Bayshore Sanitary District

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Comm. Dev. Dept. Brisbane

5 November 2012

Mr. John Swiecki
Principal Planner
City of Brisbane
Community Development Department
50 Park Place
Brisbane, CA 94005

Subject: Brisbane Baylands Project EIR
Notice of Preparation

Dear Mr. Swiecki:

The Bayshore Sanitary District would like to offer the following specific comments relative to the Revised Notice of Preparation that was published on 22 October 2012:

- On Page 6 reference is made to a 0.1 acre sewer pump station owned by the Bayshore Sanitary District. While the District does own this property, there is no operating pump station at this location.

- Figure 3 shows 2 pump stations of the District. The one further to the east is the one referenced on Page 6 and is not operational. The District Carlyle Pump Station is correctly shown near the intersection of Industrial Way and Bayshore Blvd. and is the only operating pump station of the District.

- Page 16 references a 30-year construction period with construction occurring in phases during which time utility relocations will be required. These utility relocations would include portions of the District's collection system along Industrial Way and Tunnel Avenue. These relocations will need to be coordinated with the District.

- Page 18 lists Interagency Cooperation Agreements. The Bayshore Sanitary District needs to be added to this list.

Very truly yours,

BAYSHORE SANITARY DISTRICT

Thomas E. Yeager
Kennedy/Jenks Consultants
District Engineer

cc: Joann Landi, BSD
John Bakker, District Legal Counsel
Iris Gallagher, Board President

Francisco, the entire Project Site consists of 597 acres of land area and 136 acres of lagoon, for a total 733 acres.

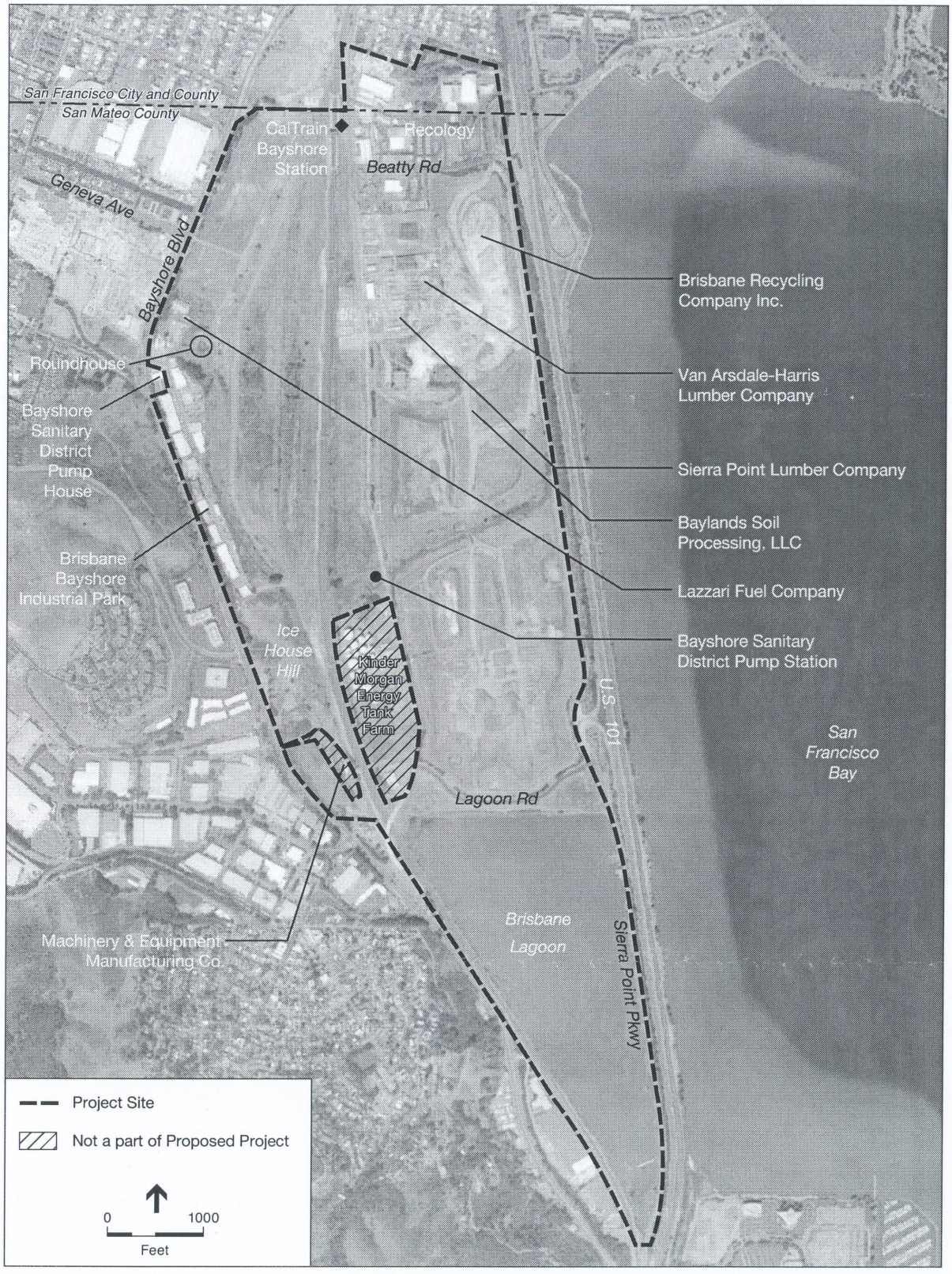
The Project Site is bisected in the north-south direction by the Caltrain railroad tracks and in the east-west direction by a central drainage channel, which is a part of the Visitacion Creek alignment. The majority of the Project Site is flat or gently sloping toward the Bay, with an elevation range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

The western portion of the Project Site encompasses approximately 228 acres and is bounded on the west by Bayshore Avenue, on the south by Tunnel Avenue, on the east by the Caltrain railroad tracks, and on the north by the City of San Francisco. This portion of the site is dominated by a former railyard area, which was operated by Southern Pacific Railroad and served freight train activity into and out of San Francisco between 1914 and 1960. The majority of this area is vacant with remnant buildings, including the Railroad Roundhouse which is designated as an historic structure on the National Register of Historic Places and the Lazzari Fuel Company Building, now used as a charcoal warehouse. The westerly portion of the site also includes a 261,400 square foot industrial park and a 0.1-acre sewer pump station owned by the Bayshore Sanitary District. This portion of the site also contains a natural feature know as Ice House hill, which represents a segment of the historical bay margin wherein areas of native vegetation types, including coastal scrub and perennial grasslands, are present. A stable for boarding horses is located northerly slope if Ice House Hill.

The eastern portion of the Project Site is the former Brisbane landfill, operated as a municipal landfill from the 1930s to the mid 1960s (See **Figure 2**). Encompassing 345 acres, this area is generally bounded on the west by the Caltrain railroad tracks, the City and County of San Francisco on the north, U.S. 101 on the east, and Brisbane Lagoon on the south. Uses located within this portion of the Project Site include the Recology solid waste transfer facility, Sierra Point Lumber and Van Arsdale-Harris Lumber, Brisbane Recycling (rock and concrete crushing operation); and Baylands Soils Processing facility The Bayshore Caltrain Station is located at the north end of the Project Site, straddling the existing Caltrain Station.

A number of small interim uses occur within the Project Site including a native plant nursery south of Ice House Hill, a billboard along U.S. 101 near the northerly site boundary, and the use of a small concrete pad near the Roundhouse for the storage and rehabilitation of an historic rail steam engine. The City of Brisbane has also periodically allowed short term temporary uses to occur within the Baylands subarea, subject to the provisions of the Brisbane Municipal Code. Such uses include special event parking for San Francisco 49er home games and for the Grand National Rodeo held at the Cow Palace in Daly City. Existing uses on the Project Site are shown in **Figure 3**.

Two areas are located within the Project Site boundaries, but are not a part of the proposed Project (see **Figure 3**). These are the Kinder Morgan Energy Partners Brisbane Terminal (a petroleum



SOURCE: Wallace Roberts & Todd, LLC, 2010

Brisbane Baylands . 206069

Figure 3
Existing Project Site

accounts for changes within OID's service area over the next 20 years, including water demand decreases due to land use changes from agriculture to urban and pasture to orchards, and water supply increases resulting from infrastructure improvements. As such, the WRP anticipates an increase in water supplies made available for transfer or annexation from 30,000 acre-feet to 50,000 acre-feet for firm water transfers, and from 11,000 acre-feet to 17,000 acre-feet for variable water transfers, resulting in a total volume (firm and variable) of available water equal to approximately 67,000 acre-feet by 2030. A "firm water transfer" is defined in the WRP as the quantity of water that would be made available in all water years irrespective of the hydrologic yield of the basin, as is reflected in the water transfer agreement between OID and the City of Brisbane.

In accordance with the WRP, the volume of water OID has committed to transfers to date totals 27,400 acre-feet, including Brisbane and another entity. This amount is approximately 13,600 acre-ft less than the amount that OID has historically transferred and approximately 39,600 acre-ft less than what OID expects to be available for transfer following complete implementation of the WRP. Because only existing diversion rights and existing facilities will be used for the proposed water transfer, the area of impact is limited to the movement of water through existing facilities. Any physical impacts related to the transfer of water within OID's system are accounted for in the WRP PEIR.

Construction Period Activities

Complete construction of any of the four Concept Plan scenarios would occur over an approximately 30-year period. Remediation of contaminated soil and groundwater at the Project Site would occur during the first phase of development, prior to initiation of any infrastructure development or building construction. Under all of the proposed Concept Plans, preparation of the Project Site for development would include the demolition and deconstruction of all non-historic buildings not intended for long-term reuse, site structures (retaining walls, utility structures), streets and pavements, existing utilities, and landscape elements that are incompatible with the proposed land development program and design. The buildings to be demolished or deconstructed are primarily of wood, masonry, and concrete construction and were formerly used for administration, railyard maintenance, and industrial operations. Demolition/deconstruction would occur in phases in conjunction with projected building construction phases and with required environmental remediation and landfill closure. Phasing of such activities would allow the existing utility services, vehicular access areas, and vegetation to remain in place as long as possible in order to reduce disruption to existing uses within the Baylands.

Proposed grading for the former landfill area is based on the large amount of existing fill in the area and the anticipated settlement of the landfill waste and underlying Bay Mud. The estimated amount of settlement that would need to be accommodated is approximately 18 to 30 inches over a 30-year time period. Larger amounts of settlement may require continued maintenance and more frequent repairs, as well as re-grading of site improvements. Based on the anticipated settlement ranges for finished grades between elevations 21 to 26 feet above sea level, a conceptual grading plan was completed for the former landfill area. In order to achieve the conceptual proposed finished grades, grading operations would include approximately 4,475,000 cubic yards of cut, inclusive of the 700,000 cubic yards of soil that have been added to

- Interagency Cooperation Agreements to coordinate and implement roadway and utility improvements:
    - City and County of San Francisco: Expansion of the Recology site, roadway and transit facilities improvements, sewer and water supply infrastructure improvements.
    - City of Daly City: Public services (fire stations, utility infrastructure, roadways, and intersection improvements.
    - San Francisco County Transportation Authority: Transportation corridors and transit facilities improvements.
    - San Mateo County: Regional transportation facilities and roadway improvements; regional utility infrastructure improvements.
- San Francisco Bay Conservation and Development Commission (BCDC) Design Review approval and permit for development within the 100-foot shoreline band. The lagoon and Visitacion Creek are both subject to tidal action from the San Francisco Bay. Any development that occurs within the 100-foot shoreline band of these features requires BDCD review.
- Streambed Alteration Agreement (California Department of Fish and Game [CDFG]) and Section 404 permit (United States Army Corps of Engineers [Corps]) for activities in or around Visitacion Creek as part of the closure requirements of the RWQCB.
- Water quality certification, National Pollutant Discharge Elimination System (NPDES) permit, and waste discharge requirement compliance (RWQCB).
- Air quality permits (BAAQMD).
- Incidental Take Permit, if necessary, for special-status species (CDFG).
- State Lands Commission approvals, if necessary. Portions of the Project that occupy filled and unfilled tidelands and submerged lands sold into private ownership by the State Lands Commission, and that remain submerged or subject to tidal action, are subject to a Public Trust easement retained by the state. Any portion of the Project located within the Guadalupe Canal would require a lease from State Lands Commission.
- California Public Utilities Commission approval to modify an existing highway rail crossing or to construct a new crossing.
- Encroachment permits if construction occurs in right-of-way owned by the California Department of Transportation (Caltrans District 4) or the Peninsula Corridor Joint Powers Board (Caltrain).
- City and County of San Francisco design permits and grading and building permits for expansion of the Recology facility.