tunnel Avenue facility, which would occur in two separate Cities and Counties. Discuss applicable Brisbane and San Francisco noise ordinances and existing General Plan policies. Specific restrictions or limitations on construction activities and on any noise generating activities related to commercial or industrial uses (e.g. truck routes and unloading, HVAC systems) that could occur due to the proposed project will be discussed.
- Discuss the noise levels likely to be generated by the operation of construction equipment. Identify existing standards contained in the Brisbane and San Francisco municipal codes that limit construction noise and the extent to which these regulations would be effective in reducing potential construction-related noise impacts in general.
- Calculate the change in noise levels due to baseline plus Phase 1 project, baseline plus Phase 2 project and cumulative traffic with complete project build-out along key arterial roadway segments most affected by traffic within and adjacent to the Tunnel Avenue facility. Use the noise prediction model of the Federal Highway

---

<sup>4</sup> No assessments will be made of the other Recology facilities, as no direct impacts from subsurface disturbance would occur in these areas.





Administration (FHWA) to determine whether there would be significant project or cumulative effects on noise levels along streets used to access the expanded facility where existing noise-sensitive land uses exist.

- Discuss the potential for changes to ambient noise levels from installation of new loading and unloading areas for incoming, sorting and outgoing materials and discuss the potential for noise from these sources to be reduced as a result of moving existing activities that occur in outdoor areas into enclosed areas.
- Assess the cumulative noise impacts that may occur with development of the Brisbane Baylands under the Community Proposed Plan variant of the Brisbane Baylands Draft EIR as well as under a mixed-use development cumulative scenario to be determined.
- Identify practical, feasible mitigation measures including the use of performance standards to address identified significant impacts. Evaluate whether mitigation measures would reduce the impacts below a level of significance.

### 3. Administrative Draft EIR

Preparation of the Administrative Draft EIR will include developing the Environmental Setting, Regulatory Setting, Significance Criteria, Impacts Analysis, Mitigation Measures and Conclusions for each CEQA topic; defining and evaluating alternatives, assessing cumulative impacts for each environmental topic, and the analyses described below. Analysis of hazardous materials and landfill closure will be addressed based on information provided by the applicant and peer reviewed by the consultant team.

It is anticipated that the Draft EIR will contain the following sections:

**Table of Contents**, including a list of the EIR and technical studies contents, tables, and figures.

**Executive Summary**, summarizing project background, objectives, project description, environmental analyses and mitigation measures, and significance conclusions before and after mitigation. The Executive summary will be included in the Screencheck and Draft EIR, and not included in the Administrative Draft EIR.

**Introduction**, describing project background, the CEQA process, project objectives, and anticipated project approvals needed for implementation of the Recology modernization and expansion project. A clear statement of the independent utility of the Recology project in relation to the Brisbane Baylands planning and development program will be provided. Any areas of known controversy and issues to be resolved will be described.

**Environmental Setting**, summarizing the area's local and regional setting in accordance with CEQA Guidelines §15125.

**Project Description**, based upon the previously reviewed and approved project description (Task 1.1).

**Environmental Impact Analysis**, setting forth existing relevant information about the project area and adjacent lands, along with an assessment of how construction and operation of the project would affect the physical environment. The impact analysis portions of the EIR will comply with CEQA Guidelines §15126.2 by





providing a discussion of criteria for determining the significance of identified impacts, including direct and indirect, as well as short-term and long-term impacts.

The environmental impact analysis sections will include:

- Environmental Setting
- Regulatory Setting
- Significance Criteria
- Project features and regulatory requirements (including all relevant policies in the Brisbane and San Francisco General Plans) designed to avoid or reduce the severity of environmental impacts
- Impact analyses for each significance threshold
- Conclusions as to the significance of impacts
- All feasible mitigation measures for those impacts determined to be significant
- A brief evaluation and conclusion as to whether the implementation of mitigation measure will avoid or reduce significant impacts to less than significant levels.

Metis will also include an analysis of the mandatory findings of significance provided in CEQA Guidelines §15065.

The general approach to each section of the environmental analysis is described below. Included in each section will be evaluation of construction and operational impacts associated with the expanded Tunnel Avenue site and indirect impacts associated with reuse of Recology's existing Pier 96 location following its decommissioning.

**Effects Found not to be Significant.** Because an Initial Study will not be prepared for the Recology EIR, all CEQA subjects will be addressed in the Draft EIR. This section will describe those environmental topics where analysis determined that no significant impacts would result. The level of detail presented in this section will be equivalent to that which is typical of an Initial Study. CEQA subjects likely to be addressed in this section include: Agriculture and Forestry Resources, Population and Housing, and Recreation.

**Aesthetics.** Based on the results of the visual simulations described in Task 2.2, Metis will describe existing views of the Recology site, and the extent to which each phase of proposed development would affect scenic vistas, result in damage to scenic resources, or change the character of the site and surrounding area. Analysis will be undertaken of existing, existing plus project, and cumulative (with development of the Baylands) scenarios.

**Air Quality.** Based on the technical study described in Task 2.3, the CEQA section will evaluate the project's effects on air quality during project construction and operation. The analysis will consider changes in air pollutant emissions both at Recology's Tunnel Avenue site and for their overall solid waste





management system for both project phases. If significant impacts are identified, the Air Quality section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

**Biological Resources.** Based on the technical study described in Task 2.4, the CEQA section will describe the project's physical effects on biological resources. If significant impacts are identified, the Biological Resource section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

**Cultural and Historic Resources.** Based on the technical study described in Task 2.5, the CEQA section will describe the project's physical effects on cultural and historical resources. If significant impacts are identified, the Cultural and Historic Resources section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

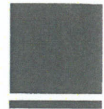
**Energy Resources.** Based on information to be provided by Recology and peer reviewed by Metis, this EIR section will document project-related changes in energy consumption and production during project construction and operation. The analysis of energy use will address energy consumption and production at Recology's Tunnel Avenue site and their overall solid waste management system during both phases of the proposed modernization and expansion program.

**Geology and Soils.** This CEQA section will include relevant data from the Baylands Draft EIR as well as information available from the City of San Francisco, Association of Bay Area Governments, California Geological Survey, and the United States Geological Survey. Any geotechnical investigations, either those prepared for the proposed improvements or from past construction efforts, will be reviewed and findings summarized. If significant impacts are identified, the Geology and Soils section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

**Greenhouse Gas Emissions.** Based on the technical study described in Task 2.3, the CEQA section will evaluate the project's effects on air quality during project construction and operation. The analysis will consider changes in air pollutant emissions both at Recology's Tunnel Avenue site and for their overall solid waste management system for both project phases. If significant impacts are identified, the Greenhouse Gas Emissions section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

**Hazards and Hazardous Materials.** Based on information in the Baylands Draft EIR, information provided by Recology (to be peer reviewed), and information available through the City of San Francisco, Metis will evaluate potential impacts related to hazards and hazardous materials. Issues to be addressed in this CEQA





section include landfill closure for the Recology portion of the former landfill; any existing contamination that may exist within the facility; any routine transport, use, or disposal of hazardous materials that may be associated with the modernization and expansion project; and risks of upset during project construction and operation.

**Hydrology and Water Quality.** Based on information to be provided by Recology (e.g., site development plans and preliminary drainage plans for Phases 1 and 2), potentially significant hydrology and water quality impacts that might result from the proposed project will be evaluated. This analysis includes direct impacts resulting from the increase of impervious surfaces on the Tunnel Avenue site and any project-related changes in operations that might affect hydrology. Impacts related to reuse of existing Recology facilities in San Francisco will be addressed at a lesser level of detail as indirect impacts of the proposed project. Compatibility with current water quality regulatory requirements will be evaluated. Potential sources of non-point stormwater runoff will be identified and mitigation measures provided, if necessary, to reduce potential impacts to receiving waters. Potential flooding hazards and any potential for sea level rise to adversely affect proposed improvements will also be evaluated. If significant impacts are identified, the Hydrology and Water Quality section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

**Land Use and Planning.** Proposed development and use of Recology's Tunnel Avenue facility will be evaluated in relation to the land use and planning significance thresholds contained in CEQA Guidelines Appendix G. An evaluation will be undertaken of the consistency of Recology's modernization and expansion with the General Plan and zoning standards of the cities of Brisbane and San Francisco. Future use of Recology's existing Pier 96 facilities will be addressed as an indirect impact of the proposed decommissioning of those facilities by Recology.

**Noise.** Based on the technical study described in Task 2.7, the CEQA section will describe the project's short-term (construction) and long-term (operations) effects on ambient noise. While noise impacts will be quantified for the Tunnel Avenue site, analysis of the indirect noise impacts of reuse of Recology's Pier 96 site will be undertaken qualitatively. If significant impacts are identified, the Noise section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

**Public Services and Facilities.** The impact of the proposed project on existing schools, fire and police service, emergency medical facilities, library services, and solid waste will be described and quantified in terms of increased service demand where service agencies can provide impact generation factors to be applied. To prepare this section, Metis will consult with school districts serving the site to address impacts related to the potential for workers to register their children for school based on their place of employment. Metis will also contact police and fire agencies serving Brisbane and San Francisco to address which policy and fire agency would be first responders to service calls from the Tunnel Avenue site. Analysis of impacts





related to emergency medical services would focus on paramedic services provided through fire agencies to serve the Tunnel Avenue site. A summary discussion of potential impacts on library services will also be provided. In evaluating impacts, Metis will consult with utility providers to determine the capacity of their systems and their ability to provide services with existing facilities.

Impacts in relation to solid waste management will be addressed in the relation to generation of construction wastes and reductions to the amount of solid waste taken to landfills through implementation of San Francisco's zero waste program and the proposed modernization and expansion project.

**Transportation and Circulation.** Based on the technical study described in Task 2.1, the CEQA section will evaluate the project's effects on transportation systems during project construction and operation. The analysis will consider changes traffic at Recology's Tunnel Avenue site and changes in vehicle miles travelled for Recology's overall solid waste management system for both project phases. If significant impacts are identified, the Transportation and Circulation section will set forth all feasible mitigation measures to reduce or avoid any significant impacts, and provide conclusions as to the significance of impacts following implementation of proposed mitigation measures.

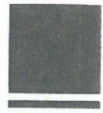
**Utilities and Services Systems.** Metis will evaluate potential impacts associated with utilities and service systems (water, wastewater, electricity, natural gas). Service demands, including changes in water use, generation of recycled water, and electrical and natural gas consumption and generation will be quantified. Impacts of modernization and expansion of Recology's Tunnel Avenue site will be described. In evaluating impacts, Metis will consult with utility providers to determine the capacity of their systems and their ability to provide services with existing infrastructure.

It appears that a water supply assessment will not be required, and preparation of such an assessment is not part of this scope of work.

**Alternatives.** At the outset of environmental documentation, Metis will consult with Brisbane, San Francisco, and Recology to achieve a mutual understanding of the project objectives that will be used to evaluate alternatives and to identify a preliminary set of alternatives for inclusion in the EIR. The final alternatives evaluated in the EIR will be identified in consultation with Brisbane staff following Metis' recommendations and preparation of impact analyses that identify any significant unavoidable impacts. Project alternatives will be prepared pursuant to CEQA Guidelines § 15126.6, and will include a "No Project" alternative wherein the modernization and expansion project is not approved and no further actions are taken to increase solid waste diversion are taken and a range of up to five other alternatives aimed at reducing project-related impacts while achieving the majority of project objectives. The EIR will address the rationale for selecting the alternatives, explain why certain alternatives that were considered may have been dismissed from further study, and will identify the environmentally superior alternative.

**Cumulative Impacts.** Based on the Baylands Draft EIR and discussion with Brisbane, San Francisco, Daly City, South San Francisco, Caltrain, High Speed Rail Authority, and other nearby service agencies, Metis will update





the cumulative project list consisted in the Baylands Draft EIR. For each of the impacts analyzed in the Recology Draft EIR, analysis of cumulative impacts will be evaluated, including identification of the geographic extent of cumulative analysis, the method used for cumulative analysis (e.g., project list or projections), and a two-step analysis of cumulative impacts. First, the impacts of the proposed project in combination with past, present, and reasonably foreseeable future projects will be evaluated to determine if a cumulatively significant impact would result. For each impact where a cumulatively significant impact is identified, evaluation as to whether the proposed Recology project's contribution to that impact is "considerable" will be undertaken. Two development scenarios for the adjacent Brisbane Baylands will be considered in the analysis of cumulative impacts: (1) a non-residential scenario consisting of the Baylands Community Prepared Plan – Recology (CPP-V) development scenario and (2) a mixed-use scenario consisting of a "melding" of proposed Recology modernization and expansion with the Baylands Developer Sponsored Plan (DSP scenario).

**CEQA Mandated Sections.** This section will include a discussion of any growth-inducing effects associated with the proposed project and a summary of the project's unavoidable adverse effects.

Metis will submit the Administrative Draft EIR to Brisbane for review and comment by the cities of Brisbane and San Francisco electronically in both Word and pdf versions. Metis will need one set of consolidated comments from Brisbane and another consolidated set of comments from San Francisco to be provided. Metis will review all comments and prepare the Screencheck Draft EIR for review.

#### 4. Screencheck Draft EIR

Metis will revise the Administrative Draft EIR based on Brisbane and San Francisco comments and prepare a Screencheck Draft EIR document for Brisbane's review. Any remaining agency comments will be incorporated into the Draft EIR, which Metis will proofread and format for publication. Metis will electronically submit the proposed Draft EIR to Brisbane in both Word and pdf versions for review and comment.

#### 5. Draft EIR

Metis will undertake final assembly and printing of the Draft EIR, along with transmittal of the document to the State Clearinghouse, public agencies, and the public. A scope and fee to address comments received during the 45-day public review period will be developed once comments on the Draft EIR have been collected and reviewed.

#### 6. Project Communication and Coordination

Metis will maintain communication with Brisbane and San Francisco, as well as with Recology (through Brisbane) throughout the CEQA process. Agreement on the specificity of information to be provided by Recology and the resulting detail to be provided in the EIR, standards for technical studies, and roles and responsibilities will require oversight and significant time and attention. It is anticipated that project telephone conferences with Brisbane will occur on a weekly basis until the Draft EIR is released. Up to an additional 12 meetings have been budgeted to provide adequate coordination for EIR preparation.



## Project Cost

Metis will oversee completion of the preceding scope of work for a fee of \$887,900.

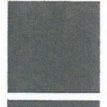
Draft EIR Preparation Costs		
<b>Task 1</b>	Develop Project Description and NOP	\$44,580
<b>Task 2</b>	Technical Studies	
	2.1 Traffic Study	\$261,150
	2.2 Visual	\$52,100
	2.3 Air Quality	\$31,000
	2.4 GHG	\$25,000
	2.6 Cultural Resources	\$25,100
	2.7 Noise	\$26,100
	Technical Studies -- Subtotal	\$420,450
<b>Task 3</b>	Administrative Draft EIR	\$215,690
<b>Task 4</b>	Screencheck Draft EIR	\$71,350
<b>Task 5</b>	Draft EIR	\$29,040
<b>Task 6</b>	Project Communication and Coordination	\$79,520
	<b>Labor Cost</b>	\$860,630
	<b>Reimbursable Expenses</b>	\$27,270
	<b>Total Cost</b>	\$887,900

## Project Schedule

Metis recognizes the importance of maintaining an accelerated schedule for the Recology Modernization and Expansion Draft EIR. Based on a mid-November start date, we proposed the following schedule.

Draft EIR Schedule		
<b>Task 1</b>	Project Description and NOP NOP Public Review Scoping Meeting	Mid-April 2015
<b>Task 2</b>	Technical Studies	July 2015
<b>Task 3</b>	Administrative Draft EIR	End of October 2015
<b>Task 4</b>	Screencheck Draft EIR	End of November 2015
<b>Task 5</b>	Draft EIR Public Review Period Begins	January 2016





Thank you again for the opportunity to continue assisting the City of Brisbane. We are looking forward to this exciting project, and will commit our team to the successful completion of the Recology EIR with the same attention Metis is providing for the Baylands Final EIR.

Sincerely,

Handwritten signature of Lloyd Zola in black ink.

Lloyd Zola

Handwritten signature of Patricia Berryhill in black ink.

Patricia Berryhill



# Recology Modernization and Expansion Project EIR

## Consultant Roster

<u>Metis Environmental Group</u>	Prime Contractor	(See rate sheet that follows)
<u>Fehr and Peers</u>	Traffic/Transportation	(See rate sheet that follows)
<u>ESA</u>	Air, Noise, GHG	(See rate sheet that follows)
<u>Environmental Vision</u>	Visual/Aesthetics	(See rate sheet that follows)
<u>Cambell&amp;Cambell</u>	Graphics	(See rate sheet that follows)
<u>Natalie Macris</u>	Editing	(\$140 per hour)

**Rate Sheets** are attached below for your use.





## Metis Environmental Group

437 Alcatraz Avenue  
Oakland, CA 94609

### Statement of Qualifications

#### What Metis is About

Metis Environmental Group provides solutions-driven **environmental strategy, documentation, planning and permitting** services to public and private sector organizations. Using astute environmental planning and design analyses, we assist clients to formulate and implement innovative solutions that improve the management of land and infrastructure development, protect natural resources, and maintain environmental quality. We engage communities in meaningful discussion about preferred futures to bring plans and community vision into alignment; assist clients in thoughtful decision-making; and develop practical approaches to relevant social, environmental resource, placemaking, and economic issues.

In Greek mythology, Metis was the goddess of wisdom, planning, and good counsel. She was the embodiment of prudence and deep thought, and stood for the knowledge that is found in practical action using insight and ingenuity. We started Metis with these qualities in mind.

Our concept was simple: create a place where public and private sector clients could always rely on getting the very best in **environmental strategy, documentation, planning and permitting**, where their spoken and unspoken needs would be heard, and the unique challenges of each project would be understood. In short, create a place where commitment to our clients' success would run deeper than just producing analysis and reports.

#### The Metis Mission

Share good counsel, thoughtful insight, and wisdom to develop environmental management strategies, documents, plans and permits that resolve relevant issues and meet social, environmental resource, placemaking, and economic needs.

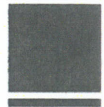
#### Our Commitment

- Do the right thing.
- Show we care.
- Aim higher; think deeper.
- Understand and resolve the issues.
- Provide and receive value.

PHONE  
415.828.4290  
951.207.9684

WEB  
[metis-env.com](http://metis-env.com)





## What We Do

### Environmental Strategy

Maintaining environmental quality has moved from a cause to an expectation; communities simply expect the appropriate level of environmental protection as part of any development, business activity, or public policy. Too often, public and private organizations are faced with a choice: project approval or environmental quality. At Metis, we remove the tyranny of “or” and assist public and private sector clients develop strategic approaches to simultaneously maintaining environmental quality and making their projects or plans work in the real world. By integrating environmental, design, regulatory, infrastructure, and other concerns early in the planning process, we assist in the development of “self-mitigating” projects and environmental planning policies that work, resulting in land and infrastructure development plans that meet project needs, maintain environmental quality, and are effective in securing required planning, environmental, and regulatory approvals.

### Environmental Documentation

Metis provides environmental documentation in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to accomplish more than simply documenting impacts and identifying feasible mitigation. Metis’ CEQA and NEPA documents serve to resolve environmental issues and facilitate public discussion based on fact rather than emotion and innuendo. With a deep understanding of environmental science and regulation, we undertake reasoned analysis and provide thoughtful judgment to develop well-rounded solutions consistent with project and environmental quality objectives. We present even complex scientific information in a manner that is clear and understandable to decisionmakers and the public, while at the same time complete and accurate when reviewed by trained professionals. Our team members have expertise in the full range of CEQA and NEPA documentation, from simple initial studies to EIR and EIS documents for large complex projects.

### Planning and Permitting

In California’s current regulatory climate, plans and projects face stringent regulatory requirements, a concerned and vocal citizenry, and multiple (sometimes overlapping and conflicting) jurisdictions. Metis provides expertise in all aspects of land management, including public policy formulation (General Plans, public and private sector specific plans); opportunities/constraints analyses; and regulatory permitting, entitlement, and compliance services plans and projects needing approval from local, State, and Federal agencies. We assist public and private sector organizations find practical solutions to difficult regulatory issues, assisting clients find ways of meeting regulatory and environmental requirements, while maintaining project feasibility. Our planning and permitting strategy services integrate physical planning and public policy formulation with environmental management, including preparation of planning documents and processing of applications, coordination, negotiation of permit terms/conditions, and mitigation agreements.





## Our Staff

### Lloyd Zola

Lloyd provides expertise resolving complex environmental planning and development issues, formulating successful land management strategies; preparing CEQA/NEPA documents, general plans, specific plans and other public policy documents; and coordinating environmental mitigation, project design, and land management policy. Lloyd has been retained as an expert witness, assisting cities and counties in defense of hillside and adult business ordinances, as well as in defense of inverse condemnation claims and actions involving the Religious Land Use and Institutionalized Persons Act (RLUIPA). Lloyd's planning expertise has evolved through the preparation of public policy and environmental documents as a private consultant, public agency planner, and private development project manager. He has considerable experience in "environmental strategy," assisting in the coordination of development design with up-front environmental analysis and mitigation. Lloyd has a unique ability to organize and manage public participation programs and consensus building efforts, and is a trained mediator.

### Patricia Berryhill

As an established environmental professional with more than 20 years assisting clients with project planning, environmental analysis, and regulatory permitting, Patricia delivers diverse consulting support to transportation and land development projects, including contract management and management of consultant team members. Patricia's portfolio of work includes supporting large infrastructure programs and projects in transportation, as well as supporting land use planning and development projects. Patricia applies her keen knowledge of the environmental and regulatory process to project delivery in terms of establishing project schedules and anticipating costs (including mitigation costs) and developing early strategies for demonstrating that projects can in fact attain approvals and permits.

### Jill O'Connor

With over 30 years experience preparing and managing environmental impact analyses under the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), and other regulatory processes, Jill has managed and prepared environmental impact analysis documents on a wide variety of project types. These include public infrastructure improvements (roadway widening and extension, bridge widening, freeway interchanges, off-road trails, utilities); land development plans; and airport master plans. Jill is known for her particular strengths in team collaboration, effective and regular communication and attention to detail. She has managed and been a key contributor to numerous large-scale, complex projects, under intense public scrutiny and challenging schedules.

### Melyssa Sheeran

Melyssa provides expertise managing and preparing CEQA and NEPA compliance documents for land development, public policy, and infrastructure projects. Through projects as large as the Bay Delta Conservation Program and as small as lifeguard facilities on the beach in Coronado, Melyssa has demonstrated a unique ability to anticipate and resolve thorny technical and process issues, leading to successful completion of environmental documents for highly controversial projects.





# Metis Environmental Group

## RATE SHEET

Principal	\$240 - \$345
CEQA Practitioner	\$150 - \$210
Resource Specialists	\$150 - \$210
Administrative Record Support	\$120 - \$165

# FEHR & PEERS

2014-2015

(July 2014 through June 2015)

## Hourly Billing Rates

### Classification Hourly Rate

Principal	\$195.00	-	\$320.00
Senior Associate	\$180.00	-	\$240.00
Associate	\$145.00	-	\$200.00
Senior Engineer/Planner	\$125.00	-	\$185.00
Engineer/Planner	\$100.00	-	\$135.00
Senior Technical Support	\$125.00	-	\$170.00
Senior Administrative Support	\$105.00	-	\$135.00
Administrative Support	\$95.00	-	\$125.00
Technician	\$95.00	-	\$135.00
Intern	\$80.00	-	\$95.00

- *Other Direct Costs / Reimbursable expenses are invoiced at cost plus 10% for handling.*
- *Personal auto mileage is reimbursed at the then current IRS approved rate (56 cents per mile as of Jan 2014).*
- *Voice & Data Communications (Telephone, fax, computer, e-mail, etc.) are invoiced at cost as a percentage of project labor.*

effective 6/28/2014

Fehr & Peers reserves the right to change these rates at any time with or without advance notice.



## ESA FIRM PROFILE

ESA is a multidisciplinary environmental consulting and planning firm committed to the principles of exceptional client service and environmental stewardship. We bring over 40 years of experience in all aspects of environmental assessment, project planning, natural resource management and regulatory compliance. Founded in the Bay Area just before enactment of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the preparation of NEPA and CEQA documents remains central to our services. ESA professionals partner with our lead agency clients and are a single source for well-reasoned, timely and effective solutions for a variety of projects and planning needs. Since our inception in 1969, we have prepared more than 5,000 environmental documents in our history, including several for cities in northern San Mateo County and the City and County of San Francisco.

Over time we have expanded our services in a reasoned and deliberate manner to meet the needs of our clients and the rapidly evolving environmental concerns and practices. In 2010, ESA merged with Phillip Williams & Associates (PWA), a San Francisco-based environmental firm specializing in environmental hydrology, which encompasses topics such as sea level rise, floodplain management, and restoration design for waterways from streams to coasts. More recently, we have formally established our Community Planning practice which specializes in the development of various planning documents, such as general plans and specific plans, as well as our closely-integrated Sustainable Communities practice that prepares a range of sustainability and specifically climate change and greenhouse gas reduction plans, strategies and assessments.

A vast part of our work is the provision of on-call or “as-needed” consulting services, independently or as part of a pre-qualified consultant list, to agencies, jurisdictions and special districts throughout the Bay Area. With multiple offices in the Bay Area and along the West Coast, and nearly 350 staff firm wide, ESA is large enough to offer a full range of services (generally requiring subconsultants only for highly-specialized transportation or visual simulation work), but still small enough to provide the kind of personal service and attention our clients expect and that we consider integral to project success.

Chris Sanchez, REA, is a technical analyst who specializes in air quality, greenhouse gases, noise, public health and safety, and energy evaluations, and will be the primary analyst for the three technical studies for the proposed permit revisions for the soils processing facility in Brisbane.

Current and recent ESA projects in the vicinity of Brisbane include:

- The Crossings Hotel Subsequent IS/Subsequent MND – San Bruno
- Hillsborough City School District Measure B Facility Program IS/MND
- Burlingame School District, On-Call Environmental Review Services
- San Carlos School District, On-Call Environmental Review Services
- Brisbane Baylands Specific Plan EIR
- Serramonte Ford Expansion IS/MND - Colma
- San Bruno General Plan Update
- Pilarcitos Quarry Expansion EIR – San Mateo County
- San Bruno Specific Plan EIR
- Midpeninsula Regional Open Space District Monte Bello IS/MND
- Skyline SummerHill Homes Residential Development EIR – San Bruno



## Exhibit C

### Environmental Science Associates & Subsidiaries 2015 Schedule of Fees

#### I. Personnel Category Rates

Charges will be made at the Category hourly rates set forth below for time spent on project management, consultation or meetings related to the project, field work, report preparation and review, travel time, etc. Time spent on projects in litigation, in depositions and providing expert testimony will be charged at the Category rate times 1.5.

Labor Category	Level I	Level II	Level III
Senior Director	225	240	255
Director	190	205	215
Managing Associate	155	170	185
Senior Associate	130	140	150
Associate	95	110	120
Project Technicians	75	90	110

- (a) The range of rates shown for each staff category reflects ESA staff qualifications, expertise and experience levels. These rate ranges allow our project managers to assemble the best project teams to meet the unique project requirements and client expectations for each opportunity.
- (b) From time to time, ESA retains outside professional and technical labor on a temporary basis to meet peak workload demands. Such contract labor may be charged at regular Employee Category rates.
- (c) ESA reserves the right to revise the Personnel Category Rates annually to reflect changes in its operating costs.

#### II. ESA Expenses

##### A. Travel Expenses

- 1. Transportation
  - a. Company vehicle – IRS mileage reimbursement rate
  - b. Common carrier or car rental – actual multiplied by 1.15
- 2. Lodging, meals and related travel expenses – direct expenses multiplied by 1.15



**B. Communications Fee**

In-house costs for phone, e-mail, fax, regular postage, walk-up copier, and records retention – project labor charges multiplied by 3%

**C. Printing/Reproduction Rates**

Item	Rate/page
8 1/2 x 11 b/w	\$0.05
11 x 17 b/w	\$0.10
8 1/2 x 11 color	\$1.00
11 x 17 color	\$1.50
Covers	\$0.50
Binding	\$1.00
HP Plotter	\$25.00
CD	\$10.00
Digital Photography	\$20.00 (up to 50 images)

**D. Equipment Rates**

Item	Rate/Day	Rate/Week	Rate/Month
<b>Project Specific Equipment:</b>			
Vehicles – Standard size	\$ 40 <sup>a</sup>	\$ 180	
Vehicles – 4x4 /Truck	85		
Laptop Computers	50	200	\$ 500
LCD Projector	200	600	
Noise Meter	50		
Electrofisher	300	1,200	
Sample Pump	25		
Auto Level	40		
Total Station	200	600	
RTK-GPS	300	1,200	
RTS-GPS Smartnet Subscription	50	200	
Field Traps	40		
Digital Planimeter	40		
Cameras/Video/Cell Phone	20		200
Miscellaneous Small Equipment	5		
Computer Time (i.e. GIS)	120 <sup>b</sup>		
Trimble GPS	75	350	900
Tablet GPS	100	400	1,000
Laser Level	60		
Garmin GPS or equivalent	25		250
Stilling Well / Coring Pipe (3 inch aluminum)	\$3/ft		
Wildlife Acoustics Bat Detector	\$125	\$400	
<b>Hydrologic Data Collection, Water Current, Level and Wave Measurement Equipment:</b>			
ISCO 2150 Area Velocity Flow Logger	\$ 25	\$ 100	\$ 400
Logging Rain Gage	10	40	125
Marsh-McBirney Hand-Held Current Meter	50	200	
FloWav Surface Velocity Radar	50	200	

Item	Rate/Day	Rate/Week	Rate/Month
Logging Water Level - Pressure Transducer	10	40	125
Logging Barometric Pressure Logger	10	40	125
Well Probe	20	80	
Bottom-Mounted Tripod / Mooring	25	100	400
Handheld Suspended Sediment Sampler	20		250
<b>Water Quality Equipment:</b>			
Logging Turbidimeter/Water Level Recorder	\$ 25	\$ 100	\$ 400
In-Situ Troll 9500 logging water quality multiprobe		200	800
Logging Temperature Probe	3	10	40
Hach Hand-Held Turbidimeter Recording Conductivity Meter w/Datalogger	50	200	
Refractometer	20	80	
YSI Hand-Held Salinity Meter or pH meter	30	120	
Hand-Held Conductivity/Dissolved Oxygen Probe (YSI 85)	40	160	
Water Quality Sonde			800
YSI 650 with 6920 Multi Probe	180	500	1500
ISCO 6712 Portable Sampler w/ISCO 2105 Module	40	250	900
<b>Sedimentation / Geotechnical Equipment:</b>			
Peat Corer	\$ 75	\$ 300	
60lb Helly-Smith Bedload Sampler with Bridge Crane	175	700	
Suspended Sediment Sampler with Bridge Crane	75	300	
Vibra-core	100	400	
Shear Strength Vane	50	200	
Auger (brass core @ \$ 5/each)	20	80	
<b>Boats:</b>			
14 foot Aluminum Boats with 15 HP Outboard Motor	\$ 100	\$ 400	
Single or Double Person Canoe	30	120	
17' Boston Whaler w/ 90 HP Outboard	500	2,000	
<small>                     a Actual project charges will be either the IRS mileage reimbursement rate or the daily rate, whichever is higher.                      b GIS computer time will be charged at \$15.00 per hour.                 </small>			

### III. Subcontracts

Subcontract services will be invoiced at cost multiplied by 1.15.

### IV. Other

There shall be added to all charges set forth above amounts equal to any applicable sales or use taxes legally levied in lieu thereof, now or hereinafter imposed under the authority of a federal, state, or local taxing jurisdiction.



**ENVIRONMENTAL  
VISION**  
2550 NINTH STREET  
S U I T E 2 0 5  
BERKELEY CA 94710  
5 1 0 . 5 4 0 . 4 8 8 2  
F A X 5 1 0 . 5 4 0 . 1 1 5 4

### **Firm Profile**

Environmental Vision provides specialized planning and design consulting services which address the aesthetics and public perception of environmentally sensitive projects. The firm has extensive experience in preparing visual assessments and mitigation plans for a variety of projects within sensitive and scenic viewsheds located in desert, forest, and coastal landscapes as well as urban and historic districts. In addition to expertise in CEQA and NEPA documentation requirements, Environmental Vision staff is highly familiar with federal and state agency procedures for visual impact evaluation including the U.S. Bureau of Land Management and the U.S. Forest Service, the Federal Energy Regulatory Commission, the California Energy Commission, and the California Public Utility Commission.

Environmental Vision has completed visual and aesthetic studies for over 100 infrastructure improvement projects ranging from power generation facilities such as wind, solar and natural gas fired power generation facilities to highway and rail corridor improvements to pipeline and electric transmission lines located throughout California and the western United States. Firm experience also includes a wide variety of mixed use and urban infill development projects. Current assignments include preparing an in-depth visual assessment with visual simulations for a soil remediation project located near tribal land along the Colorado River in San Bernardino County. Additional projects include the Pulgas Discharge Channel Modifications in San Mateo County the East Bay Municipal Utility District Water Treatment and Transmission Improvement System Improvement project EIR in Contra Costa and Alameda Counties. Additional projects include the One Quarry Road Development in Brisbane, the Wheeler plaza Development in San Carlos, the Valero Pipeline MND in Martinez; and the Kaiser Master Plan in Oakland and the San Francisco General Hospital Expansion EIR.

The firm's technical approach integrates computer-assisted visualization and communication tools with systematic and defensible analytical and mitigation design methods. Environmental Vision computer simulation techniques provide a powerful tool for project planning, design, impact assessment and public outreach. The firm's visual simulation capability is unique in several respects. Specialized techniques in site analysis, photo documentation, computer modeling, and computer rendering are employed to achieve a high level of accuracy and realism. Most importantly Environmental Vision's computer-generated visual simulation methods embody in-depth professional expertise in environmental planning, design, and visual analysis.

A certified Small and Women Business Enterprise, Environmental Vision has a strong track record in providing responsive, cost-effective professional services to public and private sector clients.

**ENVIRONMENTAL  
VISION**

2550 NINTH STREET  
S U I T E 2 0 5  
BERKELEY CA 94710  
5 1 0 . 5 4 0 . 4 8 8 2  
FAX 510.540.1154

**Environmental Vision  
Schedule A - Billing Rates  
January 2015**

**Professional Staff**

	Hourly Billing Rate
M. Gale	\$172
C. Cornwall	\$152
Staff	\$94

**Equipment**

Cameras (digital, 35mm, large format)	\$50/Day
Video (digital)	\$80/Day

**Direct Charges**

Reimbursable expenses will billed including graphic reproduction, equipment rental, travel, parking, courier service, postage..

**Invoices**

Invoices for time and materials will be submitted monthly, either as a partial or final billing, and will be payable upon receipt unless other arrangements have been made in advance.



## **CAMPBELL & CAMPBELL**

Campbell & Campbell is a multidisciplinary site and environmental design and planning services corporation noted for excellence in integrated urban, architectural and landscape architectural design, emphasizing resilience, security and sustainability. We have extensive experience with the process of planning, design, documentation, construction administration and management for the public, corporate and institutional sector. These include site infrastructure for industrial, transit, research and academic, commercial, mixed-use urban core and civic center, cultural, museum and entertainment destination complexes; sports venues, street, transit and highway corridor and bridge and tunnel projects and other critical facilities for federal, state, regional and local entities throughout the western United States and internationally.

These efforts encompass the full range of services, involving all aspects of the planning and design process, including environmental documentation and permitting, utilities coordination, urban and site amenity design, planning and design for access control and site security systems, site grading for universal public, service and emergency access, integrated water management and environmental restoration. Campbell & Campbell has participated in the evolution of the environmental context of many projects of significance in high profile public, corporate and institutional settings, all centering on the resolution of complex technical challenges and projection of on-going environmental responsibility, identity and image through interdisciplinary team efforts.

Public sector clients include the United States GSA and DHS, the State of California CALTRANS and Coastal Conservancy; and numerous regional and local entities including the Port of Los Angeles; LACMTA; counties of Los Angeles and Santa Barbara; and cities of Los Angeles, San Diego, Pasadena and Santa Barbara. Institutional clients include Caltech; Pomona College; Stanford University; and the University of California at Irvine, Los Angeles and Santa Barbara. Corporate clients include AMGEN, Audubon, BALLYS, CATELLUS, Howard Hughes Realty, SONY Pictures Studios, SUMMA Corporation, and Walt Disney Imagineering. International clients include the Government of the United Kingdom and GLC, Shanghai, China.

Our work has been recognized with planning and design honors from the American Planning Association, American Institute of Architects and the American Society of Landscape Architects; and commendations from public agencies and environmental and advocacy organizations, including the United States Congress, International Waterfront Center, California State Legislature, State Coastal Commission, State Coastal Conservancy, Regional Water Quality Control Board, California Department of Rehabilitation for Excellence in Design for Universal Access, County of Los Angeles for Excellence in Environmental Restoration, and LEEDS™ Highest Platinum Honors from the United States Green Building Council.

Campbell and Campbell has a record of over twenty-five years of successful collaboration with our partners, clients, regulatory agencies and consultants, and the public at large, working cooperatively to achieve technically and scientifically sound and cost-effective outcomes for a wide range of projects, including high profile environmentally and politically complex coupled natural and human systems. .

Campbell & Campbell is certified by the State of California Unified Certification Program (UCP Firm ID 34765) DBE and by the Los Angeles County Metropolitan Transportation Authority (LACMTA) (Metro # 4706 - DBE/SBE/WBE) NAICS codes 17382 (Security Systems Services) 541310 (Architecture) 541320 (Landscape Architecture) , 541620 (Planning) , 561621 ( Environmental Services) ; The firm's Principals are Registered by the California Architects Registration Board (CA #13502) , (CA #1707).

**CAMPBELL & CAMPBELL**

**PROFESSIONAL/TECHNICAL HOURLY RATES  
2015**

PRINCIPAL	\$200
ASSOCIATE	150
PROJECT MANAGER	120
PLANNER/ARCH II	90
PLANNER/ARCH I	60
TECH II	90
TECH I	60





## Metis Environmental Group

437 Alcatraz Avenue  
Oakland, CA 94609

March 25, 2015

Mr. John Sweicki, AICP  
Community Development Director  
City of Brisbane  
50 Park Place  
Brisbane, CA 94005

**SUBJECT: Proposal for Preparation of the Recology Modernization and Expansion Final EIR**

Pursuant to the provisions of CEQA, Metis Environmental Group, LLC (Metis) will prepare the Final EIR for the Recology Modernization and Expansion project, including:

- An introduction describing CEQA requirements and the project's environmental review process;
- Enumerated comments from all comment letters received by the City on the Draft EIR, along with enumerated comments from speakers at public meetings, if any, to be held by the City to receive comments on the Draft EIR;
- Responses to all comments on the Draft EIR presented in writing or during public meetings, if any, to receive EIR comments;
- A listing of revisions to the Draft EIR; and
- Incorporation of any required revision to EIR text into the Draft EIR in an underline – strikeout format.

Metis will be responsible for responses to comments for all issues, as well as for preparation of the Final EIR, Mitigation Monitoring and Report Plan, and CEQA findings. In addition to the Final EIR, the following scope of work provides for project management, meetings, preparation of needed CEQA findings, and assistance with CEQA procedural matters.

### Task 1. Administrative Draft Response to Comments

All of the comments will be reviewed and enumerated. Written responses to each of these comments will be prepared, including "master responses," along with necessary changes to the Draft EIR to create



## Metis Environmental Group

437 Alcatraz Avenue  
Oakland, CA 94609

an Administrative Response to Comments document. The Administrative Response to Comments document will include:

- An introduction identifying commenting agencies, organizations, and members of the public;
- Enumerated comment letters and transcripts of comments on the Draft EIR received at public meetings, if any, held to receive comments on the Draft EIR; and
- Responses to all comments on substantive environmental issues presented in the Draft EIR.
- Responses to comments will involve explanation, clarification, or amplification of the contents of the Draft EIR; needed revisions to the Draft EIR; and, where appropriate, discussion of the implications of issues raised in comments and responses on the project's planning review. Pursuant to CEQA Guidelines Section 15088 (a), written responses to all "comments on environmental issues received from persons who reviewed the draft EIR" will be prepared. Comments received during the public review period that do not address environmental issues will be acknowledged along with an explanation as to why a detailed response is not being provided.
- Revise responses to comments and graphics per the City's review of proposed responses.

### Task 2. Mitigation Monitoring and Reporting Program

A draft MMRP will be prepared for City review and comment in accordance with Section 15063 of the CEQA Guidelines. The MMRP will be prepared in an agreed-upon format and will consist of all mitigation measures set forth in the EIR, as well as project features that serve to reduce or avoid significant impacts. For each such measure, the MMRP will identify:

- Timing/frequency of the mitigating action;
- The specific party with responsibility for ensuring implementation of the mitigation measure;
- Delineation of responsibility for mitigation monitoring;
- Verification of compliance.

The draft MMRP will be submitted to the City for review. Following receipt of comments, the MMRP will be revised for publication. If requested, the MMRP will be bound with the final Response to Comments document.

### Task 3. Administrative Draft Final EIR

The revised responses to comments will be incorporated into an Administrative Final EIR and provided to the City for review. The Administrative Final EIR will include:





## Metis Environmental Group

437 Alcatraz Avenue  
Oakland, CA 94609

- An introduction describing CEQA requirements and the project's environmental review process;
- Enumerated comment letters received by the City on the Draft EIR, along with enumerated comments from speakers at any public meetings held by the City to receive comments on the Draft EIR along with responses to each of those comments (Completed in Task 1); and
- A listing of revisions to the Draft EIR.
- Compile revised response to comments along with an introduction and summary of all revisions to the Draft EIR into an administrative Final EIR for City Review. A total of 6 hardcopies and 10 digital versions will be provided.

Based on City comments, the Administrative Final EIR will be revised and readied for use in Planning Commission and City Council hearings. A total of 10 hardcopies and 15 digital versions will be provided.

### Task 4. Findings of Fact and Overriding Considerations

To assist the Planning Commission and City Council in their review of the Recology Modernization and Expansion project and its Final EIR, written Findings of Fact will be prepared pursuant to section 15091 of the State CEQA Guidelines. The Findings will include a specific finding for each significant impact of the project, describing the nature and significance of the impact, the status of mitigation, and the rationale for any mitigation that is to be rejected or that lies in the authority of another jurisdiction.

If needed to support a City Council action to approve all or a portion of the proposed project or an alternative to the project, a Statement of Overriding Considerations will be prepared consistent with the requirements of section 15093 of the State CEQA Guidelines. The Statement of Overriding Considerations would describe the reasons for such approval despite the occurrence of significant and unavoidable impacts. Should a Statement of Overriding Considerations be needed, it is anticipated that it would identify a range of economic, employment, and social considerations. Since CEQA requires that the Statement of Overriding Considerations be based on substantial evidence, it is assumed that the basis for the Statement of Overriding Considerations would be found in financial, fiscal, and other economic studies undertaken by the City or Recology.

The Findings of Fact and the Statement of Overriding Considerations will be drafted as companions to other "decision" documents developed for the project approval process, such as the City Staff Report, draft resolutions, and similar documents.

A draft version of the Findings and Statement of Overriding Considerations will be prepared review by the City. Based on City comments, these documents would be finalized.





## Metis Environmental Group

437 Alcatraz Avenue  
Oakland, CA 94609

### Task 5. Communication and Coordination

At the request of the City, the consultant will provide assistance in addressing various CEQA, planning, or process issues.

### Task 6. Project Communication and Coordination

To assist the City in assembling the administrative record for the Recology Modernization and Expansion project, a Final EIR binder will be assembled, which will include the following:

- Draft EIR, as modified by the Final EIR, including all appendices;
- Final EIR, which includes the comments received, responses to comments, changes to the Draft EIR and information added to the Draft EIR by the City as Lead Agency;
- City Council Resolution Certifying the EIR and adopting the Mitigation Monitoring Program for the project;
- CEQA Findings of Fact and Statement of Overriding Considerations for the project (if adopted);
- Mitigation Monitoring and Reporting Program (MMRP); and
- Any additional materials, such as Errata, requested by the City.

### Task 7. Project Communication and Coordination and Contingency

The project budget provides for a total of 10 meetings with City staff through the preparation of the Final EIR and public hearings, along with a weekly telephone conference. Attendance of two consultant team staff members at meetings and telephone conferences is anticipated.

In addition, two consultant team staff members will attend up to 5 workshops and public hearings related to consideration of certification of the EIR and review the project itself.

The level of effort presented in this proposal is being established prior to release of the Draft EIR and as such we cannot confirm the number of comments or the level of complexity of the comments. Should additional resource-specific data analysis or CEQA analysis become necessary or if the number and level of complexity of the comments and planning process require a level of effort that exceeds our estimate, we have included a \$70,000 contingency in our budget presented below.





# Metis Environmental Group

437 Alcatraz Avenue  
Oakland, CA 94609

<b>Final EIR Preparation Costs</b>		
<b>Task 1</b>	Response to Comments	19,500
<b>Task 2</b>	MMRP	12,250
<b>Task 3</b>	Final EIR	15,400
<b>Task 4</b>	Findings of Fact and Statement	3,800
<b>Task 5</b>	CEQA/Planning Coordination	40,000
<b>Task 6</b>	Assemble Administrative Record	12,500
<b>Task 7</b>	Project Management, Meetings and Public Hearings	
	<b>Labor Cost</b>	\$103,450
	<b>Reimbursable Expenses</b>	\$9,250
	<b>Total Cost</b>	\$112,700
	<b>Contingency</b>	\$70,000
	<b>Grand Total</b>	\$182,700