REVISED NOTICE OF PREPARATION
of an Environmental Impact Report for the Brisbane Baylands Project City of Brisbane
(*Previous SCH #2006022136, February 24, 2006*)

Notice is hereby given that the City of Brisbane will be the Lead Agency and will prepare a programmatic Environmental Impact Report (EIR) for the Brisbane Baylands Project ("Proposed Project"). The City of Brisbane is requesting comments on the scope and content of this EIR.

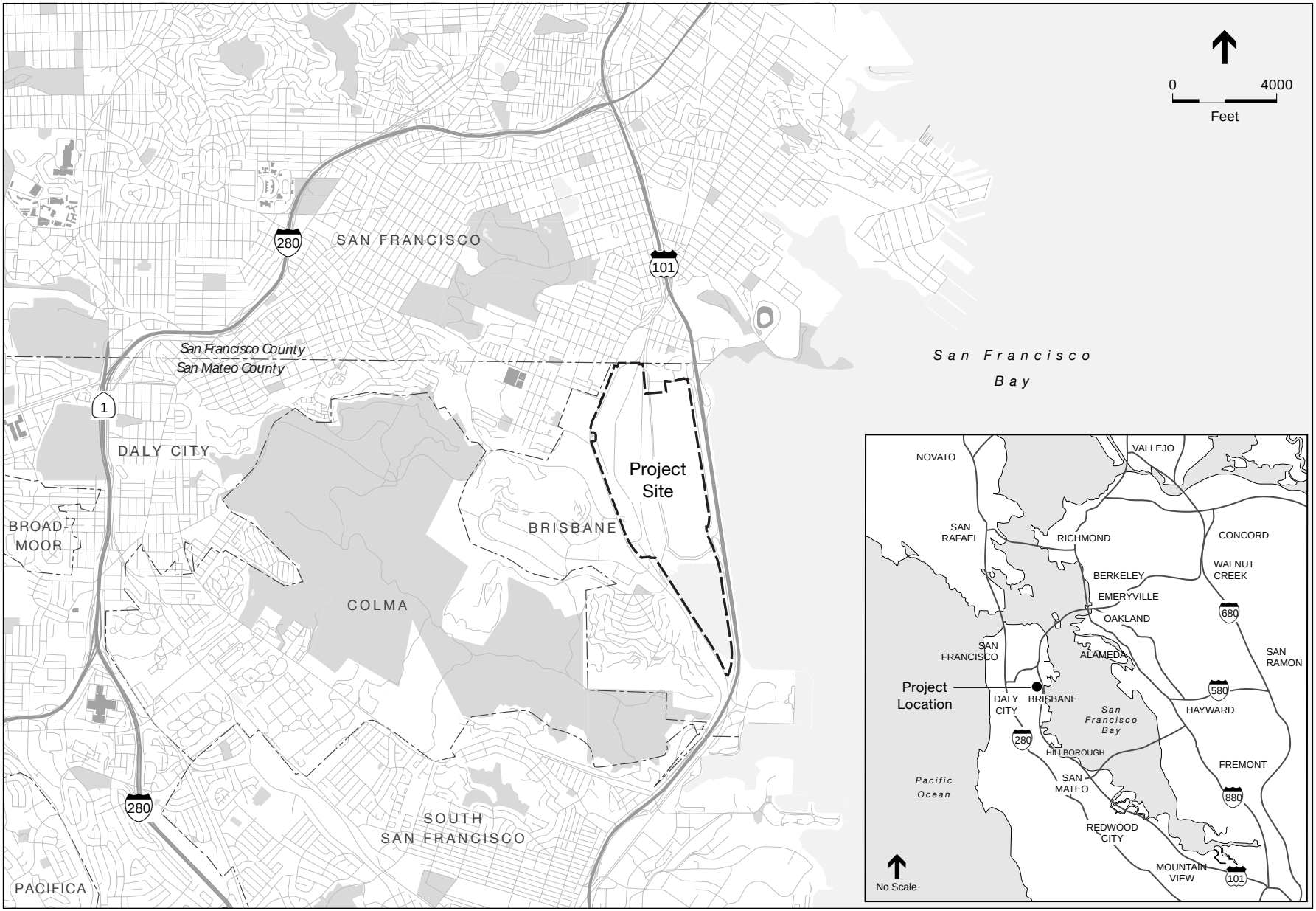
A Scoping Session will be held on Tuesday, January 4, 2011 at 7:00 pm, at Mission Blue Center, 475 Mission Blue Drive, Brisbane, CA. The Scoping Meeting is part of the EIR scoping process during which the City solicits input from the public and agencies on specific topics that they believe should be addressed in the environmental analysis. Written comments on the scope of the EIR may be sent to:

John Swiecki, AICP
Community Development Director
City of Brisbane
50 Park Place, Brisbane, CA 94005
Fax: 415.467.5547
Email: eir@ci.brisbane.ca.us

Due to the time limits mandated by State law, comments must be received ***no later than 30 days*** after receipt of this notice. The review period is from December 10, 2010 through January 10, 2011.

Project Location

The Proposed Project site ("Project Site"), identified as the Brisbane Baylands, is located within the City of Brisbane in the northeast corner of San Mateo County. The Project Site is bounded on the north by the border of the City of San Francisco and Recology property (formerly Nor-Cal Waste), on the east by Highway 101 ("U.S. 101"), on the west by Bayshore Boulevard, and on the south by Brisbane Lagoon (see **Figure 1**).



SOURCE: ESA

Brisbane Baylands . 206069

Figure 1
Project Site Location

Project Description

The 1994 City of Brisbane General Plan requires the preparation of a specific plan prior to the approval of any development within the Brisbane Baylands. The landowner and Project Applicant, Universal Paragon Corporation ("Project Applicant"), has submitted a specific plan application to the City of Brisbane ("Lead Agency"), proposing approximately 7 million square feet of office/ retail /industrial/ institutional uses, 5 million square feet of residential (4,434 residential units) and approximately 205 acres of upland open space/open area and related grading and infrastructure. The Project Applicant's proposal is identified in this NOP as the Developer-Sponsored Project.

As described in the Project History section of this NOP, a Community Preferred Plan has also been proposed for the project site which will be evaluated in the forthcoming Draft EIR at the same level of detail as the applicant's proposal. The Community Preferred Plan includes up to approximately 8 million square feet of office/industrial/commercial/ institutional space, no residential developmentn and approximately 330 acres of open space and related grading and infrastructure. Both development scenarios are described in more detail under "Proposed Land Uses."

Project History

In 2005, the Project Applicant submitted a draft specific plan which encompassed a smaller geographic area than the current plan and included a different mix of land uses. The City of Brisbane issued a Notice of Preparation (SCH # 2006022136) on February 24, 2006 for the prior proposal. The 2006 NOP and NOP responses can be viewed at http://www.brisbaneca.org/ baylands/eir-process/ notice-preparation and remain on file. This revised NOP is being issued to reflect both the change in project description and the identification of a Community Preferred Plan to be studied in the forthcoming EIR, and in recognition of the time that has elapsed since the NOP was originally published.

Site Description

The Project Site for the Developer-Sponsored Project includes approximately 573 acres of upland area and 111 acres of lagoon (i.e. water area), totaling 684 acres (**Figure 2**). 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 Project Site is divided into two distinct areas: the former landfill and the former Southern Pacific Bayshore Railyard. **Figure 3** shows the boundaries of these former areas. The former landfill area consists of approximately 345 acres and is bound on the west by the Caltrain railroad tracks, on the east by U.S. 101, on the north by Beatty Avenue and Recology, Inc.[1] property, and on the south by Brisbane Lagoon. The landfill operated from the early 1930s through the mid 1960s as a depository for municipal solid waste. After the landfill closed in 1967, the landfill site was, and continues to be, used for soil and construction material recycling.

[1] Formerly Nor-Cal Waste site. Nor-Cal Waste officially changed its name to Recology, Inc. in April 2009.

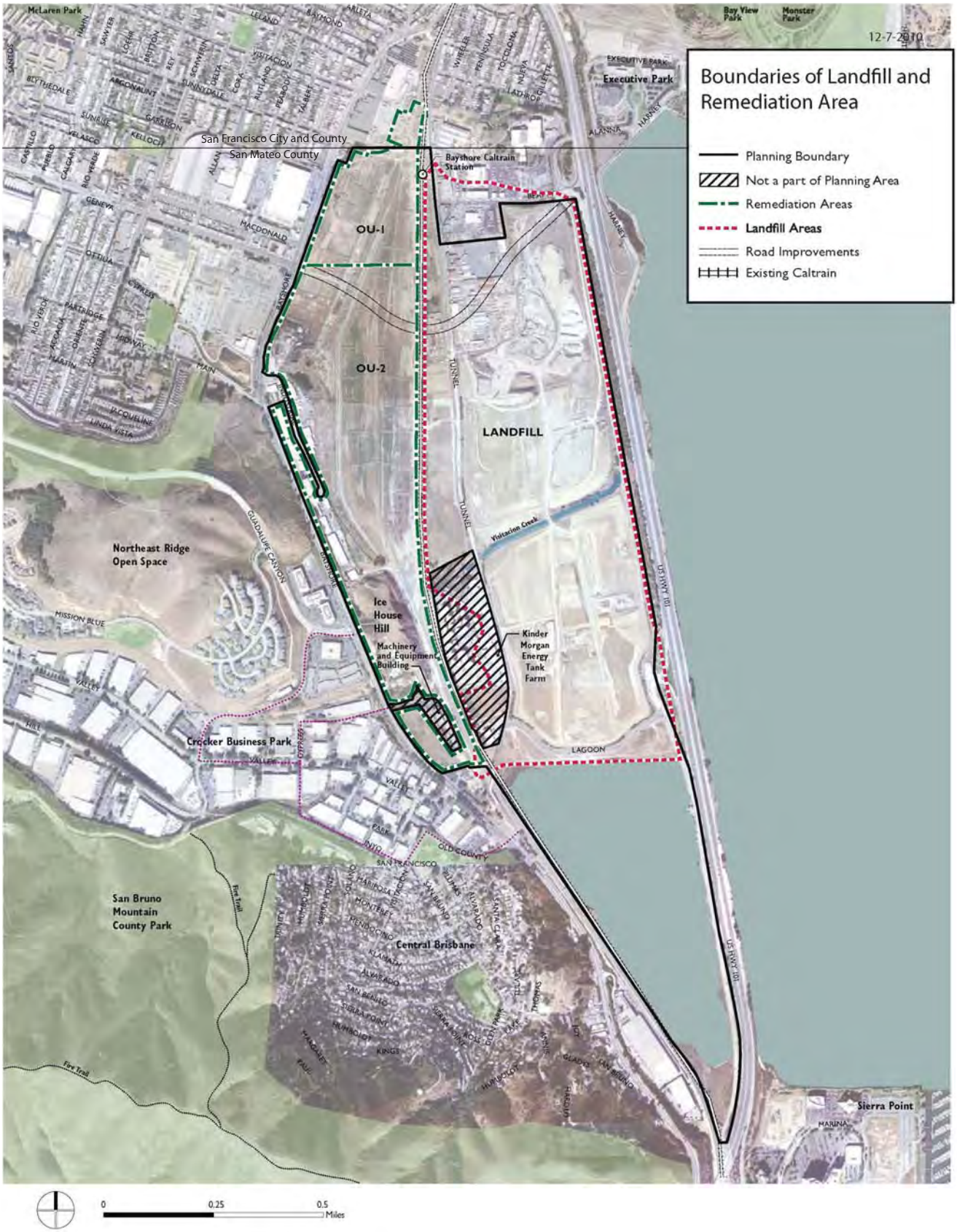


SOURCE: Wallace Roberts & Todd, LLC, 2010; Recology

Brisbane Baylands . 206069

Figure 2

Project Site Existing Land Uses



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

Figure 3
Boundaries of Landfill and Remediation Areas

The former railyard consists of approximately 228 acres and is bound 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 railyard 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 remaining. For purposes of regulatory oversight the railyard is divided into 2 separate Operable Units (see Figure 3). Operable Unit 1 (OU-1) is under the jurisdiction of the State Department of Toxic Substances and Operable Unit 2 (OU-2) is under the jurisdiction of the Regional Water Quality Control Board.

Currently, the Project Site is largely undeveloped. Existing uses on the site include two lumberyards, a cooking fuels and equipment manufacturing/distribution company, an industrial park, a rock and concrete crushing operation, a soils processing operation and associated construction equipment parking.

Two areas are located within the Project Site boundaries, but are not a part of the Proposed Project (see Figure 2). These are the Kinder Morgan Energy Partners Brisbane Terminal (a petroleum storage facility), and Machinery and Equipment Company (used processing equipment resale). These uses will remain. Other land uses that share a border with the proposed developable area include the Recology solid waste recycling and transfer facility to the north and the North County Fire Authority Station Number 81 to the west.

Proposed Land Uses

As noted previously, there are two distinct land use scenarios under consideration, each of which also has its own variant. The two scenarios, listed and described below, will be addressed and analyzed for CEQA compliance in the main body of the EIR.

Scenario 1: Developer-Sponsored Project
Variant: Entertainment Variant

Scenario 2: Community Preferred Plan
Variant: Recology ExpansionVariant

The Developer-Sponsored Project (DSP) and the Community Preferred Plan (CPP), along with their associated variants, will be analyzed at an equal level of detail in the EIR, and are described below.

Developer-Sponsored Project (DSP)

The DSP, proposed by the property owner, would allow for the development of 12,096,300 square feet of new land uses, 142,500 square feet of relocated existing lumberyard use and removal of the 231,400-square-foot Brisbane Bayshore industrial park. **Figure 4** presents the Proposed Land Uses for the DSP. The DSP includes residential, retail, office, campus research and development, public/civic/cultural center, institutional, industrial/warehouse, and open space/area. **Table 1** presents a summary of the proposed land uses. The Sierra Point Lumber and Plywood Company and the Van Arsdale-Harris Lumber Company are proposed to be relocated within the Project Site. The existing Roundhouse and Lazzari Fuel Company buildings would be renovated as part of a public use/civic/cultural center. Total net new land use with the DSP is 11,722,400 square feet.

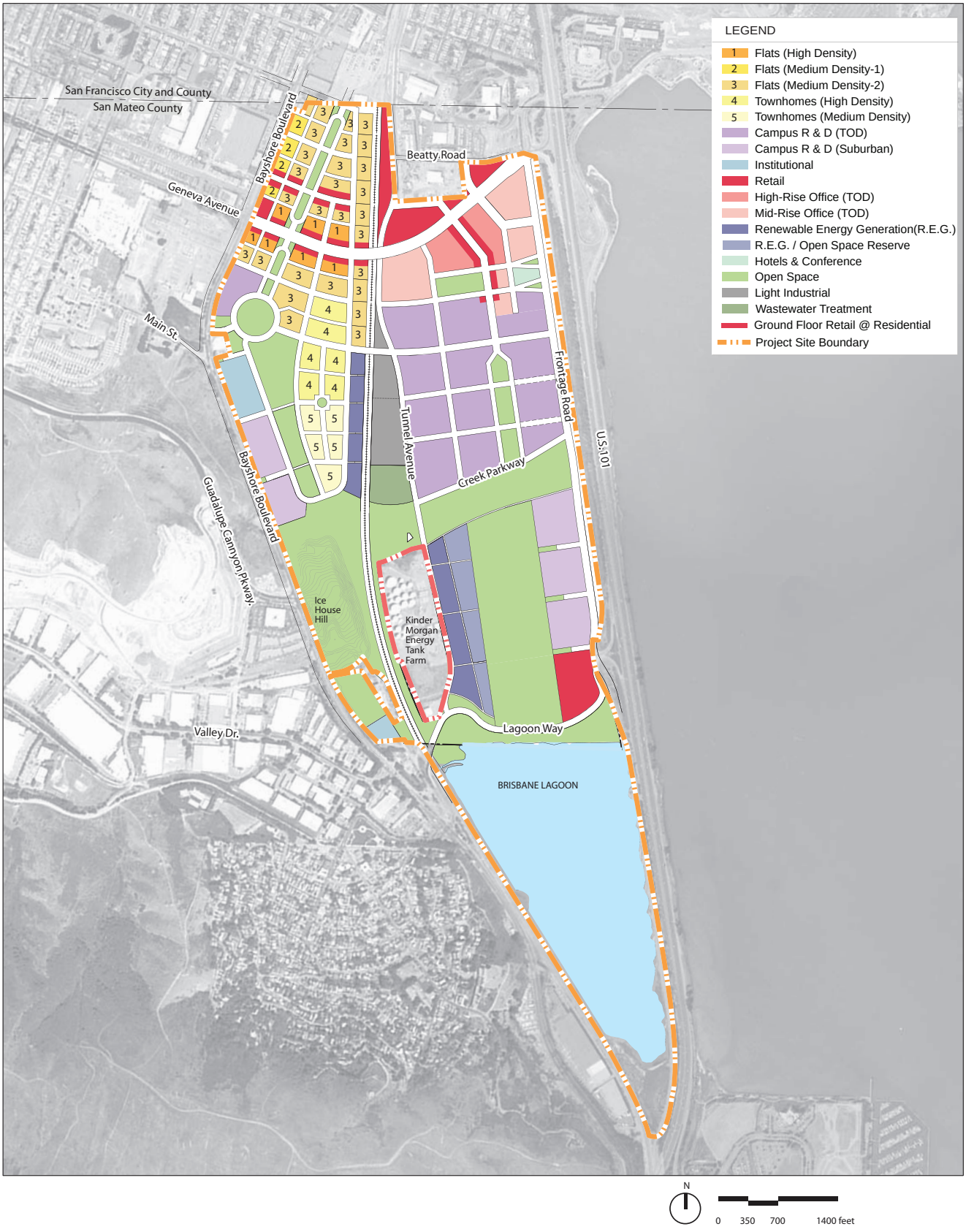
TABLE 1
PROPOSED LAND USES FOR BRISBANE BAYLANDS PROJECT SITE

Component	Developer-Sponsored Plan		Community-Preferred Plan	
	Plan	Entertainment Variant	Plan	Recology Variant
Site Acreages	Acres	Acres	Acres	Acres
Plan Area	573.0	573.0	622.0	622.0
Lagoon	111.0	111.0	111.0	111.0
Total Site Acreages	**684.0**	**684.0**	**733.0**	**733.0**
Public Use / Open Space	Acres	Acres	Acres	Acres
Total Public Use / Open Space	205.8	205.8	330.0	330.0
Renewable Energy Generation	25.0	25.0	(a)	(a)
Wastewater Treatment	5.0	5.0	5.0	5.0
Non-Residential	Sq. Ft. (Units)	Sq. Ft. (Units)	Sq. Ft. (Units)	Sq. Ft. (Units)
Mixed Commercial / Office / Retail	566,300	283,400	2,209,500	2,209,500
Office / Institutional	2,762,000	2,363,100	992,700	992,700
Research & Development	3,328,300	2,599,200	2,007,000	1,672,200
Industrial / Warehousing	NA	NA	366,400	366,400
Entertainment / Cultural Districts	-	-	611,300	611,300
Arena	0	630,100	-	-
Theater	0	337,200	-	-
Multiplex	0	71,000	-	-
Conference / Exhibition	21,300	73,500	274,500	274,500
Hotel / Extended Stay	239,800 (369 rooms)	513,300 (719 rooms)	1,392,300 (1,990 rooms)	1,046,100 (1,500 rooms)
Public / Civic / Cultural	28,200	28,200	188,700	188,700
Resource Recovery	-	-	259,000	1,011,000
Total Non-Residential	**6,945,900**	**6,899,000**	**8,301,400**	**8,372,400**
Residential	Sq. Ft. (Units)	Sq. Ft. (Units)	Sq. Ft. (Units)	Sq. Ft. (Units)
Residential Condos / Apartments	4,351,800 (3,950 units)	4,351,800 (3,950 units)	0	0
Residential Townhomes	798,600 (484 units)	798,600 (484 units)	0	0
Total Residential	**5,150,400 (4,434 units)**	**5,150,400 (4,434 units)**	**0**	**0**
Total Development	**12,096,300**	**12,049,400**	**8,301,400**	**8,372,400**
Existing Land Uses to Remain	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.
Relocated Lumberyards	(142,500)	(142,500)	(142,500)	(142,500)
Resource Recovery	-	-	(259,000)	(259,000)
Existing Land Uses to be Removed	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.
Industrial Park	(231,400)	(231,400)	(231,400)	(231,400)
Total Net New Land Uses	**11,722,400**	**11,675,500**	**7,668,900**	**7,739,500**

a. The CPP will incorporate alternative energy generation within the project; location, size, and type of facilities will be determined at a later date. Acreages of other proposed land uses may decrease as a result.

Entertainment Variant

The land uses for the Entertainment Variant on the DSP would be similar to the development intensity and land use pattern of the DSP (see **Figure 5**), but with entertainment uses replacing the proposed uses in the northeast portion of the site. The Entertainment Variant would include a sports arena, a concert theatre, a multi-screen cinema, and hotel rooms (see Table 1). A corresponding reduction in retail, office, and research and development uses would occur to allow these entertainment related land uses. Total net new land use with the DSP Entertainment Variant is 11,675,500 square feet.



SOURCE: Wallace Roberts & Todd, LLC, 2010

Brisbane Baylands . 206069

Figure 4
Proposed Land Uses
Developer-Sponsored Project



SOURCE: Wallace Roberts & Todd, LLC, 2010

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Figure 5
Entertainment Variant
Developer-Sponsored Project

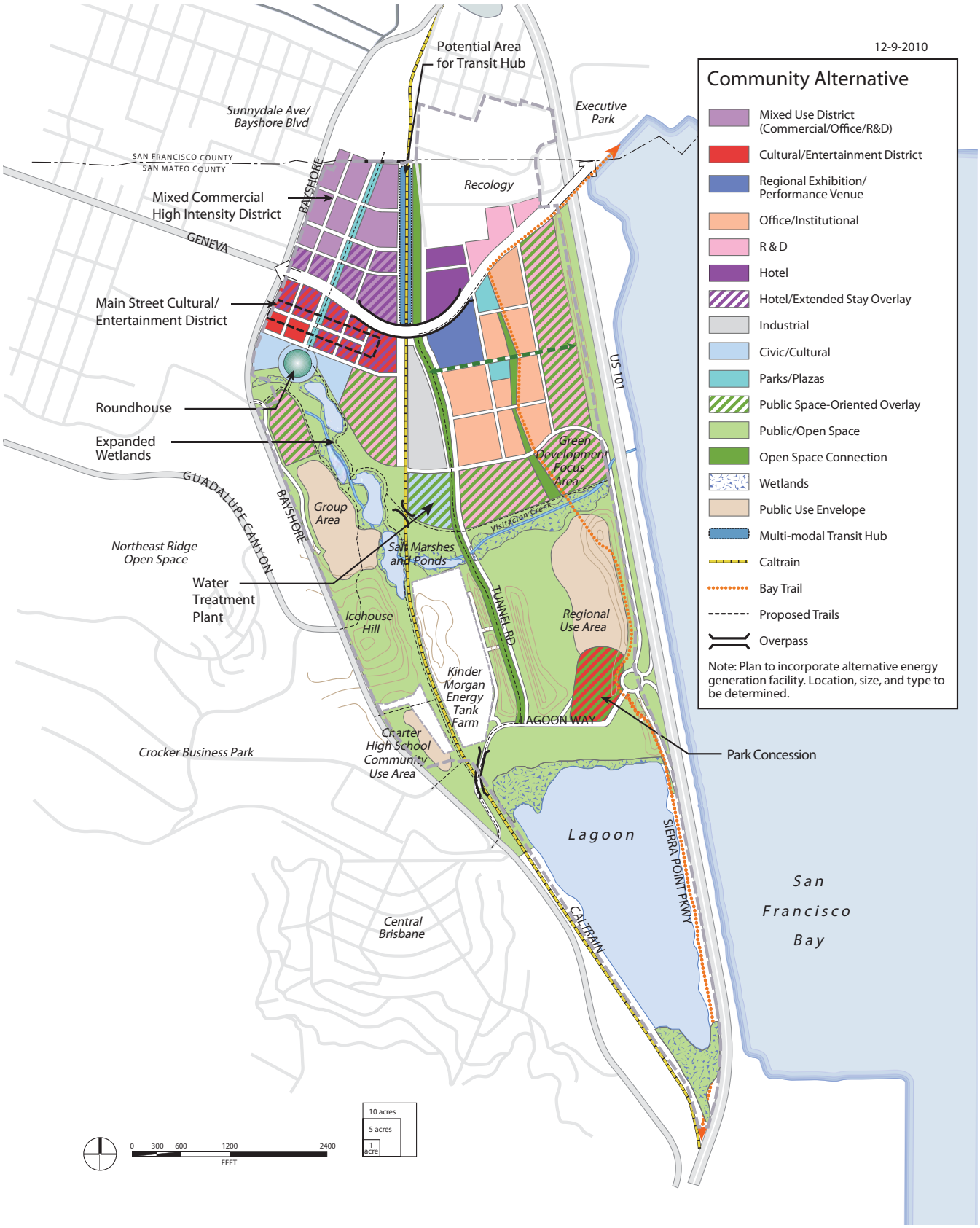
Community Preferred Plan (CPP)

The CPP is based on maximizing the quality of public space and concentrating development near transit. It would differ from the DSP in that almost all of the land area south of the creek channel would be planned for passive open space and active recreational use (see **Figure 6**). Development under the CPP would be less intense than the Developer Sponsored variants as the CPP would allow for development of about 8.3 million square feet of new land uses. Similar to the DSP, the CPP would allow for office, retail, entertainment, hotel, research and development, public use/civic/cultural center, institutional and light industrial uses, and the relocation of existing uses similar to the Developer Sponsored Project. However, the CPP would not include any residential uses on the Project Site. Total net new land use with the CPP is 7,668,900 square feet. Table 1 presents a summary of the proposed land uses.

Recology Variant

The Recology Variant on the Community Preferred Plan would allow for the expansion of the existing Recology facility within the northeast portion of the Baylands site, replacing the land uses in this area otherwise identified in the CPP (see **Figure 7**). The current 49-acre site would expand to 73 acres, and would consolidate offsite recycling and corporation yard facilities onto one location. The square footage of the developed areas on the Recology site would increase from the existing 259,000 square feet to 1,011,000 square feet. Site facilities include administrative/office space, operations, maintenance, and parking areas for customers, employees, and truck/facility vehicles. In addition, roads, utilities, and other infrastructure would be reconfigured or newly constructed. In general, the land uses remain as shown in the CPP north of Geneva Avenue and south of the existing Recology site. The main differences, as shown in Figure 7, would be that Research and Development and Hotel/Extended Stay land uses would be less than without the Recology Variant. The net new land use with the CPP Recology Variant is 7,739,500 square feet. These changes in land use are summarized in **Table 2**.

The following project details are summarized for both the DSP and the CPP. An Executive Summary of the DSP is available on the City of Brisbane's website at http://www.ci.brisbane.ca.us/sites/default/files/uploads/NOPProjDescription.pdf, and on file at the City of Brisbane Community Development Department. For those components where the CPP has not been designed to an equal level of detail as the DSP a comparative discussion is provided. The forthcoming Draft EIR will include a sufficient level of detail regarding the CPP to allow for preparation of the EIR at a programmatic level.



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

Figure 6

Proposed Land Uses
Community Preferred Plan



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

Figure 7
Recology Variant
Community Preferred Plan

TABLE 2
PROPOSED LAND USES FOR BRISBANE BAYLANDS PROJECT SITE
CPP WITH RECOLOGY VARIANT

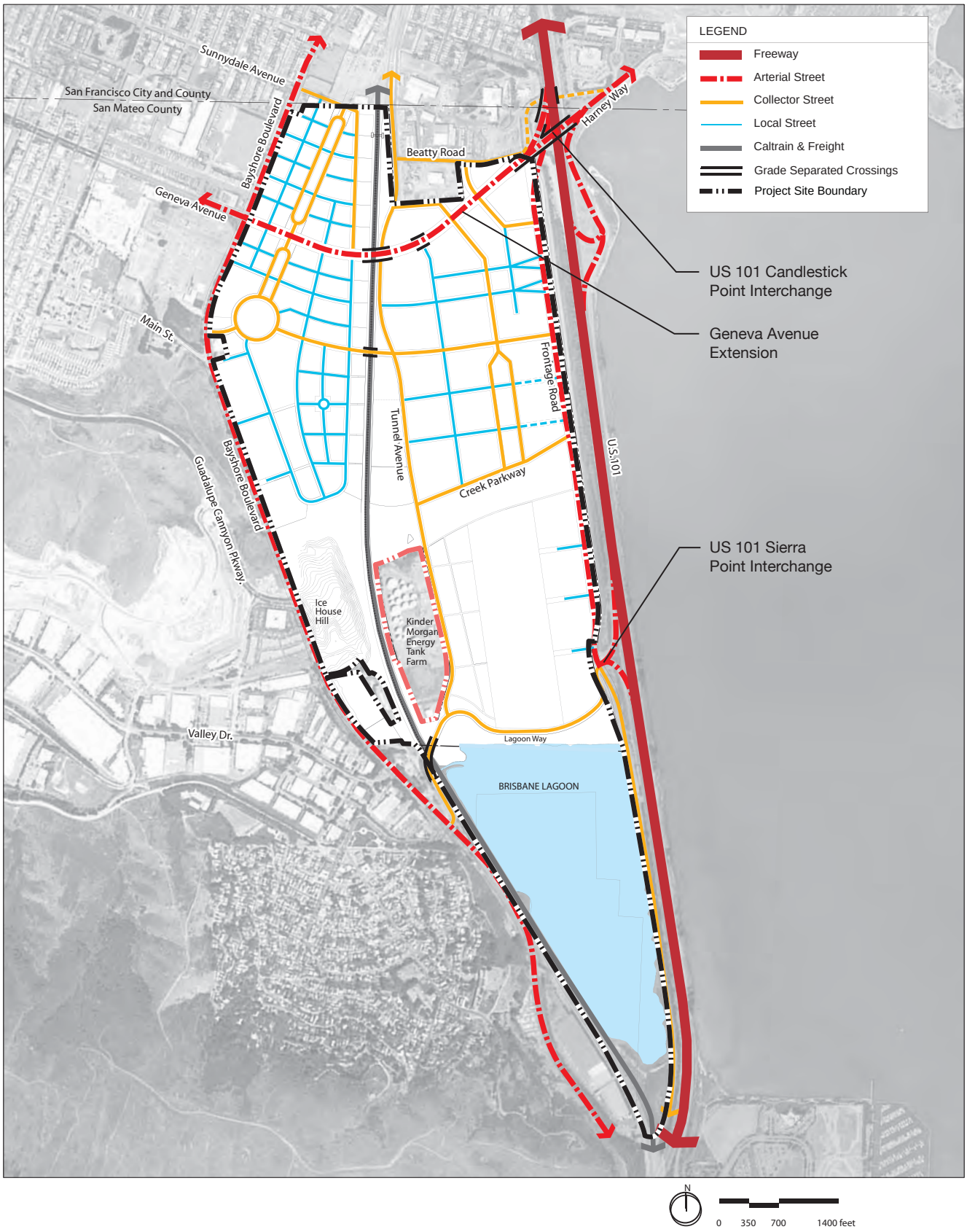
Land Use	Community Preferred Plan (Sq. Ft.)	Land Use Change with Recology Variant (Sq. Ft.)	CPP with Recology Variant (Sq. Ft.)
Mixed Commercial / Office	2,209,500	0	2,209,500
Combined Office / Institutional / R&D	2,999,700	(334,800)	2,664,900
Office / Institutional	*992,700*	*0*	*992,700*
R&D	*2,007,000*	*(334,800)*	*1,672,200*
Industrial / Warehousing	366,400	0	366,400
Entertainment / Cultural District	611,300	0	611,300
Hotel / Extended Stay	1,392,300	(346,200)	1,046,100
Hotel Rooms	*1,990*	*(490)*	*1,500*
Public / Civic / Cultural	188,700	0	188,700
Exhibition Space	274,500	0	274,500
Resource Recovery	259,000	+752,000	1,011,000
Total Non-Residential	**8,301,400**	**+71,000**	**8,372,400**
Residential	0	0	0
Total Residential Units	**NA**	**NA**	**NA**
Total Development	**8,301,400**	**71,000**	**8,372,400**
Total Public Use / Open Space	330 acres	0	330 acres

Transportation and Circulation Plan-DSP

The DSP would include a series of new roadways within the Project Site to accommodate the overall increase in the number of vehicle trips generated by the increased development. A new arterial street, the extension of Geneva Avenue, would provide a new east-west connection between Harney Way in San Francisco and Geneva Boulevard in Daly City. The proposed roadway network for the DSP is shown in **Figure 8**.

The Project Applicant intends to seek transit-oriented land use zoning for the Project Site and will prepare a Traffic Demand Management (TDM) program. Existing train, bus, and shuttle services exist adjacent to the Project Site including Caltrain, which operates the Caltrain Bayshore station in the Project Site (see Figure 2), Muni T-Third light rail line, Muni Express and local buses, and private shuttles. Both the DSP and CPP land use layouts would take advantage of existing and planned transit services and include additions to proposed transit improvements as appropriate (see **Figure 9**).

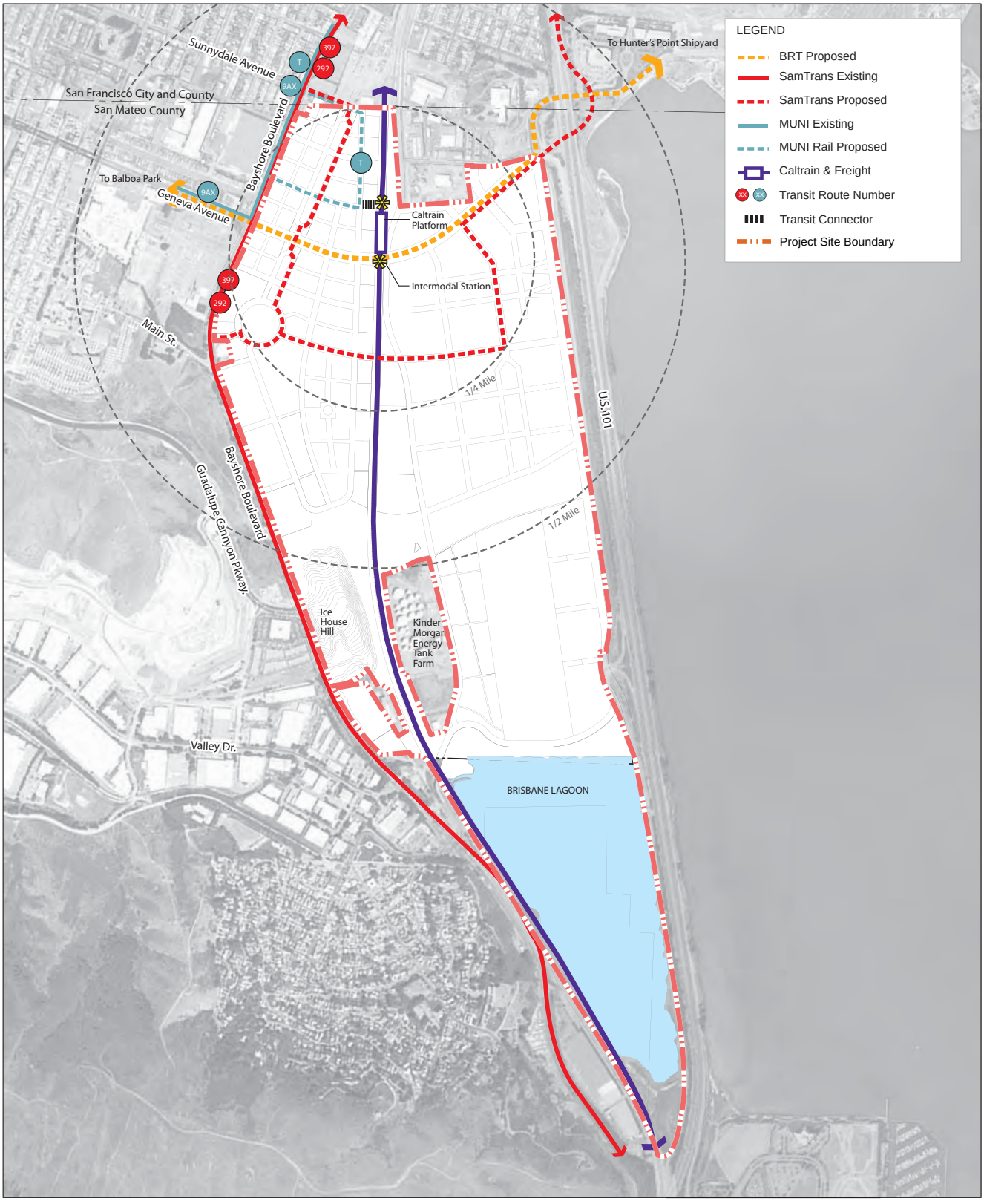
The DSP would include several future bikeways, including multi-use paths and bike lanes. Bicycle parking and other facilities for bicyclists would be provided in the future buildings in the Project Site. In addition, a system of shared public bikes would be provided in the Project Site as part of a regional bike-sharing network being contemplated for San Francisco, San Jose and the cities in between. Within the Project Site, three east-west pedestrian ways across the Caltrain railroad tracks would be provided at Geneva Avenue, Roundhouse Arc and Tunnel Avenue (see **Figure 10**).



SOURCE: Wallace Roberts & Todd, LLC, 2010

Brisbane Baylands . 206069

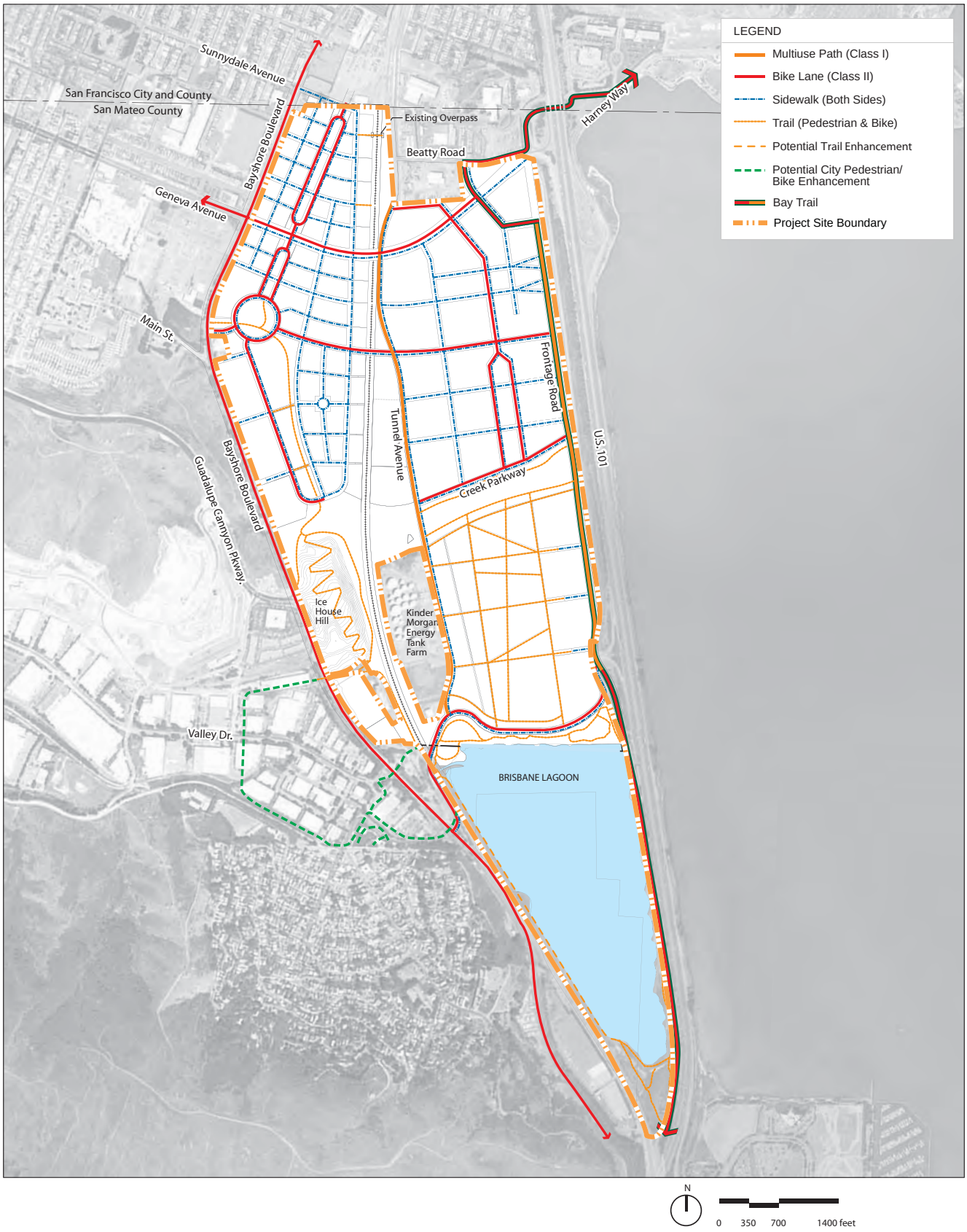
Figure 8
Proposed Vehicular Circulation Plan
Developer-Sponsored Project



SOURCE: Wallace Roberts & Todd, LLC, 2010

Brisbane Baylands . 206069

Figure 9
Proposed Transit Circulation
Developer-Sponsored Project



SOURCE: Wallace Roberts & Todd, LLC, 2010

Brisbane Baylands . 206069

Figure 10

Proposed Pedestrian and Bicycle Circulation Plan
Developer-Sponsored Project

Transportation and Circulation Plan-CPP

The CPP would include a series of new roadways within the Project Site to accommodate the overall increase in the number of vehicle trips generated by the increased development. The CPP differs from the DSP in that it includes a more southerly alignment for Geneva Avenue. Additionally, the CPP proposes two east/west roadway connections across the Caltrain railroad tracks (at Geneva Avenue and Tunnel Road) as compared to three proposed in the DSP. The proposed roadway network for the DSP is shown in **Figure 11**.

The CPP also proposes transit-oriented land use zoning for the Project Site. Existing train, bus, and shuttle services exist adjacent to the Project Site including Caltrain, which operates the Caltrain Bayshore station in the Project Site (see Figure 2), Muni T-Third light rail line, Muni Express and local buses, and private shuttles. The CPP land use layouts would take advantage of existing and planned transit services and include additions to proposed transit improvements as shown in **Figure 12.**

The transportation and circulation layout for the CPP would provide an extensive bike and trail network with an emphasis on multi-modal connectivity, shown in **Figure 13**. Bicycle parking and other facilities for bicyclists would be provided in the future buildings in the Project Site. In addition, a system of shared public bikes could be provided in the Project Site as part of a regional bike-sharing network being contemplated for San Francisco, San Jose and the cities in between.

Open Space and Trails-DSP

The DSP would reserve approximately 205 acres of open space and open areas (roughly 30 percent of the Project Site). These areas would include land reserved for: wildlife habitat; public parks; landscaped areas; open areas within development sites; and other passive and active recreational uses. The Project Site would be traversed by a network of pedestrian trails. In the eastern portion of the Project Site, the north-south spine of the trail network would accommodate a new section of the San Francisco Bay Trail. In the western portion of the Project Site, a new north-south greenway would connect the northern boundary of the site to the Roundhouse, over or around Icehouse Hill and farther south into downtown Brisbane (see Figure 10).

Open Space and Trails-CPP

The CPP would reserve approximately 330 acres for open space and public use areas. Open space areas would include a band of expanded wetlands, salt marshes and ponds west and north of the Visitacion creek drainage channel. An extensive public trail system would include a north-south connection on the western portion of the Project Site and east-west pedestrian connections throughout. The CPP would include development of a new section of the San Francisco Bay Trail in the eastern portion of the Project Site (see Figure 13). However, the trail alignment would bisect the eastern side of the Project Site rather than align with the U.S. 101 frontage road, as proposed in the DSP. The CPP further includes several proposed commercial recreation opportunities within the larger open space network.



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

Figure 11
Proposed Vehicular Circulation Plan
Community Preferred Plan



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

Figure 12
Proposed Transit Plan
Community Preferred Plan



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

Figure 13

Proposed Pedestrian and Bicycle Circulation
Community Preferred Plan

Infrastructure and Conservation Measures

A Water Supply Assessment will be completed in conjunction with the forthcoming draft EIR. The DSP would include various water conservation features, such as the use of reclaimed water for landscaping and dual-plumbed systems, among others. The DSP would include an on-site water recycling facility (WRF), which would provide treatment of wastewater generated by the DSP and potentially for the City of Brisbane and adjacent municipalities. Recycled water would be used for on-site non-potable purposes, such as irrigation. Treated flows from the WRF that exceed on-site recycled water demand could potentially be discharged to an on-site wetland area, Visitacion Creek channel, or Brisbane Lagoon or, alternatively, sent directly for treatment at San Francisco's Southeast Water Pollution Control Plant via San Francisco's Sunnydale Avenue combined-sewer main.

The DSP would install a combination of volume- and flow-based treatment measures for stormwater drainage and the runoff, replacing the current system of ditches and culverts. Electric power for the DSP would be provided by Pacific Gas and Electric Company. The DSP would include measures to reduce energy demand and provide for on-site generation of renewable energy.. The DSP could include the use of building-integrated wind turbines, stand-alone solar photovoltaic installations, and building integrated photovoltaic materials, to meet energy needs in the Project Site.

Infrastructure and conservation measures for the CPP would include infrastructure planning and improvements similar to what is described above for the DSP. While on-site renewable energy generation is an important component of the CPP, a site for a stand-alone facility for renewable energy generation is presently not identified.

Construction Period Activities

Complete construction of the DSP or CPP would occur over a minimum 20-year period, beginning generally in 2015. The construction phase would begin one year prior to the start of grading with remediation of contaminated soil and groundwater occurring at the site. Post-grading open space, infrastructure and building construction would occur over multiple years, depending upon market conditions. Project buildout is anticipated to occur no earlier than 2035.

Approximately 550,000 cubic yards of soil are estimated to be trucked to offsite locations; another 3,645,000 cubic yards of soils materials would be moved within the Project Site. It is projected that there would be a net increase of more than 250 truck trips over currently permitted activities.

It is projected that the availability of vacant areas at the Project Site would be sufficient for parking of construction workers' personal vehicles. No offsite construction employee parking or staging areas would be required.

Construction activities for the CPP would be similar to those described above for the DSP.

Construction Phasing

Development of the DSP or CPP would is anticipated to occur in two phases. Phase 1 would be the western portion of the site (between Bayshore Boulevard and the Caltrain railroad tracks) due to the availability of existing roadways and infrastructure systems adjacent to west side of the

project. As roadway improvements increase connectivity across the Project Site and access to Highway 101, development of Phase 2 (i.e., between the Caltrain railroad tracks and U.S. 101) of the Project Site would occur.

Preparation of the site for Phase 1 development is projected to occur by 2020. Site preparation would include site remediation, infrastructure backbone and geotechnical stabilization required for the first phase of development as well as any remediation and infrastructure work required for project-wide development.

Required Approvals

The DSP and the CPP would require the following approvals:

City of Brisbane

- Specific Plan
- General Plan Amendment
- Zoning Map Change
- Development Agreement/Owner Participation Agreement
- Subdivision Maps
- Planned Development Permits, Design Permits
- Redevelopment Plan Amendment
- Other Subsequent Approvals, including building and grading permits

Other Agencies

The DSP and CPP would require approvals from the following responsible agencies:

- Remedial Action Plan and Remedial Design and Implementation Plan (California Department of Toxic Substances Control and California Regional Water Quality Control Board [CRWQCB])
- Landfill Closure Permit, Landfill Closure Plan and Post-closure Maintenance Plan (CRWQCB, BAAQMD, and San Mateo County Health Services Agency)
- Interagency Cooperation Agreements (City and County of San Francisco, City of Daly City, City of Brisbane, San Francisco County Transportation Authority and San Mateo County)
- San Francisco Bay Conservation and Development Commission approval for development within the 100-foot shoreline band
- Water quality certification, NPDES permit, and waste discharge requirements (Regional Water Quality Control Board)
- Air Quality Permits (Bay Area Air Quality Management District [BAAQMD])
- Incidental Take Permit, if necessary (Department of Fish and Game)
- Encroachment Permits (Peninsula Corridor Joint Powers Board and Caltrans)
- Section 10 and/or 404 permit(s) (U.S. Army Corps of Engineers [Corps], after agency consultation), including as required, consultation with the U.S. Fish and Wildlife Service,

National Oceanographic and Atmospheric Administration, and other agencies as directed by the Corps

- Bayshore Sanitary District Agreements, if necessary
- Brisbane School District and Jefferson Union High School District Agreements, if necessary
- State Lands Commission, if necessary
- California Public Utilities Commission (rail lines)
- Encroachment permit if construction occurs in right-of-way owned by the California Department of Transportation (Caltrans District 4)

The EIR

The EIR will be prepared as a programmatic document in accordance with the requirements of the California Environmental Quality Act (CEQA) and the CEQA *Guidelines,* as updated in 2010. The EIR will provide information sufficient to evaluate the DSP and the CPP, and including the associated variants, at an equal level of analysis. The EIR will examine methods of reducing environmental impacts and identify alternatives to the DSP and CPP. The EIR will be a program-level EIR of planned public improvements and maximum future development potential. Future individual projects will be subject to additional environmental review, when site-specific proposals are known in more detail.

Topics

In conjunction with the original NOP published in 2006 (SCH # 2006022136) an initial study was prepared which determined that the proposed project could have a significant effect in regard to the topics of : Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services and Utilities Recreation, and Transportation/Traffic, all of which will be addressed in the forthcoming EIR. The Initial Study further concluded that state-designated Agricultural and Mineral Resources do not occur on the site and therefore potential impacts associated with these topics are less than significant. The 2006 Initial Study is available for review at http://www.brisbaneca.org/baylands/eir-process/notice-preparation and on file at the City of Brisbane Community Development Department.

The list of topics to be evaluated in the forthcoming Draft EIR for the Developer Sponsored Project and Community Preferred Plan is the same as previously identified in 2006, with the addition of Sustainability as discussed below. A topic by topic summary follows below based upon the DSP and CPP as a supplement to the 2006 initial study.

- **Aesthetic Resources:** the analysis will discuss the impacts of new development in terms of impact on a scenic vista, height and massing, views from surrounding areas and the potential for increased light and glare.

- **Air Quality:** the analysis will discuss the local and regional air quality impacts from project related construction and demolition, and impacts from new development and traffic. Impacts on existing and proposed sensitive receptors will also be analyzed along

with potential odor impacts. Micro-impacts of the project in altering existing air movement patterns (ie the creation of "wind tunnels" or similar conditions) shall also be evaluated.

- **Biological Resources:** the analysis will discuss the impacts of construction and demolition activities on nesting birds, the general potential for removal of mature trees, and the potential for new development to result in direct, indirect and/or cumulative impacts on botanical and wildlife habitat, including but not limited to Brisbane Lagoon, Visitacion Creek, Icehouse Hill and wetlands. Potential wildlife corridor impacts shall also be addressed.

- **Cultural Resources:** the analysis will discuss impacts on known or potential historic buildings and sites, and the potential for construction and demolition activities to disturb archaeological and cultural resources.

- **Geology, Soils, and Seismicity:** the analysis will discuss the potential for construction and demolition activities to expose soils to erosion, and the potential for site development to expose structures and people to factors including but not limited to seismic risk, liquefaction, and differential settlement.

- **Greenhouse Gas Emissions:** the analysis will discuss the Greenhouse Gas Emissions impacts from project-related construction and demolition, and impacts from new development and traffic. It will further address potential impacts related to climate change adaptation such as sea level rise related to other topics such as hydrology, utilities and biological resources.

- **Hazardous Materials and Hazards:** the analysis will discuss the areas of known and potential soil and groundwater contamination, anticipated remediation required to protect human health and safety based on proposed land uses, status of ongoing cleanup efforts, and the potential for construction and demolition activities to expose workers and residents to hazardous materials.

- **Hydrology and Water Quality:** the analysis will discuss the potential impacts of the project in regard to stormwater drainage systems, compliance with water quality standards or waste discharge requirements, groundwater, along with the impacts of potential development within the 100-year flood zone.

- **Land Use and Planning Policy:** the analysis will discuss the potential for the DSP and CPP to divide an existing community, alter community character, or conflict with applicable land use policy and plans, including the City of Brisbane General Plan and regional land use initiatives, such as the Sustainable Communities Strategy (SCS) administered by Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC).

- **Noise:** the analysis will discuss the impacts of noise and vibration from construction and demolition activities as well as the potential noise impacts of new activities generated by site development, and impacts of existing noise sources such as Caltrain and Highway 101 on proposed land uses.

- **Population and Housing:** the analysis will discuss the potential of the various development scenarios to directly and/or indirectly induce substantial population growth and related impacts.

- **Public Services and Utilities:** the analysis will discuss the potential increase in demand for public services, and infrastructure such as, fire and police protection, schools, solid waste, energy, water supply, and wastewater disposal services.

- **Recreation:** the analysis will discuss the potential increase in the use of existing recreational facilities to the detriment of those facilities, the need to create new recreational facilities, and impacts on existing recreational resources.

- **Sustainability:** the analysis shall identify project elements and mitigation measures which contribute to the project's environmental sustainability

- **Transportation, Circulation and Parking:** the analysis will discuss the impacts of construction traffic and the potential for new development to increase traffic load and capacity on the street system and result in inadequate emergency access. The analysis will also examine impacts on pedestrian/bicycle activity and transit service.

Organization

The forthcoming draft EIR will be organized to include the following sections:

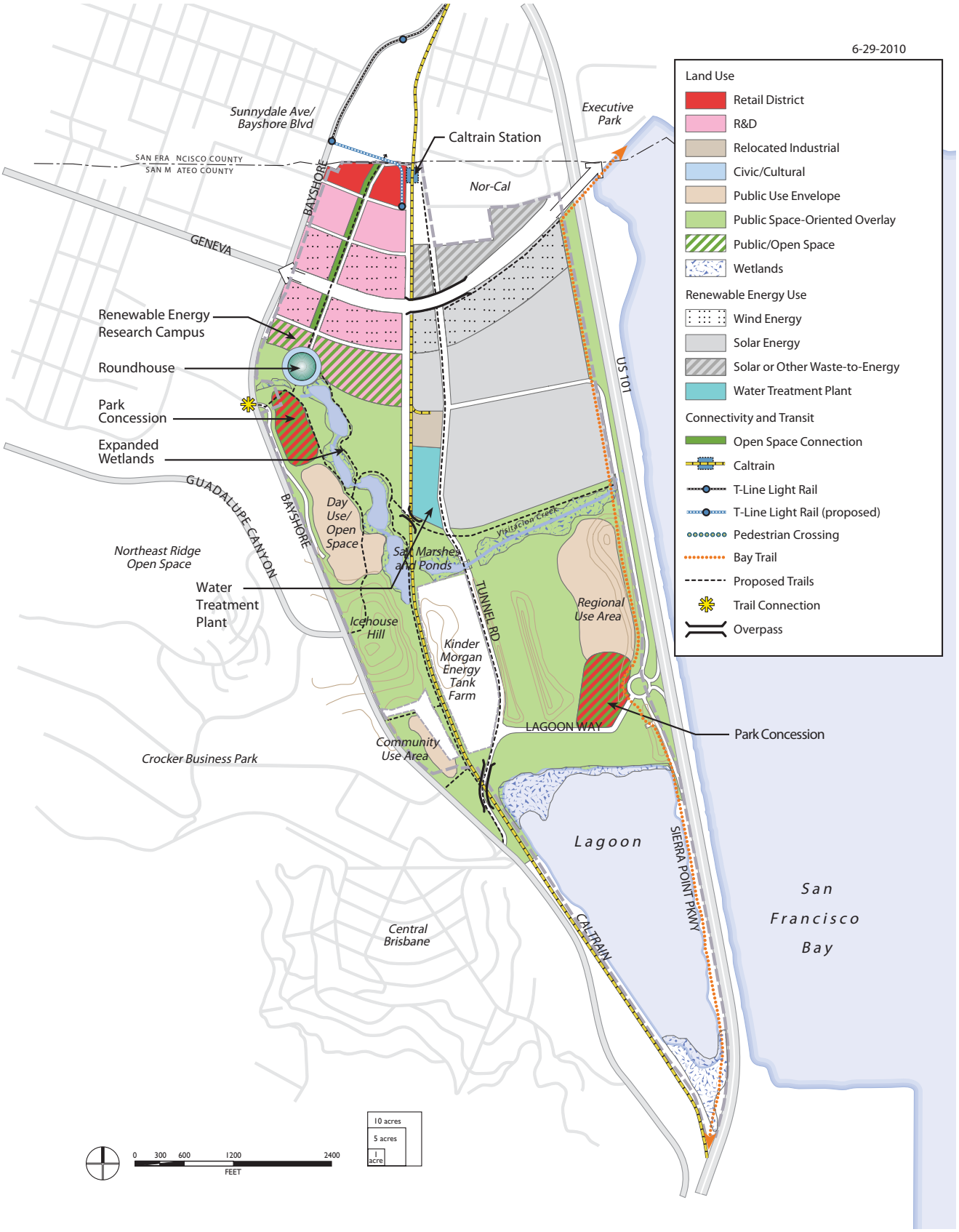
- Introduction
- Summary
- Project Description
- Environmental Setting, Impacts, and Mitigation Measures
- Alternatives
- Impact Overview and Growth-Inducing Impacts
- Cumulative Impacts
- Report Preparers

Alternatives

In addition to the development scenarios and variants discussed above, a Renewable Energy Alternative has also been identified for inclusion in the forthcoming EIR (**see Figure 14**) along with the No-Project alternative. Additional alternatives for study will be identified during the EIR preparation process.

John A. Swiecki, AICP
Community Development Director
City of Brisbane

10 December 2010
Date



SOURCE: Dyett & Bhatia

Brisbane Baylands . 206069

Figure 14

CEQA Alternative - Renewable Energy Land Use