

REVISED
NOTICE OF PREPARATION
of an Environmental Impact Report for the
Brisbane Baylands Specific Plan
City of Brisbane

In February 2020, the City of Brisbane, as Lead Agency, issued a Notice of Preparation (NOP) in accordance with the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] Section 15082) to inform agencies and interested parties that an environmental impact report (EIR) would be prepared for the Brisbane Baylands Specific Plan (project). The City held a public scoping meeting on March 2, 2020.

The February 2020 NOP stated that the Specific Plan applicant, Baylands Development Inc. (BDI), proposed development of 2,200 residential units, 6.5 million square feet of commercial use, 500,000 square feet of hotel use, and open space and park lands, along with acquisition of an annual water supply of up to 2,400 acre-feet from the Oakdale Irrigation District.

The following modifications to the project description in the February 2020 NOP are now proposed, thereby requiring issuance of this revised Notice of Preparation:

- The project applicant has entered to a Memorandum of Understanding with the Contra Costa Water District (CCWD) for up to 2,500 acre-feet of water annually from CCWD's Los Vaqueros Reservoir Expansion Project along with 10,000 acre-feet of storage in Los Vaqueros Reservoir. Acquisition of water supply from the Oakdale Irrigation District is no longer proposed.
- The Project now includes a 250-megawatt (MW) battery storage facility and onsite electrical substation as part of Baylands development.
- The North County Fire Authority Station Number 81 abutting the southwesterly corner of the Baylands Specific Plan area is now proposed to be relocated, with a second fire station to be developed in the northeastern portion of the Baylands.

A summary description of the Project as it is currently proposed, its location, background, and the potential environmental effects to be addressed in the EIR is provided below in this Revised NOP.

This Revised NOP has been released to provide sufficient information about the modified project to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed.

The City will prepare an EIR to examine the environmental impacts associated with the Project consistent with CEQA Guidelines Sections 15161. The EIR will evaluate the changes in the environment that would result from all phases of project development, including planning, construction, and operation. The EIR will evaluate the potentially significant impacts of the Project on a direct and cumulative basis, identify mitigation measures that may be feasible to lessen or avoid significant impacts, and identify project alternatives that could reduce significant impacts. The proposed project, its location, and its potential environmental effects are described below.

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 on the NOP must be sent at the earliest possible date but *no later than 30 days* after receipt of this notice, or by 5:00 p.m. on May 25, 2023. The review period for this NOP is from April 26, 2023 through May 25, 2023.

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
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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 **Tuesday, May 9, 2023** starting at 7:00 pm, at the Community Room, City Hall, 50 Park Place, Brisbane, CA 94005. Details on the meeting can be accessed at: <https://www.brisbaneca.org/bayands-nop>

The public scoping meeting will may also be viewed remotely via Zoom. Details on how to attend the meeting can be accessed at: <https://www.brisbaneca.org/baylands-scoping>

During the scoping session, the City will solicit input from the public and agencies on specific topics they believe should be addressed in the environmental analysis. The scoping process is designed to enable the City to determine the scope and content of the EIR and identify potentially significant environmental effects, alternatives, and mitigation measures to be analyzed in the EIR.

Project Location and Existing Conditions

The Baylands Specific Plan area (Project site) encompasses approximately 641.8 acres (520 acres of existing land area and 121.8 acres of lagoon) within the City of Brisbane in northeast San Mateo County (see **Figure 1**).

The Project site, locally referred to as the “Baylands,” 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, and on the west and south by Bayshore Boulevard (see **Figure 1** and **Figure 2**).

Figure 1: Regional Location



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. The Project site is separated from San Francisco Bay by the US 101 freeway right-of-way and approximately 400 feet from the Bay.

Figure 2: Baylands Specific Plan Area (Project Site)



Project Site Topography

Most 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. Most 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. Development within the western portion of the Project site will be preceded by remediation of soil and groundwater contamination subject to the regulatory oversight of the California Department of Toxic Substances Control (DTSC) and the San Francisco Regional Water Quality Control Board (RWQCB).

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

The eastern portion of the Project site largely consists of 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, US 101 on the east, and Brisbane Lagoon on the south. Uses located within this portion of the Project site are small industrial uses. Development within the eastern portion of the Project site will be preceded by final landfill closure in compliance with Title 27 subject to the regulatory oversight of the RWQCB, California Department of Resources Recycling and Recovery and the San Mateo County Environmental Health Services.

Adjacent Land Uses

Three areas are partially or completely surrounded by the Baylands Specific Plan area: the Kinder Morgan Energy Partners Brisbane Terminal (a petroleum storage facility), the Machinery and Equipment Company (used processing equipment resale), and Golden State Lumber (rail-served lumber yard). These uses would not be altered by 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

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. After voter approval of Measure JJ, the applicant indicated it would revise its proposed specific plan consistent with the provisions of Measure JJ.

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

The City of Brisbane previously prepared and certified a Program EIR for the Brisbane Baylands (Program EIR) evaluating the impacts of General Plan Amendment GP-1-18 and a previous Specific Plan proposed by Universal Paragon Corporation. 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, before approval of General Plan Amendment GP-1-18.

The previously prepared Draft Brisbane Baylands Program EIR can be found on the City's website at: <https://www.brisbaneca.org/baylands-deir>

The previously prepared Final Brisbane Baylands Program EIR can be found on the City's website at: <https://www.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 Between Program EIR and Forthcoming Brisbane Baylands Specific Plan 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 the CEQA Guidelines that went into effect subsequent to certification of the Final Program EIR. 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

The Brisbane Baylands Specific Plan proposes development of 2,200 residential units and 7 million square feet of commercial use (see **Figure 3**). The Baylands Specific Plan as proposed by the applicant can be viewed on the City's website at:

[The Baylands Specific Plan - Public Draft Submittal | City of Brisbane, CA \(brisbaneca.org\)](https://www.brisbaneca.org/baylands-specific-plan-public-draft-submittal)

Land Use

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. The Specific Plan would provide for the following land use and building types:

- **Residential** development of 2,200 dwelling units including the following building types:
 - Duplex/Single-Family dwellings that are three stories in height.
 - Townhome units that are attached in buildings of three or more dwelling units.
 - Multi-Family Low residential buildings that have no more than 22 units per building, with townhome units over single-story flats or stacked townhomes.
 - Multi-Family Mid mid-rise residential buildings up to a maximum height of 110 feet (typically up to 8 stories).
 - Multi-Family High residential towers with a maximum height of 270 feet (typically up to 24 stories).
- **Commercial** development of 6.5 million square feet in the following building types:
 - Campus Low-Rise buildings with a maximum height of 100 feet (typically 6 to 8 stories).
 - Campus Mid-Rise buildings with a maximum height of 150 feet (typically up to 8 to 10 stories).
 - TOD¹ Commercial buildings with a maximum height of 260 feet (typically up to 22 stories).
- **Hospitality** development consisting of 500,000 square feet of hotel use with a maximum building height of 240 feet (typically up to 22 stories).
- **Amenities** buildings with a maximum height of 60 feet (typically up to 3 stories) for indoor and outdoor gathering spaces, recreation, fitness, food and beverage, and clubhouse uses.
- **A Middle School** (grades 6 to 8) proposed to be developed on a 5-acre parcel.
- **Restoration of the historic Roundhouse** with a mix of retail, office, and restaurant uses, along with public gathering and activity space as part of a publicly accessible park.

Infrastructure

The Specific Plan would provide for the following:

- **Circulation improvements.** These would include roadway and streetscape improvements, transit connections, pedestrian and bicycle paths, and parking (see **Figure 4**). A proposed shuttle bus system would connect the Project site to the Bayshore Caltrain station (see **Figure 4**) and to nearby locations.
- **Parks, trails, and habitat enhancement.** Approximately 30 percent of the total land area within the Project site would be reserved for active and restorative open space (see **Figure 5**).

¹ Transit-oriented development (TOD) refers to high intensity residential, commercial office, and mixed-use development that is within walking distance of (generally less than ½ mile from) transit.

Figure 4: Proposed Roadway Plan

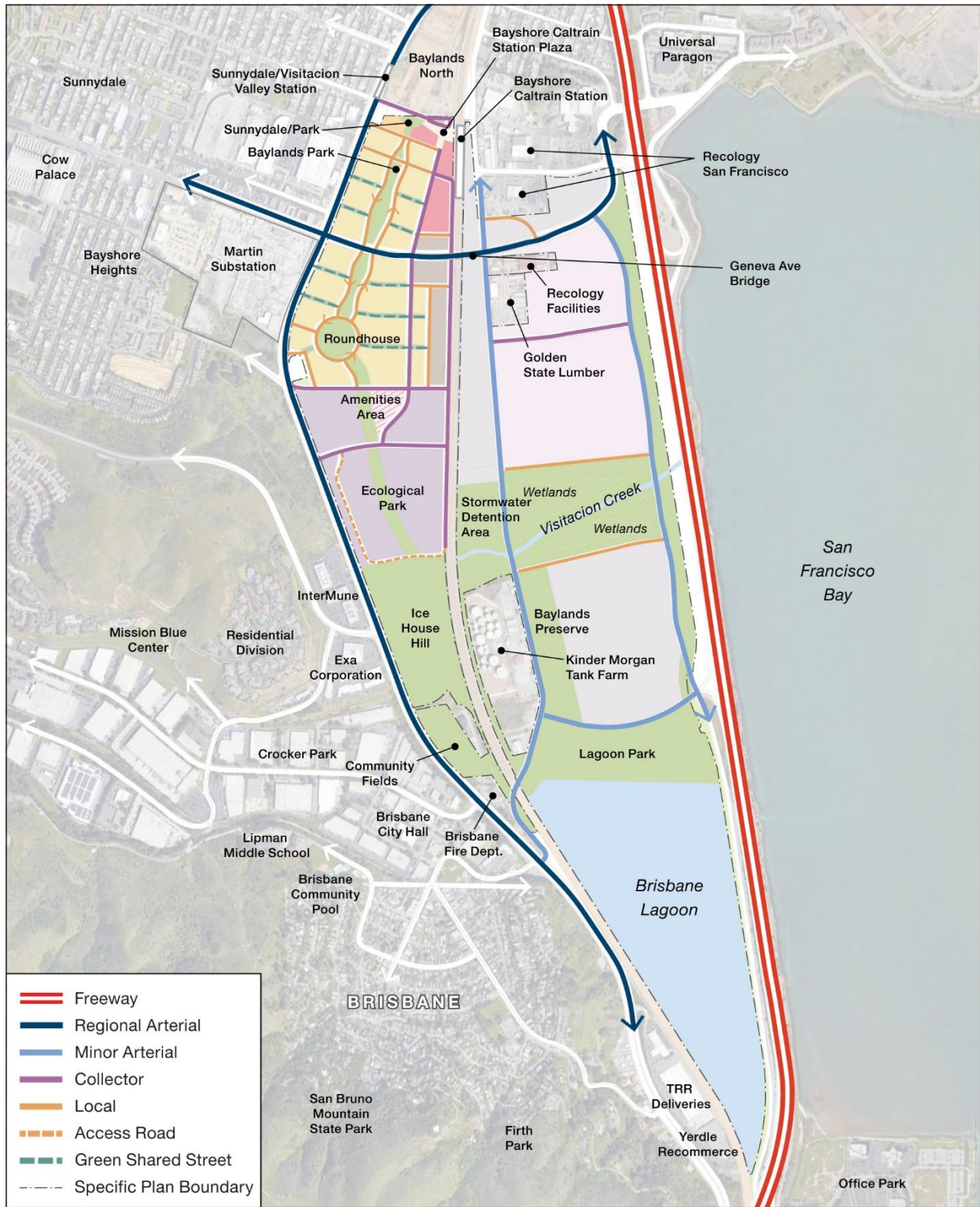
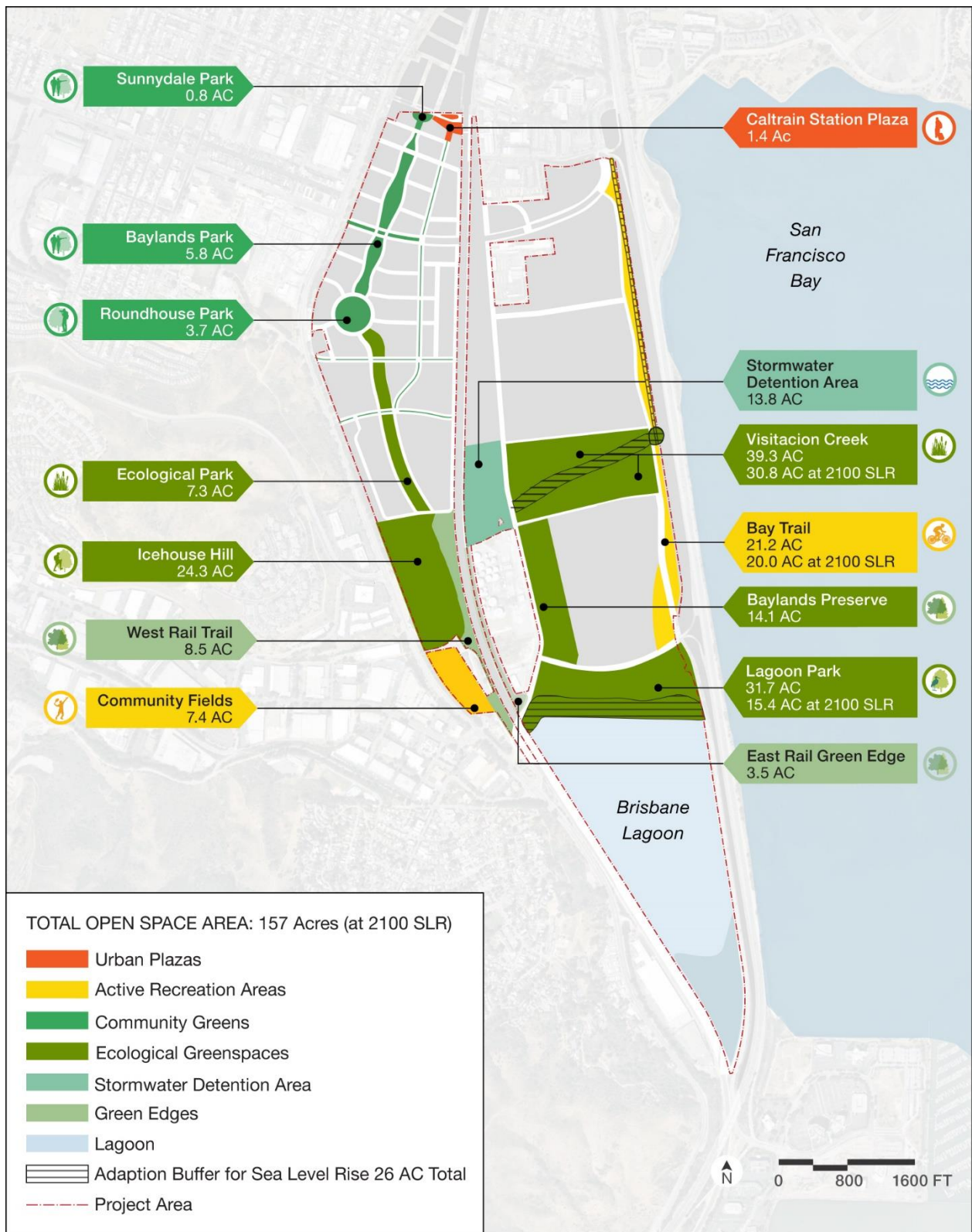
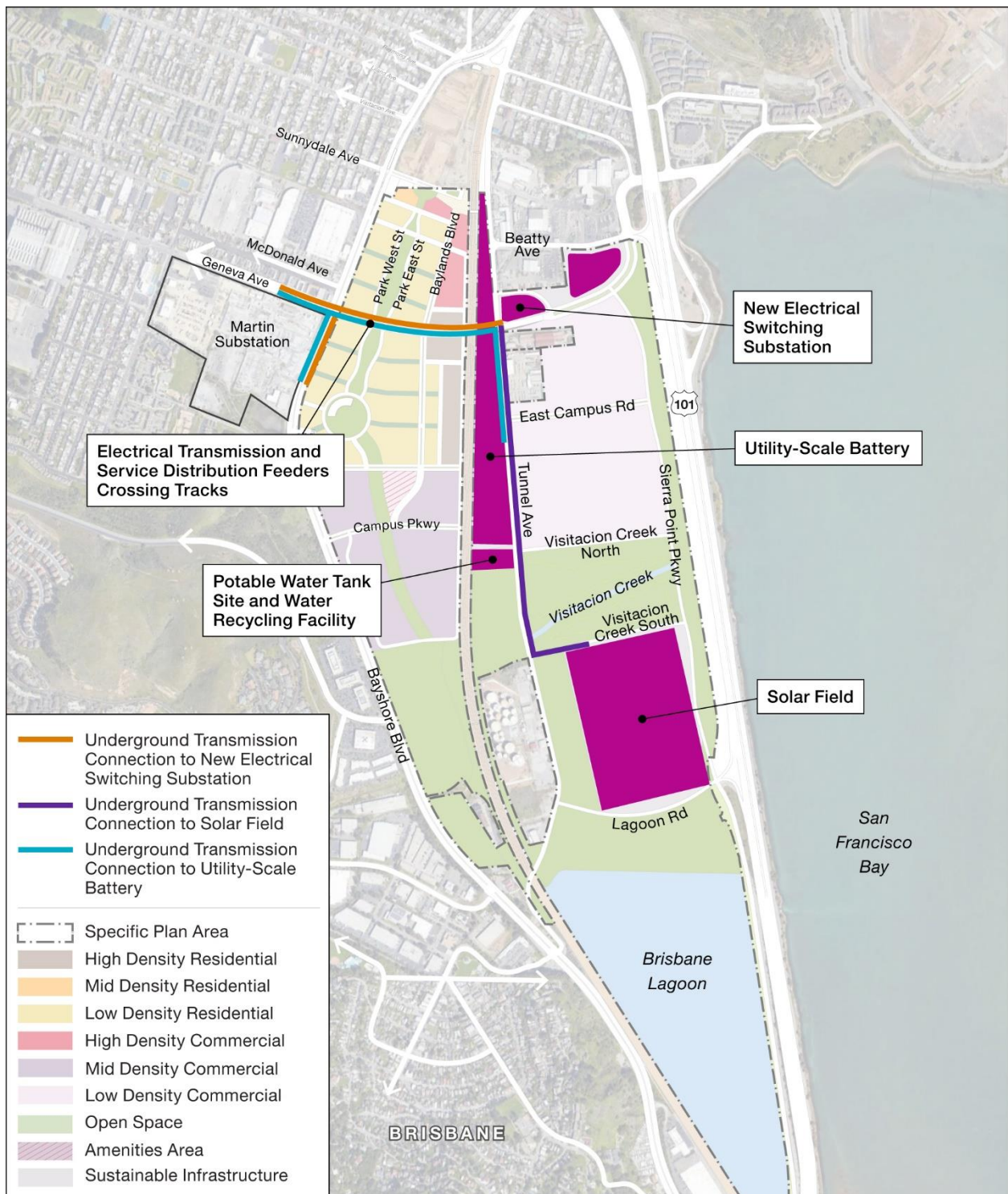


Figure 5: Proposed Open Space Plan



- **Water, sewer, and drainage facilities.** These facilities would consist of a domestic water system, sanitary sewage facilities (including an onsite water recycling facility), a recycled water facility and system, a 3.16-million-gallon water tank, and stormwater drainage facilities.
- **Electrical facilities, renewable energy generation, and battery storage.** Baylands development would be all-electric and include the following (see **Figure 6**):
 - Generation of 85,000 megawatt hours (MWh) of solar energy within a 55-acre solar farm and smaller building- and ground-mounted solar panels;
 - A 250-MW utility-scale battery storage facility and 80 MW of building-mounted distributed battery storage;
 - An onsite electrical substation;
 - Undergrounding of existing above-ground electrical lines along with an underground electrical distribution system; and
 - Connections to and improvements at the existing PG&E Martin Substation.

Figure 6: Proposed Electrical and Water Facilities



Water Supply

In December 2021, the applicant entered into a Memorandum of Understanding with the Contra Costa Water District (CCWD) to acquire water supply and reserve storage capacity at CCWD’s Los Vaqueros Reservoir and conveyance to the Specific Plan area through the San Francisco

Public Utilities Commission (SFPUC) system as part of CCWD's Los Vaqueros Reservoir Expansion Project. The CCWD-BDI Memorandum of Understanding provides for delivery of up to 2,500 acre-feet per year and 10,000 acre-feet of storage in Los Vaqueros Reservoir, plus or minus 20 percent depending on final determination of need.²

Delivery of water from CCWD to the SFPUC regional water system and the Baylands is proposed via the Transfer-Bethany Pipeline, Bethany Reservoir, South Bay Aqueduct, and San Antonio Reservoir. The SFPUC would then deliver water for the Baylands via the same facilities now used to supply water to Brisbane.

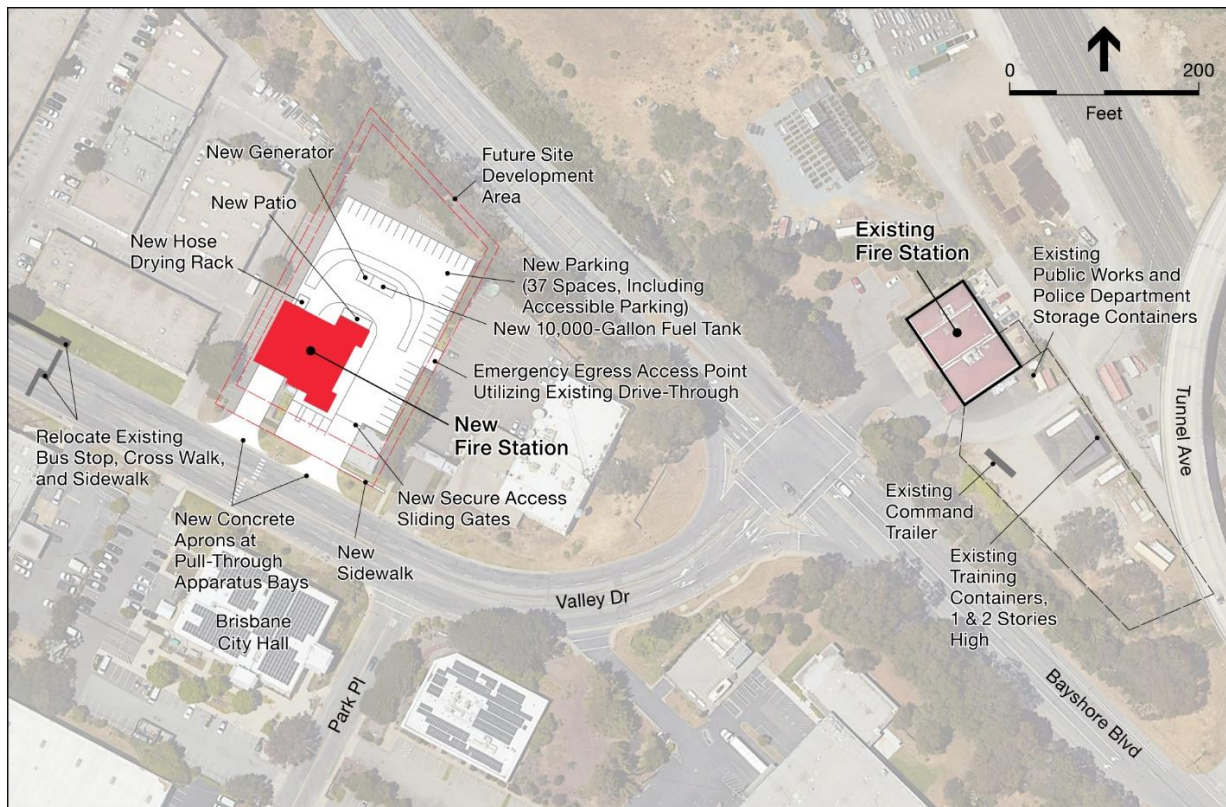
Water would be conveyed from Los Vaqueros Reservoir via an upgraded Transfer Facility pump station through the proposed Transfer-Bethany Pipeline to the existing California Aqueduct, which connects to the existing Bethany Reservoir. Bethany Reservoir is interconnected to the South Bay Aqueduct, an existing 49-mile aqueduct that is owned by the California Department of Water Resources (DWR). Existing turnout infrastructure connects the South Bay Aqueduct to San Antonio Reservoir and consists of a 30-inch diameter valve and pipe, a meter, and an energy dissipater all contained in separate concrete vaults (the "Turnout"). This Turnout currently discharges water from the South Bay Aqueduct into an existing streambed that drains into the SFPUC's San Antonio Reservoir and the Sunol Valley Water Treatment Plant, both of which are part of the SFPUC's regional water system.

Fire Station Relocation and New Fire Station

The existing North County Fire Authority Brisbane Fire Station No. 81 at 3445 Bayshore Boulevard is proposed to be relocated to 140 Valley Drive. The new two-story, 10,000-square foot facility would house one engine company with training facilities on the second floor that could function as an emergency command center when needed. A 1,000-gallon above-ground tank would be constructed to provide fuel for fire trucks and an emergency power generator. The existing Fire Station No. 81 site would be used for firefighter training once the new station is operational. **Figure 7** illustrates a conceptual site plan for the relocated fire station and its location in relation to the existing Fire Station No. 81.

² This proposed supply exceeds the 1,122 acre-feet per year of estimated potable annual water demand for the Baylands. The applicant has stated that it will retain ownership of the excess CCWD water supply and the ability to sell that excess water supply to the City of Brisbane or to other entities outside of the City.

Figure 7: Proposed North County Fire Authority Station No. 81 Relocation



In addition to relocation of the existing Fire Station No. 81, the Specific Plan would provide for a second fire station to serve the City of Brisbane and the Baylands. The new station would be located adjacent to the US 101 freeway between existing Beatty Avenue and the extension of Geneva Avenue.

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:

- General Plan Amendment to consolidate the entirety of the Specific Plan area within the General Plan's Baylands Subarea;
- Adoption of a Specific Plan;
- Zoning Ordinance Amendment to establish the land use regulations and development standards set forth in the Specific Plan as the zoning governing future Project site development;
- Development Agreement; and

- Other subsequent required approvals, including grading permits, conditional use permits, design permits, subdivision map approvals, and building permits.

Approvals from Other Agencies

The approvals that may be required from other public agencies 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
 - Contra Costa Water District (CCWD) approval of an agreement for the purchase by the City of Brisbane of up to a maximum of 2,500 acre-feet of water annually along with storage of 10,000 acre-feet of water in Los Vaqueros Reservoir. Delivery of water pursuant to this agreement is expected to require the following agreements:
 - Agreement with the San Francisco Public Utilities Commission (SFPUC) to deliver water from Los Vaqueros Reservoir to the City of Brisbane;
 - Partnership Agreement between the SFPUC and CCWD for purchase of water and storage within Los Vaqueros Reservoir;
 - California Department of Water Resources (DWR) approval and contractual agreements with the current South Bay Aqueduct contractors, including Zone 7 Water Agency, Alameda County Water Agency, and the Santa Clara Valley Water District, for use of the South Bay Aqueduct to transport water from Los Vaqueros Reservoir to the SFPUC regional water system at San Antonio Dam.
 - 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.

- 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 from 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.
- Interagency Agreements for the Delivery of CCWD Water Supply from the Los Vaqueros Reservoir to the Baylands
 - To convey water supply from Los Vaqueros Reservoir, the SFPUC will need DWR approval and contractual agreements with the current South Bay Aqueduct

contractors, including Zone 7 Water Agency, Alameda County Water Agency, and the Santa Clara Valley Water District.

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, its environmental 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. General Environmental Setting** will describe the regional and local context for the Baylands Specific Plan, along with the Baylands' physical setting and history; current General Plan provisions, zoning, land uses, and infrastructure; and the planning review and environmental documentation that was previously undertaken for Baylands development.
 - 3. Project Description** will provide (1) a precise description and map of the Project's location and boundaries, including information on the location of any offsite facilities proposed as part of the overall project; (2) a statement of the objectives sought by the Project, including its underlying purpose; (3) a description of the Project's technical, economic, and environmental characteristics, including proposed land uses, onsite and offsite 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.
 - 4. Environmental Setting, Impacts, and Mitigation Measures** will evaluate the direct and indirect environmental effects associated with Project-related construction activities, onsite land use, onsite and offsite infrastructure, and construction and operation of new and expanded onsite and offsite facilities required to deliver needed water supplies to serve the Project.

The EIR will address the following probable environmental effects of the Project.

4.1 Land Use and Planning Policy

- Development of residential and non-residential uses, as well as roadways and infrastructure, would have the potential for significant environmental effects as the result of dividing an existing community during construction and/or post-construction operations.
- Potential significant environmental effects could 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).

4.2 Socioeconomic Effects

- The Project would generate substantial population growth that could indirectly cause physical environmental effects.
- Baylands development would displace existing industrial uses and the police firing range, requiring replacement sites. The potential also exists for offsite infrastructure to displace existing housing. Development of replacement sites for such displacement could result in significant environmental effects.
- Development of retail and commercial/office uses within the Specific Plan area could cause a downward spiral of business closures and long-term vacancies 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.

4.3 Aesthetic Resources

- Development of multi-story commercial/office and residential buildings could block portions of existing scenic vistas of the Bay and San Bruno Mountain. The area's visual quality of scenic resources could also be adversely affected, resulting in significant impacts.
- Potential inconsistencies with visual quality-related policies and programs set forth in the Brisbane General Plan could cause physical environmental effects.
- Project development would introduce substantial sources of nighttime lighting and daytime glare.

4.4 Biological Resources

- Existing botanical and wildlife habitats, including but not limited to Brisbane Lagoon, Visitacion Creek, Icehouse Hill, and wetland areas, would be removed and replaced within the Project site.
- Development of the Project site could result in adverse effects on wildlife movement within and through the Project site.

4.5 Cultural and Tribal Cultural Resources

- The proposed dismantling and restoration of the historic Roundhouse following site grading could result in physical environmental effects should such actions be inconsistent with U.S. Secretary of the Interior standards.
- Due to their age, the proposed demolition of a number of existing buildings within the Project site could result in significant environmental effects on historic resources.
- Project demolition and construction activities could disturb buried archaeological and tribal cultural resources, resulting in significant environmental effects.

4.6 Transportation

- Project development would generate substantial vehicular traffic, thereby increasing regional and local vehicle miles traveled.
- Probable physical environmental effects related to transportation safety include the potential for vehicles exiting the US 101 freeway for access to the Baylands backing up onto the freeway mainline, and the potential for conflicts between (1) pedestrian and bicycle activity and transit service, and (2) vehicular traffic.
- Proposed geometrics for Geneva Avenue could result in conflicts and safety impacts at its intersections with Baylands Boulevard and the westerly “touchdown” point of the bridge crossing over the Caltrain right-of-way.
- Should the number and location of access points to the site or roadway configurations not provide for adequate emergency access to and through the site, significant environmental effects would result.
- The City will also analyze the substantial increase in Project-generated traffic volumes and their effect on the roadway carrying capacity of the City’s roadway and highway system. Such effects, although not identified by CEQA as significant environmental effects, could nevertheless result in secondary traffic safety, air quality, and greenhouse gas emissions impacts.

4.7 Air Quality

- Project development would result in substantial criteria pollutant emissions from site construction activities, including movement of 2.5 million cubic yards of soil from the eastern portion of the Project site to the western portion of the site. Onsite development and project-related traffic following development could also result in a substantial increase in criteria pollutant emissions.
- Onsite grading and construction activities, as well as ongoing post-construction operations, could cause adverse health impacts on existing and proposed sensitive receptors. A health risk assessment will be undertaken to

evaluate potential health risks during project construction and ongoing operations.

- Any significant emissions of criteria pollutants could result in adverse health effects that will, to the extent possible, be analyzed.
- Project construction and ongoing uses such as the proposed water recycling facility would have the potential to cause odor impacts.

4.8 Greenhouse Gas Emissions

- The Project would generate substantial greenhouse gas emissions as the result of construction, demolition, and operations.
- Physical environmental impacts could also result from potential inconsistencies with applicable plans adopted for the purpose of reducing emissions of greenhouse gases, including (1) the California Air Resources Board (CARB) 2017 Climate Change Scoping Plan, and (2) Plan Bay Area, which is the applicable Sustainable Communities Strategy (SCS) for the nine-county Bay Area.

4.9 Energy Resources

- Although the Project would generate a substantial amount of the energy it consumes and would use 100 percent renewable energy, the Project would consume large amounts of fuel and energy, with the potential for using such resources in a wasteful manner during both project construction and ongoing operations.

4.10 Noise

- The substantial increase in traffic and onsite activity would generate noise and vibration during Baylands construction, grading, and demolition activities, as well as ongoing activities following project development.

4.11 Geology, Soils, and Seismicity

- Project site grading activities have the potential to expose soils to erosion.
- In addition, proposed site development would increase exposure of structures and people to geologic, soils, and seismic risk factors including but not limited to earthquakes, liquefaction, differential settlement, and other soil hazards.

4.12 Hydrology and Water Quality

- Project development would substantially increase the site's impervious surface area and increase runoff within and from the site. Existing stormwater drainage systems likely do not have the capacity to accommodate post-construction Project site runoff, and this runoff could exacerbate flood conditions within and adjacent to portions of the site and surrounding neighborhoods.

- The potential also exists for the large amount of runoff generated within the Project site to carry urban pollutants to the Brisbane Lagoon and San Francisco Bay.

4.13 Hazards and Hazardous Materials

- Baylands development and operations would require the routine transport, use, and disposal of hazardous materials, potentially exposing the public and environment to health risks and environmental degradation.
- Although compliance with federal, state, and local regulations would reduce impacts associated with the routine transport, use, and disposal of hazardous materials to less-than-significant levels, accidents can and do happen that could result in the release of hazardous materials into the environment.
- Due to the proposed development of a middle school within the Baylands, there would be the 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.
- In addition, due to the history of industrial use within and adjacent to the Project site, the Project could create a significant hazard to the public or the environment as the result of the Project's location in relation to sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
- Due to the Project site's location more than 2 miles from San Francisco International Airport, there would be only a remote potential for the Project to create aircraft-related safety hazards or excessive noise for people residing or working in the area.

4.14 Public Services and Facilities

- Project-related demands for public services such as fire protection, police, schools, libraries, solid waste facilities, and other public services would create a need for new or expanded facilities, the construction of which could have physical environmental effects.

4.15 Recreation

- Development of 2,200 dwelling units and employment-generating uses that accommodate over 19,000 workers could increase the use of existing recreational facilities, potentially causing physical deterioration of those facilities.
- Construction associated with the development of open space, parks, and recreational facilities within the Project site could result in significant environmental effects such as erosion, air pollutant and greenhouse gas emissions, or loss of biological habitats.

- Development of multi-story buildings within the Project site could create sufficient wind turbulence so as to degrade the quality of windsurfing resources within the nearby Candlestick Point State Recreation Area.

4.16 Utilities, Service Systems, and Water Supply

- The Project would substantially increase demands for water, wastewater, stormwater drainage, energy, and telecommunications facilities, requiring construction of new facilities along with improvements to existing facilities. Construction of such improvements could result in physical environmental effects such as erosion, air pollutant and greenhouse gas emissions, or loss of biological habitats.
 - The Project would result in demand for water supplies in excess of those currently available to the City of Brisbane. This EIR section will, therefore, also analyze the adequacy of Contra Costa Water District (CCWD) Los Vaqueros Reservoir Expansion Project water supplies to serve Brisbane, the Project, and other reasonably foreseeable future development within the city during normal, dry, and multiple dry years.
 - Acquisition of water from CCWD's Los Vaqueros Reservoir Expansion Project and its delivery to the Baylands would entail uncertainties such as the need for several agencies other than the City of Brisbane to enter into agreements for use of the South Bay Aqueduct and other facilities to transport water to the Baylands. These uncertainties and alternative water sources will be evaluated in a water supply assessment to be prepared for the project.
 - Water facilities improvements needed for delivery of water from Los Vaqueros Reservoir to the Project site could result in physical environmental effects that would be analyzed in the EIR.
5. **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.
 6. **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.
 7. **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 4.1 through 4.16. 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 Specific Plan's contribution to the combined cumulative significant impact will be analyzed.

8. **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.
9. **Report Preparers** will identify the persons and organizations involved in preparing the Draft EIR.