NOTICE OF PREPARATION

of an Environmental Impact Report for the Brisbane Baylands Specific Plan City of Brisbane

Notice is hereby given that the City of Brisbane will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Brisbane Baylands Specific Plan ("Project" or "Specific Plan"). The City is interested in your input on the scope of the EIR.

The applicant for the Specific Plan, Baylands Development Inc. (previously Universal Paragon Corporation) is proposing development of up to 2,200 residential units and 7 million square feet of commercial use, along with acquisition of an annual water supply of 2,400 acre-feet from the Oakdale Irrigation District. A summary description of the Project, its location, background, and the potential environmental effects to be addressed in the EIR is attached.

The City of Brisbane is requesting written comments on the scope and content of the EIR, which may be sent to:

John Swiecki, AICP
Community Development Director
City of Brisbane
50 Park Place, Brisbane, CA 94005
Email: baylands@brisbaneca.org
Fax: 415.467.5547

Due to the time limits mandated by State law, comments must be sent at the earliest possible date but ***no later than 30 days*** after receipt of this notice. The review period for this Notice of Preparation (NOP) is from February 20, 2020 through March 20, 2020.

Once completed, the Draft EIR will be available for review at:

Brisbane City Hall
Community Development Department
50 Park Place
Brisbane, CA 94005

Brisbane Public Library
250 Visitacion Avenue
Brisbane, CA 94005

Scoping Meeting

A Scoping Meeting to solicit input from public agencies, organizations, and members of the public regarding the scope and content of the EIR will be held on **Wednesday, March 4, 2020** starting at 7:00 pm, at the Community Room, City Hall, 50 Park Place, Brisbane, CA 94005.

Project Location

The Project site is located within the City of Brisbane in the northeast corner of San Mateo County. The Project site is generally triangular in shape and is bounded on the north by the City and County of San Francisco, on the east by the US 101 freeway, on the west and south by Bayshore Boulevard (see **Figure 1**).

Project Site Description

The Brisbane Baylands Specific Plan encompasses approximately 684.7 acres (523 acres of land area, 29.7 acres of Caltrain tracks, and 132 acres of lagoon) within the portion of the City of Brisbane known as the "Baylands" (see **Figure 2**). As shown in **Figure 3**, the Specific Plan encompasses the "Baylands Subarea" of the City, as well as portions of the Beatty and Lagoon subareas, as delineated by the Brisbane General Plan.

The Project site is bisected in a north-south direction by the Caltrain railroad tracks and in an east-west direction by Visitacion Creek. The Bayshore Caltrain Station is located at the north end of the Project site.

Project Site Topography

The majority of the Project Site is flat or gently sloping toward San Francisco Bay to the east, with an elevation of 10 to 50 feet above mean sea level (msl). A prominent hill (Icehouse Hill), located in the western portion of the site, ranges from 25 to 200 feet above msl with steep cuts adjacent to the Caltrain railroad line on the east side of the hill and more gently sloping cuts along Bayshore Boulevard on the west side of the hill.

Land Uses in Western Portion of Project Site (Former Southern Pacific Railroad Railyard)

The western portion of the Project site, encompassing the area between Bayshore Boulevard and the Caltrain railroad tracks, largely consists of a former Southern Pacific Railroad railyard that served freight train activities into and out of San Francisco between 1914 and 1960. The majority of this area is vacant with remnant buildings, including the railyard Roundhouse, which is designated as a historic structure on the National Register of Historic Places, and the Lazzari Fuel Company Building, now used as a charcoal warehouse. The western portion of the Project site also includes a 261,400-square-foot industrial park, as well as a 0.1-acre Bayshore Sanitary District sewer pump station.

Land Uses in Eastern Portion of Project Site (Former Brisbane Landfill)

The eastern portion of the Project site is the former Brisbane landfill, which operated as a municipal landfill from the 1930s to the mid-1960s. This area is generally bounded by the Caltrain railroad tracks on the west, the Recology solid waste transfer station on the north, U.S. Highway 101 on the east, and Brisbane Lagoon on the south. Uses located within this portion of the Project site include a lumber yard and some small industrial uses.

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Figure 1

Regional Location

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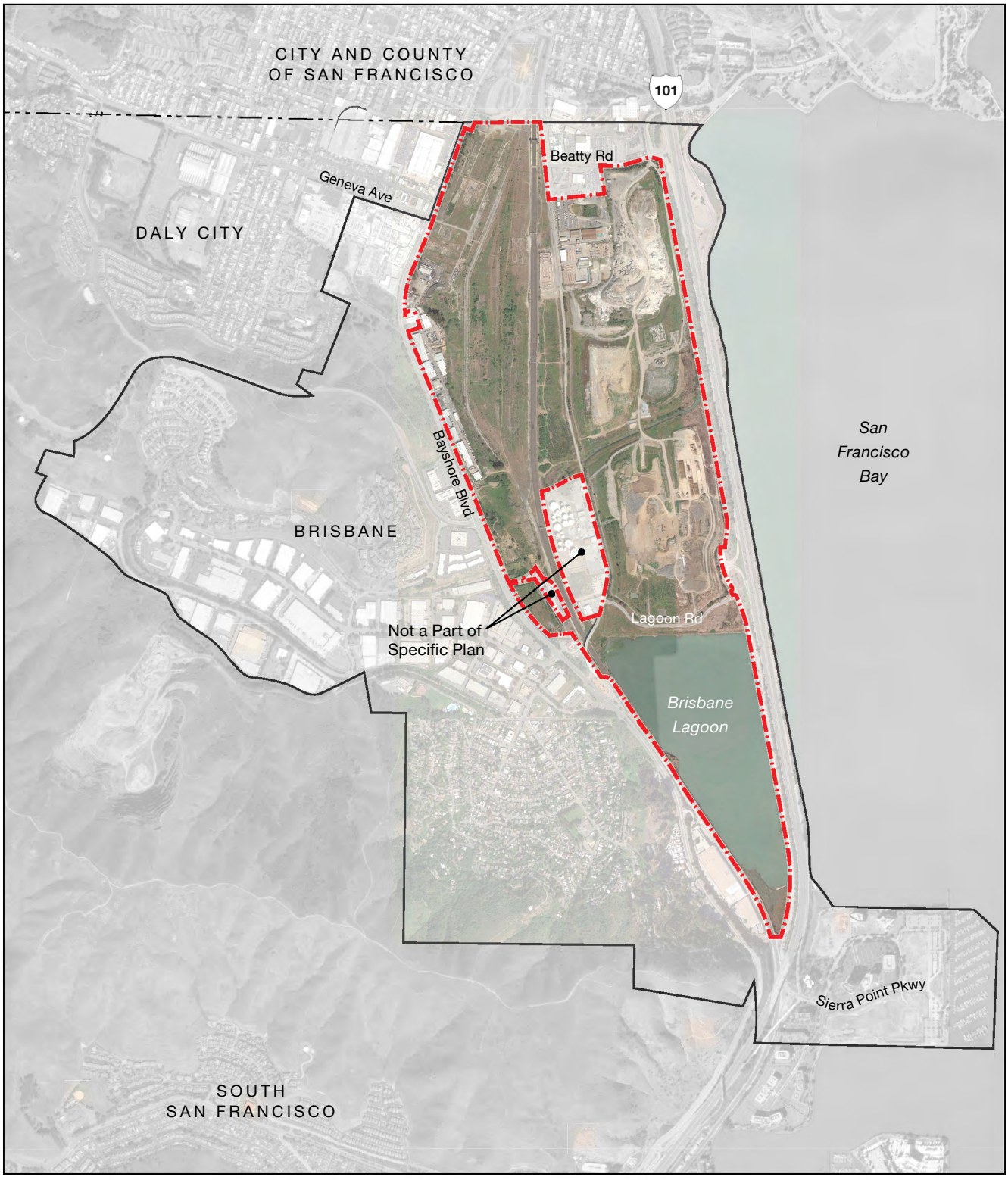

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Figure 2

Project Site

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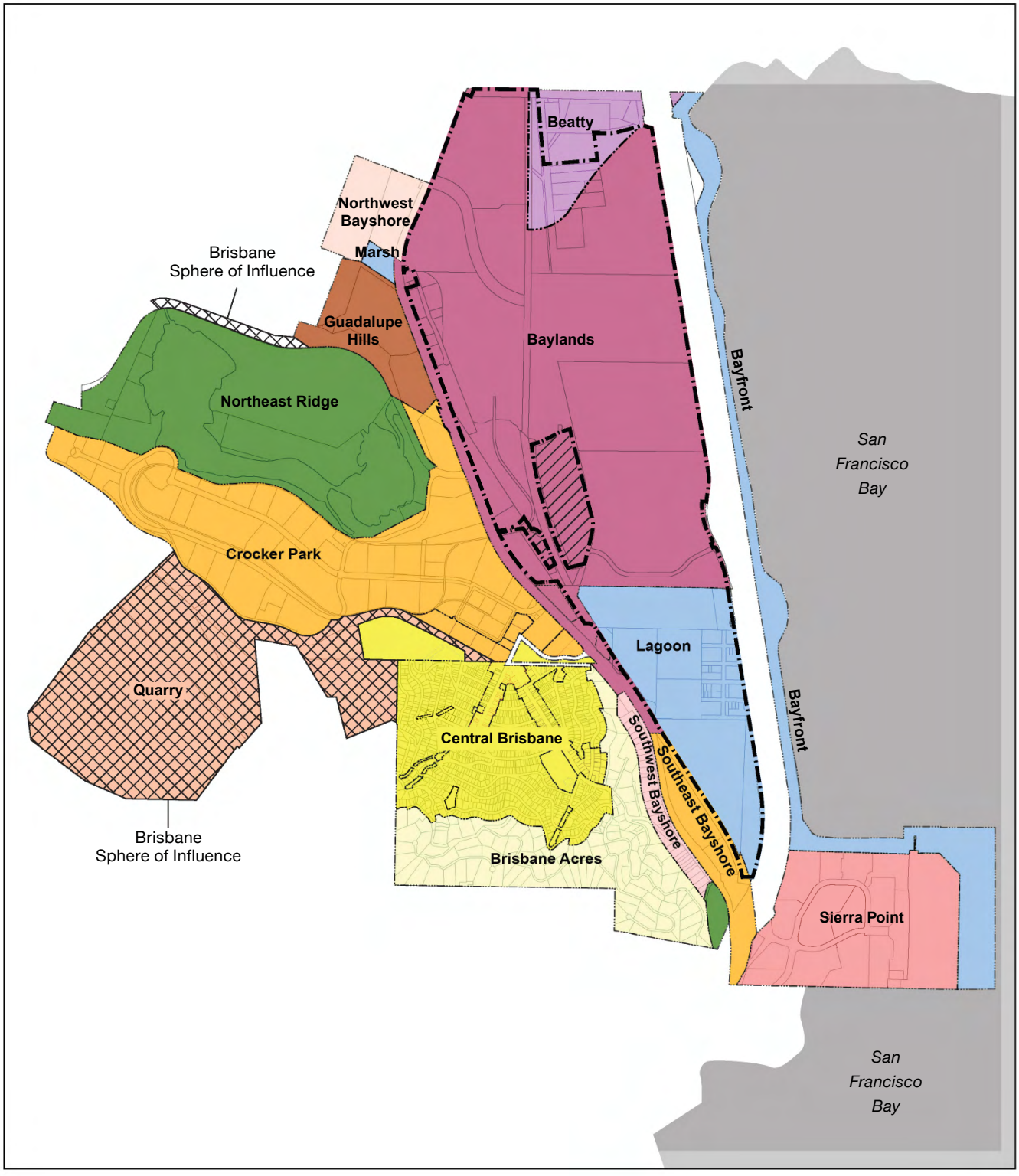

Figure 3

Baylands Subarea

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Interim Land Uses

The Project site contains a number of interim uses, including an asphalt recycling yard near U.S. Highway 101, a native plant nursery south of Icehouse Hill, a billboard along U.S. Highway 101 near the northerly Project site boundary, several surface parking lots used for vehicle storage on either side of Tunnel Avenue, and storage and rehabilitation of a historic rail steam engine on a small concrete pad near the Roundhouse.

Adjacent Land Uses

Two areas located within the Baylands Subarea are not a part of the Project: the Kinder Morgan Energy Partners Brisbane Terminal (a petroleum storage facility) and the Machinery and Equipment Company (used processing equipment resale). These uses would not be altered as a result of the Project. Other adjacent land uses include North County Fire Authority Station Number 81 abutting the southwesterly corner of the Project site, and residential neighborhoods of Visitacion Valley and Little Hollywood to the north and northeast within San Francisco.

Project Background and Previous Environmental Review

In 2005, UPC filed an application with the City of Brisbane (City) requesting approval of a General Plan Amendment and Specific Plan for development of approximately 7 million square feet of office/retail/industrial institutional uses, 4,434 residential units, approximately 169.7 acres of "open space/open area" and approximately 135.6 acres of existing "lagoon" area, totaling approximately 12.1 million square feet of building area within a 684-acre Project site. On July 19, 2018, the City approved General Plan Amendment GP-1-18 permitting development of 1,800 to 2,200 dwelling units and up to 6.5 million square feet of non-residential use, with an additional 500,000 square feet of hotel use (total of 7.0 million square feet of non-residential development) within the Baylands Subarea. General Plan Amendment GP-1-18 was submitted to and approved by Brisbane voters as Measure JJ in November 2018. Subsequent to voter approval of Measure JJ, UPC indicated it would revise its proposed specific plan consistent with the provisions of the measure.

Previous Environmental Review: Brisbane Baylands Program EIR (State Clearinghouse #2006022136)

In conjunction with the application referenced above, the City of Brisbane prepared a Program EIR for the Brisbane Baylands (Program EIR) evaluating the impacts of the General Plan Amendment and Specific Plan proposed by UPC. The Draft Program EIR was circulated for public review from June 11, 2013 to January 24, 2014. A Final Program EIR was prepared and certified by the Brisbane City Council on July 19, 2018 prior to approval of General Plan Amendment GP-1-18.

> The Draft Brisbane Baylands Program EIR can be found on the City's website at:
> http://archive.brisbaneca.org/baylands-deir
>
> The Final Brisbane Baylands Program EIR can be found on the City's website at:
> http://archive.brisbaneca.org/feir-documents

The City Council's findings that the Brisbane Baylands Program EIR adequately addressed the impacts of General Plan Amendment GP-1-18 can be found at: http://brisbaneca.org/sites/default/files/Reso201861CEQAFindingsAttach1.pdf

Relationship of Forthcoming Brisbane Baylands Specific Plan EIR to Program EIR

The City has determined that a new EIR needs to be prepared to evaluate the environmental effects of the proposed Brisbane Baylands Specific Plan because of (1) the age of the studies prepared for the Program EIR, (2) substantial differences between the development currently proposed for the Brisbane Baylands and the development that was evaluated in the Program EIR, and (3) changes in California Environmental Quality Act (CEQA) Guidelines that went into effect at the beginning of 2019. The EIR being prepared by the City of Brisbane will build on the information and analyses set forth in the earlier certified Program EIR with new and updated environmental impact analyses.

Project Description

Land Use

The Brisbane Baylands Specific Plan proposes development of 2,200 residential units and 7 million square feet of commercial use (see **Figure 4**). Pursuant to the requirements of General Plan Amendment GP-1-18 and Measure JJ, residential uses would be limited to the northwestern portion of the site. Three residential development types are proposed:

- High-density residential uses, which would consist of multi-family residential and mixed-use buildings that are generally 4 to 6 stories in height, with buildings up to 8 stories in specific locations to be identified in the Specific Plan.
- Medium-density residential uses, which would consist of townhomes 2 to 3 stories in height with rooftop decks.
- Low-density residential uses, which would consist of larger 3-story townhouse units.

Three types of commercial uses are proposed:

- High-Tech Commercial would be the densest commercial use, with buildings up that range from 6 to 10 stories in height with floor plates appropriate for high-end office usage.
- Biotech Commercial would cater to companies looking to set up small campuses for their practices. This commercial type would include buildings that are 3 to 5 stories in height in height and provide adequate space for the various requirements of the biotech industry.
- Campus Commercial would consist of large, single-tenant parcels catering to tech companies that want to invest in larger office campuses. This commercial type would be characterized by buildings 1 to 2 stories in height.

Figure 4

Proposed Land Use

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A 4.6-acre elementary school site is proposed adjacent to the historic Roundhouse, which would be restored.

According to the Applicant, the "specific internal programming content of Roundhouse will be determined as part of the design review and approval process for this structure." For purposes of environmental analysis, a mix of retail, office, restaurant uses, along with public gathering and activity space, will be assumed for the Roundhouse.

The existing Golden State Lumber yard would be relocated to the west side of Tunnel Avenue, adjacent to the existing rail line. A water recycling facility would be constructed between Tunnel Avenue and the existing rail line.

Infrastructure

Proposed infrastructure improvements include the following general components:

- **Circulation improvements**, including roadway and streetscape improvements, transit connections, pedestrian and bicycle paths, and parking. The Specific Plan proposes extending Geneva Avenue connection east across the Project site to the U.S. Highway 101 interchange. The Specific Plan would also improve existing streets such as Sierra Point Parkway and Tunnel Avenue. In addition to the existing Tunnel Avenue bridge crossing over the Caltrain tracks, two new bridge crossings are proposed. A new bridge crossing for the extension of Geneva Avenue from Bayshore Boulevard to U.S. Highway 101 would be constructed to accommodate automobile, pedestrian, and bicycle use, as well as bus rapid transit service. The second new bridge would be located at the approximate center of the Project site.

  Figure 5 illustrates the proposed roadway plan. A shuttle bus system is proposed to reduce dependence on automobile travel by enhancing connectivity within the Project site, to the Bayshore Caltrain station, and to nearby locations within Brisbane and San Francisco (see **Figure 6**).

- **Park and trail improvements**, along with habitat enhancement. Approximately 25 percent of the total land area within the Specific Plan (523 acres) would be reserved for active and restorative open space (see **Figure 7**). Included in the Project trails system would be a new section of the San Francisco Bay Trail (see **Figure 8**).

- **Water, sewer, and drainage facilities,** consisting of a domestic water system, sanitary sewage facilities (including an on-site water recycling facility), a recycled water system, and stormwater drainage facilities.

- **Electrical facilities, including renewable energy generation, and a communications network** to serve on-site development. As a sustainability feature, Baylands development is proposed to be all-electric, except for limited industrial processes.

Construction Activities

Buildout of the proposed Specific Plan would occur over an approximately 30-year period and involve four distinct activities. Activities related to Title 27 landfill closure and site remediation will be undertaken pursuant to the regulatory authority of the Regional Water Quality Control Board and California Department of Toxic Substances Control. All other construction activities would occur under the regulatory authority of the City of Brisbane with the exception of offsite water conveyance infrastructure that would be constructed pursuant to the regulatory authority of the water agency that will own and operate the facility. Construction activities are anticipated to include:

- **Preparation of the Project site for development,** which 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 and deconstruction would occur in phases in conjunction with projected building construction phases and with required environmental remediation and landfill closure (see below). 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 Project site.
- **Grading for Title 27 landfill closure[1] and site remediation of the former railyard area to the west,** which will occur subject to the regulatory authority of the Regional Water Quality Control Board and California Department of Toxic Substances Control prior to grading and development of the Project site. To create the required cap over municipal waste, approximately 5.0 million cubic yards of soil will be excavated. Approximately 2.2 million cubic yards of soil will be moved, primarily to the westerly railyard portion of the Project site for use in site remediation activities in that area.

  Title 27 landfill closure will also involve the import of approximately 0.5 million cubic yards of soil suitable to cap the landfill. With the landfill cap in place, the soils remaining after the initial 2.2 million cubic yards of export will be placed back within the landfill footprint as engineered fill.

  It is anticipated that the grading activities needed for Title 27 landfill closure and remediation of the former railyard area will result in a manufactured slope along the eastern boundary of the Specific Plan area.
- **Grading for development of residential and non-residential uses**. Subsequent to Title 27 landfill closure and remediation of the former railyard, additional clean soil may need to be imported for site development.
- **Construction** of residential and non-residential uses and related infrastructure.

[1] A discussion of Title 27 landfill closure and site remediation is provided starting on page 27.

Figure 5

Proposed Roadway Plan

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Figure 6

Proposed Shuttle Bus System

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Figure 7

Proposed Open Space Plan

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Figure 8

Proposed Trails System

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Required Approvals

Approvals from City of Brisbane

The following approvals from the City of Brisbane would be required for the development proposed in the Specific Plan:

- Adoption of amendments to the Zoning Ordinance to ensure consistency between the Specific Plan, General Plan, and Zoning Ordinance, and to establish the land use regulations and development standards set forth in the Specific Plan as the regulatory authority governing future Project site development;
- Adoption of a Specific Plan;
- Development Agreement; and
- Other subsequent required approvals, including conditional use permits, design permits, subdivision map approvals, and grading and building permits.

Approvals from Other Agencies

The approvals from other public agencies that may be required for the development proposed in the Specific Plan include but are not limited to:

- **Approvals that are Prerequisites for Approval of Specific Plan**
  - California Department of Toxic Substances Control (DTSC) approval of a Remedial Action Plan for UPC Operable Unit San Mateo (OU-SM) within the northwestern portion of the Project site.
  - San Francisco Regional Water Quality Control Board (RWQCB) approval of a Remedial Action Plan for Operable Unit 2 (OU-2) within the southwestern portion of the Project site.
  - Landfill Closure Plan approvals from the RWQCB, California Department of Resources Recycling and Recovery, and San Mateo County Environmental Health Services.
- **Approvals Subsequent to Approval of the Baylands Specific Plan**
  - Local and Regional Agencies
    - Oakdale Irrigation District (OID) approval of an agreement for the purchase by the City of Brisbane of up to a maximum of 2,400 acre-feet of water annually from OID. Delivery of water pursuant to this agreement is expected to require subsequent approvals of separate agreements with the Modesto Irrigation District and the City and County of San Francisco.
    - Air quality permits from the Bay Area Air Quality Management District (BAAQMD).

- 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).
- Bayshore Sanitary District Agreements, if necessary.
- Bayshore School District, Brisbane School District and Jefferson Union High School District Agreements, if necessary.
- Encroachment permits if construction occurs within right-of-way owned by the Peninsula Corridor Joint Powers Board (Caltrain).

- State Agencies
  - San Francisco Bay Conservation and Development Commission (BCDC) Design Review approval and permit for development within the 100-foot shoreline band. Brisbane Lagoon and Visitacion Creek are both subject to tidal action from San Francisco Bay. Any development that occurs within the 100-foot shoreline band of these features requires BCDC review.
  - Streambed Alteration Agreement approval from the California Department of Fish and Wildlife (CDFW) for activities in or around Visitacion Creek as part of the closure requirements of the RWQCB.
  - Incidental Take Permit approval from the CDFW, if necessary, for any special-status species within the Project site.
  - Water quality certification, National Pollutant Discharge Elimination System (NPDES) permit, and waste discharge requirement compliance by the RWQCB.
  - State Lands Commission approvals, if necessary. Portions of the Project site 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 of California. Any portion of the Project site located within the Guadalupe Canal would require a lease from the State Lands Commission.
  - California Public Utilities Commission approval to modify an existing 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).
- Federal Agencies
  - Section 10 and/or 404 permit(s) from the 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.

Environmental Impact Report to be Prepared by the City of Brisbane

The forthcoming Draft EIR will contain the following sections:

ES Executive Summary will summarize the Project, impacts and mitigation measures, and alternatives identified in the EIR.

1. **Introduction** will provide information on relevant CEQA requirements, Project background and location, and EIR organization.
2. **Project Description** will provide (1) a precise description and map of the Project's location and boundaries, including information on the location of any off-site facilities proposed as part of the overall Project; (2) a statement of the objectives sought by the proposed Project, including its underlying purpose; (3) a description of the Project's technical, economic, and environmental characteristics, including proposed land uses, on-site and off-site infrastructure and public facilities improvements, and design features intended to avoid or minimize the Project's environmental impacts; (4) a description of the intended uses of the EIR, including a list of agencies that are expected to use the EIR and a list of permits and other approvals that will be required to implement the Project. (Related environmental review, consultation, and other requirements set forth by federal, state, and local laws, regulations and policies, including relevant mitigation measures set forth in the certified Brisbane Baylands Program EIR, will be set forth in discussions of applicable plans, policies, and regulations within EIR Sections 3.1 through 3.16.)
3. **Environmental Setting, Impacts, and Mitigation Measures** will evaluate the probable direct and indirect environmental effects associated with Project-related construction activities, on-site land use, on-site and off-site infrastructure, and construction and operation of new and expanded on-site and off-site facilities required to deliver needed water supplies to serve the Project.

    3.1 Land Use and Planning Policy will analyze the potential for development permitted by the Specific Plan to divide an existing community. The EIR will also analyze the potential for significant environmental effects to result from any conflicts with applicable land use policies and plans, including the Brisbane General Plan and regional land use plans, such as the Plan Bay Area Sustainable Communities Strategy (SCS) administered by Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), the California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, and the San Francisco Bay Plan administered by the Bay Conservation and Development Commission (BCDC).

    3.2 Socioeconomic Effects will analyze the physical environmental effects that would result should the Specific Plan directly and/or indirectly induce substantial unplanned population growth. It will also address the Project's potential for displacing existing housing or population such that provision of replacement housing is needed, along with related impacts. Finally, this section will evaluate the extent to which development permitted by the Specific Plan

could cause a downward spiral of business closures and long-term vacancies outside of the Project site that is so prevalent, substantial, and lasting that it would impair the proper utilization of properties and structures and the health, safety, and welfare of the surrounding community.

3.3 **Aesthetic Resources** will evaluate the Project's impacts on scenic vistas and resources. This section will also analyze the Specific Plan's consistency with visual quality-related policies and programs set forth in the Brisbane General Plan, and assess the potential for increased light and glare.

3.4 **Biological Resources** will analyze the Project's potential to result in direct and indirect effects on botanical and wildlife habitats, including but not limited to Brisbane Lagoon, Visitacion Creek, Icehouse Hill, and wetland areas. Potential effects on wildlife movement within and through the Project site will also be evaluated.

3.5 **Cultural and Tribal Cultural Resources** will analyze impacts on historic buildings and sites, including the historic Roundhouse, as well as the potential for construction and demolition activities to disturb archaeological and tribal cultural resources.

3.6 **Transportation** will analyze the Project's effects on regional and local vehicle miles traveled. The analysis will also examine impacts on pedestrian and bicycle activity and transit service, as well as emergency access and transportation-related safety during and following Project construction. Although not required by CEQA, the City will also undertake analysis of the Project's potential to increase traffic volumes and affect roadway carrying capacity on the City's roadway and highway system.

3.7 **Air Quality** will analyze the local and regional air quality effects of criteria pollutant emissions from Project-related construction and demolition, as well as from on-site development and Project-related traffic following Project development. Health impacts on existing and proposed sensitive receptors will be analyzed, including a health risk assessment addressing potential health risks during site construction and ongoing operations. To the extent possible, the health effects of any significant air pollutant emissions will also be analyzed. Analysis of potential odor impacts during Project construction and ongoing operations will also be undertaken.

3.8 **Greenhouse Gas Emissions** will evaluate greenhouse gas (GHG) emissions impacts, including Project-related construction, demolition, and operations impacts, as well as the Project's consistency with applicable plans adopted for the purpose of reducing emissions of GHGs, including (1) the CARB 2017 Climate Change Scoping Plan and (2) Plan Bay Area, which is the applicable Sustainable Communities Strategy for the 9-county Bay Area.

3.9 **Energy Resources** will discuss existing energy use patterns and examine whether the proposed Specific Plan would result in the consumption of large

amounts of fuel or energy, or use of such resources in a wasteful manner during both Project construction and ongoing operations.

3.10 **Noise** will evaluate the physical environmental effects of noise and vibration generated by Project-related construction and demolition activities, and ongoing activities following Project development.

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

3.12 **Hydrology and Water Quality** will evaluate the Project's potential impacts on stormwater drainage systems, compliance with applicable water quality standards and waste discharge requirements, groundwater basin sustainability, and public safety associated with flood hazards, including 100 years of projected sea level rise.

3.13 **Hazards and Hazardous Materials** will analyze (1) hazards associates with the routine transport, use, and disposal of hazardous materials by Project-related construction activities and ongoing operations following site development; (2) foreseeable upset and accident conditions involving the release of hazardous materials into the environment; (3) the Project's potential for hazardous emissions due to handling of hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school; (4) the Project's potential to create a significant hazard to the public or the environment as the result of its location in relation to sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; and (5) the Project's potential to create aircraft-related safety hazards or excessive noise for people residing or working in the Project area.

Due to underlying groundwater and soils contamination issues associated with historical railroad uses of the Project site, the westerly portion of the site requires remediation. For purposes of regulatory oversight pertaining to site contamination and remediation, the railyard is divided into two separate "Operable Units": (1) Operable Unit San Mateo (OU-SM), which is in the northern portion of the railyard and is under the jurisdiction of the California Department of Toxic Substances Control (DTSC); and (2) Operable Unit 2 (OU-2), which is in the southern portion of the railyard and is under the jurisdiction of the Regional Water Quality Control Board (RWQCB) (see **Figure 9**).

The remediation process for OU-SM and OU-2 includes preparation and public review of separate Remedial Action Plans for each Operable Unit, and site remediation under the jurisdiction of DTSC and the RWQCB, respectively. DTSC and the RWQCB are the designated lead agencies for determination and oversight of soil and groundwater cleanup requirements within OU-SM and OU-2, respectively. Within the former landfill area, actions to comply with the

regulatory requirements set forth in Section 20260 of Title 27 of the California Code of Regulations (CCR) will be undertaken under the regulatory jurisdiction of the RWQCB and San Mateo County Environmental Health Services.

Brisbane General Plan Policy BL1 requires that detailed plans for Title 27-compliant closure of the landfill and Remedial Action Plans for OU-SM and OU-2 be "approved by all appropriate regulatory agencies, which include, but shall not be limited to, CalRecycle, the San Mateo County Environmental Health Department, the California Department of Toxic Substances Control, the California Regional Water Quality Control Board" prior to approval of a specific plan for the Baylands.

In addition, Program EIR Mitigation Measure 4.G-2a sets forth the following relationship between the City's planning review and the regulatory agencies' remediation review processes:

- **Identify appropriate land uses within the Baylands (General Plan Amendment GP-1-18)**. Following certification of the Final Program EIR, the City approved General Plan Amendment GP-1-18, which identifies the appropriate types, intensities, and location of land uses within the Baylands.
- **Complete plans for Title 27 landfill closure and Remedial Action Plans for OU-SM and OU-2**. Based on the land uses approved in General Plan Amendment GP-1-18, Remedial Action Plans and Title 27 landfill closure plans are be completed and submitted to the RWQCB and DTSC. Review by those regulatory agencies would then be undertaken and the plans revised as need to the satisfaction of the RWQCB and DTSC.

  This process includes RWQCB and DTSC setting remediation standards and determining the specific technologies to be employed. It also includes CEQA compliance and approval of Remedial Action Plans and plans for Title 27 landfill closure.
- **Prepare and adopt development regulations for the Baylands (Specific Plan)**. Following approval of Title 27 landfill closure and Remedial Action Plans for OU-SM and OU-2 by regulatory agencies, the City would consider adoption of a specific plan for the Baylands.
- **Undertake Title 27 landfill closure and remediation of OU-SM and OU-2**. Pursuant to approved plans for remediation of OU-SM and OU-2 and Title 27 landfill closure by regulatory agencies, physical remediation and landfill closure within the Baylands would be undertaken under the regulatory authority of the RWQCB and DTSC.

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Figure 9

Remediation and Landfill Closure Locations

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- **Site-specific development plans and development within the Baylands**. Remedial actions required for the former Brisbane Landfill, OU-SM, and OU-2 are required to be completed prior to grading and site development, as follows:
    - *Title 27 closure of the former Brisbane Landfill* is required to be completed prior to grading or development within the area of the former landfill.
    - *Remedial actions within OU-SM* are required to be completed to the satisfaction of DTSC prior to initiation of any grading or development within OU-SM.
    - *Remedial actions within OU-2* must be completed to the satisfaction of the RWQCB prior to initiation of any grading or development within OU-2.

  The Brisbane Baylands Specific Plan EIR will not address impacts associated with site remediation or Title 27 landfill closure activities because these activities (1) must be completed prior to development within the Baylands, (2) are under the regulatory authority of agencies other than the City of Brisbane, and (3) require CEQA compliance and discretionary actions to be taken by those agencies prior to approval of the proposed Specific Plan.

3.14 **Public Services and Facilities** will analyze Project-related demands for public services such as fire protection, police, schools, libraries, and other public services to determine whether the Project would create a need for new or expanded facilities that would have physical environmental effects. This section will also analyze the Project's consistency with applicable plans and programs to reduce solid waste generation.

3.15 **Recreation** will discuss the Project's potential to increase the use of existing recreational facilities and the extent to which such increased use may cause physical deterioration of those facilities. This section will also analyze environmental effects from (1) recreational facilities included in the Project, and (2) any construction or expansion of recreational facilities necessary to serve the Project.

3.16 **Utilities, Service Systems, and Water Supply** will analyze Project-related demands for water, wastewater facilities, stormwater drainage, energy, and telecommunications to determine the extent of any physical environmental effects that would result from construction or operation of new or expanded facilities needed to serve the Project. This section will also analyze the adequacy of water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

4. **Irreversible Environmental Effects** will evaluate the potential for significant irreversible environmental changes to result from the Project, including (1) irreversible commitment of non-renewable resources, such as natural gas, petroleum products and fossil fuels,

asphalt, petrochemical-based construction materials, steel, copper, other metals, and sand and gravel; and (2) irreversible environmental changes, including the commitment of land to urban development and the commitment to provide public services to the Project.

5. **Growth-Inducing Impacts** will analyze the ways in which the Project could directly or indirectly foster unplanned economic or population growth or remove obstacles to growth, along with the physical environmental effects that would result from such growth.
6. **Cumulative Impacts** will analyze the ways in which physical environmental effects of the Project might combine with those of other past, present, and probable future projects for each of the issues addressed in EIR Sections 3.1 through 3.16. If the effects of the proposed Specific Plan in combination with the effects of other past, present, and probable future projects would be significant, the Project's contribution to the combined cumulative significant impact will be analyzed.
7. **Alternatives** will describe and analyze a reasonable range of alternatives to the Project or to the Project's location that would feasibly avoid or lessen significant environmental impacts identified in the EIR while attaining most of the Project's objectives.
8. **Report Preparers** will identify the persons and organizations involved in preparing the Draft EIR.

Appendices to the Draft EIR are anticipated to include:

A. Brisbane Baylands Specific Plan
B. Notice of Preparation (NOP) and Responses received by the City of Brisbane
C. Urban Decay Analysis
D. Biological Resources
E. Cultural and Tribal Cultural Resources
F. Transportation
   F.1 Vehicle Miles Traveled and Traffic Safety Analysis
   F.2 Level of Service Analysis (provided for informational purposes)
G. Air Quality
H. Greenhouse Gas Emissions
I. Energy
J. Noise and Vibration
K. Geotechnical and Soils Report
L. Hydrology and Water Quality
   L.1 Hydrology and Sea Level Rise
   L.2 Preliminary Water Quality Management Plan
M. Water Supply Analysis