

May 23, 2023

John Swiecki, Community Development Director
City of Brisbane
Community Development Department
50 Park Place
Brisbane, CA 94005

Subject: **Comment on Notice of Preparation for Brisbane Baylands Specific Plan**

Dear Mr. Swiecki:

Thank you for providing an opportunity for the California High-Speed Rail Authority (Authority) to provide input on the revised Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Brisbane Baylands Specific Plan.

The Authority previously provided comments (Attached to this letter) on the original Notice of Preparation (NOP) that was published in 2020. In those comments, the Authority described its process to that point of planning for a light maintenance facility (LMF). Since the original NOP was published, the Authority completed the environmental process and the Authority Board of Directors approved an LMF location on the east side of the Brisbane Baylands site (Resolution #HSRA 22-20 located at <https://hsr.ca.gov/wp-content/uploads/2022/08/FJ-CEQA-Approval-Resolution-final-A11Y.pdf>). Additional information about the LMF and its location at the Brisbane Baylands site can be found in the Final EIR/EIS for the San Francisco to San Jose project section (<https://hsr.ca.gov/programs/environmental-planning/project-section-environmental-documents-tier-2/>).

We look forward to working with the City as the design process advances.

Please continue to include the Authority on all notices pertaining to the Brisbane Baylands Specific Plan and any other decisions around the Brisbane Baylands site.

Sincerely,



Boris Lipkin
Northern California Regional Director

Attachments

March 19, 2020

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John Swiecki, AICP
Community Development Director
City of Brisbane
50 Park Place, Brisbane, CA 94005
Submitted via e-mail to baylands@brisbaneca.org

**RE: Brisbane Baylands Specific Plan
Notice of Preparation of an Environmental Impact Report**

Dear Mr. Swiecki,

This letter is the California High-Speed Rail Authority's (Authority) comments on the Notice of Preparation (NOP) issued on February 20, 2020 for the Environmental Impact Report (EIR) for the Brisbane Baylands Specific Plan (Project).

The summary description of the Project and the scope of environmental analysis in the NOP makes no reference to the Authority's plans to locate a Light Maintenance Facility (LMF) at the Brisbane Baylands. This letter outlines our concerns about this absence and recommends that the EIR include an alternative that reconfigures the Project to account for the LMF.

Authority Consideration of the Brisbane Baylands for the LMF

The Authority has considered the Brisbane Baylands as a potential location for the LMF for over a decade starting with Preliminary Alternatives Analysis dating back to 2010. In 2013, the Authority submitted comments on the 2013 Baylands Specific Plan EIR regarding our interest in locating the LMF at the Brisbane Baylands.

On May 9, 2016, the Authority and FRA published a NOP and Notice of Intent (NOI), which initiated scoping for the San Francisco to San Jose Project Section Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The high-speed rail (HSR) project as described in the NOP/NOI includes stations in San Francisco, Millbrae, and San Jose with a LMF in Brisbane. The EIR/EIS HSR project alternatives were presented during the public scoping period between May 9, 2016, and July 20, 2016. Public scoping activities included three scoping meetings and approximately 30 meetings with business and community groups, early agency coordination, and elected official briefings.

On and around June 20, 2018, the Authority again reiterated its plans to locate a LMF at the Brisbane Baylands site in its letter and comments when Brisbane was considering certification of the Final EIR for the Baylands General Plan Amendment, under which this Specific Plan is being developed.

Most recently, the Authority conducted outreach in July and August 2019 concerning the staff-recommended HSR Preferred Alternative with stakeholders and members of the public to receive their feedback for the Board of Directors to consider with the identification of the HSR Preferred Alternative. More than 300 community members, stakeholders, and agency officials attended briefings and meetings throughout the corridor during this outreach period, which included the Brisbane City Council Meeting on July 18, 2019.

At the September 17, 2019 Authority Board meeting, the Authority identified Alternative A as the HSR Preferred Alternative for analysis in the EIR/EIS for the San Francisco to San Jose Project Section. A summary of the history of the preliminary engineering and environmental analysis of the San Francisco to San Jose Project Section can be found in the staff reports for the September 17, 2019 board meeting on the Authority's website at https://www.hsr.ca.gov/about/board/meetings/minutes_2019.aspx. Alternative A includes the LMF alternative on the east side of the Caltrain corridor in the Brisbane Baylands.

The HSR project is now under construction and being implemented in phases within the 30-year planning horizon for the Project. The current Draft 2020 Business Plan, published February 12, 2020, identifies 2031 as the opening year for service that would include the LMF and 2033 as the opening year of Phase 1 service from San Francisco to Los Angeles and Anaheim, well before the 2050 buildout of the Project. Currently, 119 miles of high-speed rail infrastructure is under construction in the Central Valley and the Authority is supporting the electrification of the Caltrain Corridor between San Francisco and San Jose with plans to use that infrastructure in the future.

The Authority is preparing the EIR/EIS which will evaluate the implementation of high-speed rail service between San Francisco to San Jose along the Caltrain right-of-way as part of a blended system. The EIR/EIS proposes a LMF at the Brisbane Baylands as a feature of each HSR project alternative, with Alternative A locating the LMF on the east side of the Caltrain corridor and Alternative B locating the LMF on the west side of the Caltrain corridor. The Draft EIR/EIS will include an analysis of the LMF alternatives at an equal level of detail. The Draft EIR/EIS will be available in summer 2020, which will be available to inform your Project EIR.

Statewide Significance and Functions of the LMF

The LMF is a critical component of the overall high-speed rail system. The LMF needs to be located adjacent to the mainline tracks to provide convenient and close connections to the HSR mainline tracks for both southbound and northbound access. Northbound and southbound access supports timely provision of trainsets to the nearby terminal station and facilitates switching trainsets out during normal operations. Up to

one third of the statewide train fleet would need storage space at the LMF. The Authority's plans and engineering drawings for the two LMF alternatives are attached to this letter.

Maintenance of the HSR trainsets, which will occur on a daily, monthly, and quarterly basis, will take place at the LMF. Maintenance activities include train washing, interior cleaning, wheel truing, testing, and inspections. These activities may occur between runs or as a pre-departure service at the start of the revenue day. Trains and crew will be dispatched from the LMF to the terminal station in San Francisco to begin revenue service throughout the day. The LMF will also support a limited number of trainsets dispatched to the San Jose Diridon Station and will function as a service point for any trains in need of emergency repair services. The LMF will be in operation 24 hours per day, with four overlapping shifts of workers rotating in and out of the site.

Eastside Location for LMF is the HSR Preferred Alternative

Alternative A, the Preferred Alternative, based on analysis by staff done to date, represents the best balance of adverse and beneficial impacts on community and environmental resources, and maximizes the transportation benefits of the high-speed rail system. The East Brisbane LMF under Alternative A would construct the East Brisbane LMF adjacent to existing vacant and industrial uses, avoiding and minimizing impacts to planned development allowed by the Brisbane General Plan on the west side of the Caltrain tracks, including planned housing development.

Specific Plan EIR Accounting for LMF in its Project Alternative(s)

The Brisbane Baylands Specific Plan EIR needs to consider the LMF in the design of the project and/or its alternatives. Specifically, in order to disclose the impacts of the Specific Plan buildout in light of the LMF buildout, the redesigned project and/or alternative(s) should allow for the LMF, including the LMF space requirements, the need to elevate the Geneva Extension, the need to relocate the Caltrain Station, and land use compatibility with HSR mainline and LMF operations.

As described above, the LMF alternatives under consideration by the Authority in the HSR project EIR/EIS would occupy a portion of the land proposed for residential, commercial, and/or other land uses with the Specific Plan. As such, with the LMF, the Specific Plan would not be able to be completely built out. Since at present, the HSR EIR/EIS includes two LMF alternatives, several alternatives for the Specific Plan EIR could be considered. In addition, the EIR needs to analyze the cumulative effects of both land use development and the HSR project per CEQA requirements.

Concluding Remarks

We recognize the City's need for a new EIR for the Specific Plan to address the differences between the proposed Specific Plan and development that was evaluated in the final Program EIR certified by the City Council in July 2018.

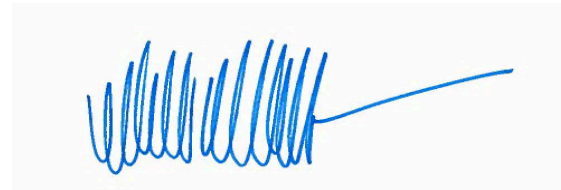
The range of alternatives to the Project in the EIR needs to consider an alternative (or alternatives) that allow and account for the LMF. The Authority can assist the City and

property owner in developing alternative (or alternatives) that account for a LMF. In addition, the cumulative analysis needs to consider the combined effects of land use development and the HSR project. Full acknowledgement of and accounting for the HSR project and the LMF in the Specific Plan EIR will foster informed decision-making by the City Council, Baylands Development Inc, and the community of Brisbane. Thank you for the opportunity to comment on the NOP. Please contact us if you have any questions or need any clarifications of our request.

Sincerely,



Boris Lipkin
Northern California Regional Director
(415) 370-0822
Boris.Lipkin@hsr.ca.gov



Mark A. McLoughlin
Director of Environmental Services
(916) 403-6934
Mark.McLoughlin@hsr.ca.gov

Attachments:

1. 11/20/12 Authority letter re: Revised Notice of Preparation for Brisbane Baylands Specific Plan
2. 6/20/18 Authority letter re: Certification of Final EIR Baylands General Plan Amendment
3. April 2019 Preliminary Engineering for Project Definition Record Set drawings of LMF in Alternative A
4. April 2019 Preliminary Engineering for Project Definition Record Set drawings of LMF in Alternative B



November 20, 2012

CHSRA-CIT-2993

John Swiecki, AICP
Community Development Director
City of Brisbane
50 Park Place
Brisbane, CA 94005

Via Email: eir@ci.brisbane.ca.us

Board Members:

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Jeff Morales
Chief Executive Officer

RE: Revised Notice of Preparation for the Brisbane Baylands Specific Plan

Dear Mr. Swiecki:

As you know, the California High-Speed Rail Authority (Authority) board certified the program-level Bay Area to Central Valley High-Speed Train Environmental Impact Report/Environmental Impact Statement (EIR/EIS), adopted findings, and selected preferred alignment and station conceptual locations for the statewide High Speed Train (HST) system in July 2008. This program-level EIR/EIS identified the Caltrain rights-of-way as a part of the preferred alignment in Brisbane.

In August of 2010, the Authority published a "Supplemental Alternatives Analysis" that described design options for the system that would serve both the Caltrain and High-Speed Train services between San Francisco and San Jose. It also identified a portion of the Brisbane Baylands as a potential site for a storage and maintenance facility (see attachment).

As part of the 2012 Revised Business Plan, the Authority has changed the basic assumptions for High-Speed Train (HST) construction and operation. The strategy shifts the initial construction segment to the Central Valley, and then connects to the "bookends" (i.e., San Francisco and Los Angeles). Additionally, the Business Plan introduced the concept of "blending" the HST service with existing rail operators as a cost-effective strategy to build and operate the HST in urban areas with constrained rights-of-way. Essentially, the plan promotes electrification of Caltrain and implementation of other infrastructure improvements that would enable HST to operate on the Caltrain tracks.



John Swiecki
Community Development Director
City of Brisbane
CHSRA-CIT-2993
Page 2

These new concepts have led to changes in previous assumptions regarding the location of HST operations and maintenance facilities. While train service will still be required to begin at the San Francisco terminal (Transbay Transit Center), the fleet size to be stored at a local facility can be reduced based on the adopted Business Plan, or from 27 trainsets previously recommended to less than half that number of trainsets as part of a blended system. The reduced number of trainsets thereby reduces the required storage yard size and footprint. The Authority is currently re-examining the corridor to identify site specific and operationally feasible locations which will meet maintenance and storage requirements. Suitable potential sites, in addition to Brisbane, will be evaluated through the NEPA and CEQA environmental processes.

We look forward to continuing our coordination with the City of Brisbane on our respective projects.

Please visit our website at <http://www.cahighspeedrail.ca.gov> for additional project information.

Please contact me at (408) 477-5631 or btripousis@hsr.ca.gov if you have any questions.

Sincerely,



Ben Tripousis
Northern California Regional Director
California High-Speed Rail Authority

Attachment

cc: D. Spaethling
R. Kohlstrand
B. Felker
L. Hames

Subsection #2

Length: 8.6 miles Land Use: Urban

South Portal Tunnel No. 4 to South of Millbrae Avenue (MP. 5.77 to MP. 14.38)

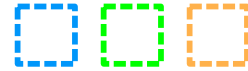
This subsection is located in the Cities of Brisbane, South San Francisco, San Bruno and Millbrae. The existing Caltrain alignment is at-grade in this subsection and many crossings are grade separated. The northern portion of this subsection is completely grade separated and includes an existing 4-track segment in Brisbane. In the southern portion of the subsection, BART runs underneath and alongside the Caltrain tracks.



POTENTIAL CONSTRAINTS



HST STATION DESIGN OPTION



CALTRAIN STATION DESIGN OPTION



ROADWAY DESIGN OPTION



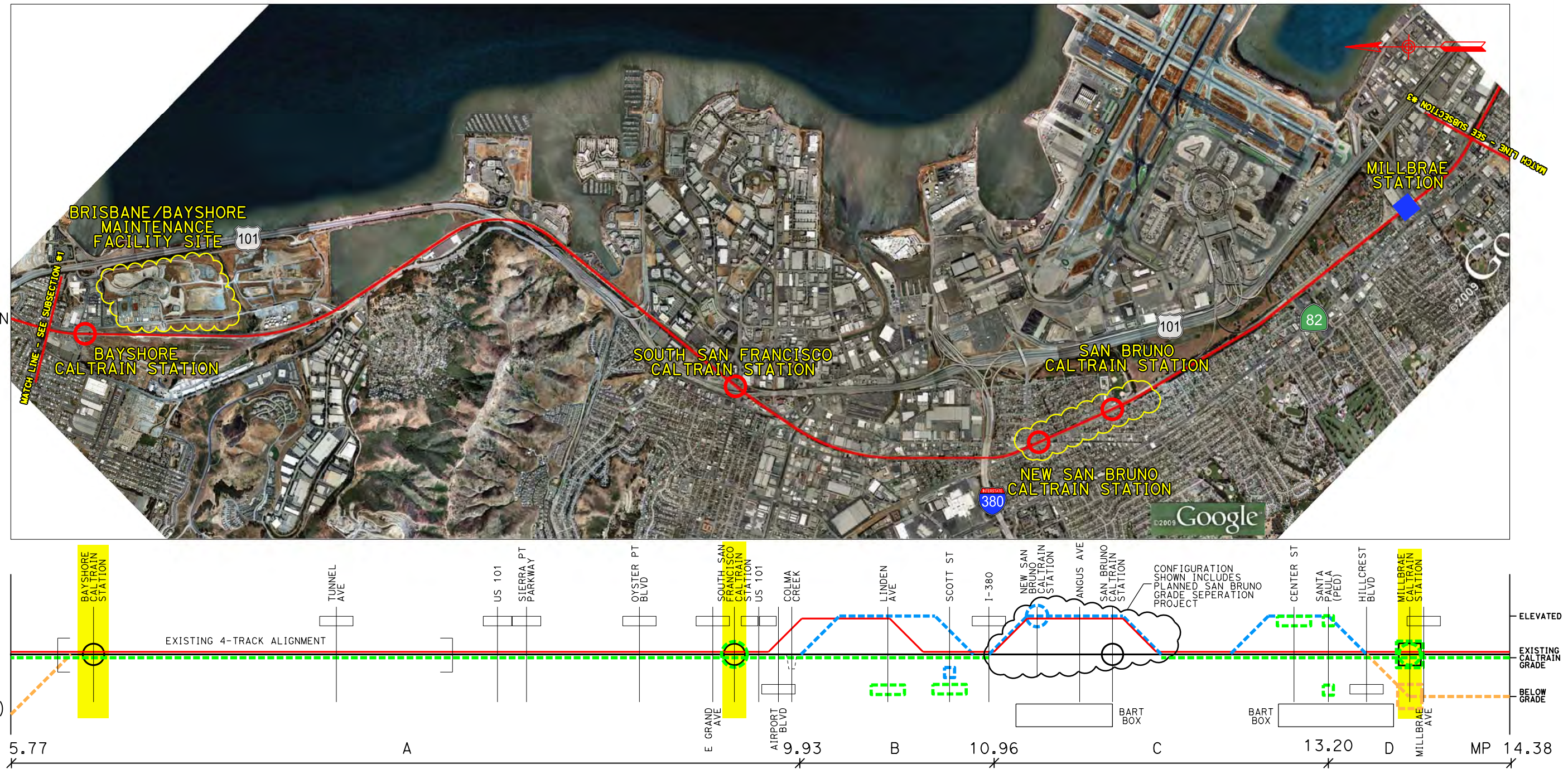
EXISTING GRADE SEPARATION



EXISTING TRACK



PROGRAM EIR/EIS (REFERENCE ONLY)



San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion

February 1, 2010

NOT TO SCALE

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June 20, 2018

Ms. Ingrid Padilla
City Clerk
Brisbane City Hall
50 Park Place
Brisbane, CA 94005

Via Email: cityclerk@ci.brisbane.ca.us

Re: Final Environmental Impact Report and Proposed Baylands General Plan Amendment

Dear Ms. Padilla:

We have reviewed your Final EIR and the Proposed Baylands General Plan Amendment and appreciate the City's acknowledgement of the California High Speed Rail Authority's (Authority) planned maintenance and storage facility in your report. We also appreciate the opportunity to work with the City to address the potential conflicts posed by the Authority's plans and the City's proposed development for this site.

The Authority is responsible for the planning, design, construction, and operation of the first high-speed rail system in the nation. The California high-speed rail system will connect the mega-regions of the State, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. The high-speed rail system will run from San Francisco to the Los Angeles basin in under three hours at speeds of over 200 miles per hour and will eventually extend to Sacramento and San Diego. In the Bay Area, the system will utilize the existing Caltrain corridor between San Jose and San Francisco and will include stations in San Francisco, Millbrae, San Jose, and Gilroy.

On May 25, 2018, the Authority submitted its 2018 Business Plan to the Legislature. The 2018 Business Plan laid out the Authority's plans to begin service on the Silicon Valley to Central Valley Line connecting San Francisco and Bakersfield. The 2018 Business Plan has reaffirmed that the high-speed rail system and the Silicon Valley to Central Valley service will require a light maintenance facility (LMF) in the San Francisco to San Jose project section. The Authority's environmental documents are evaluating two alternative locations for an LMF, one on the east and one to the west of the existing Caltrain Corridor in Brisbane. Both sites are within the boundaries of the Baylands General Plan.

As the City considers moving forward with the Baylands General Plan Amendment and a future Specific Plan, we would appreciate continued coordination with our planning and environmental analysis efforts to work to address the potential conflicts between our respective projects. I look

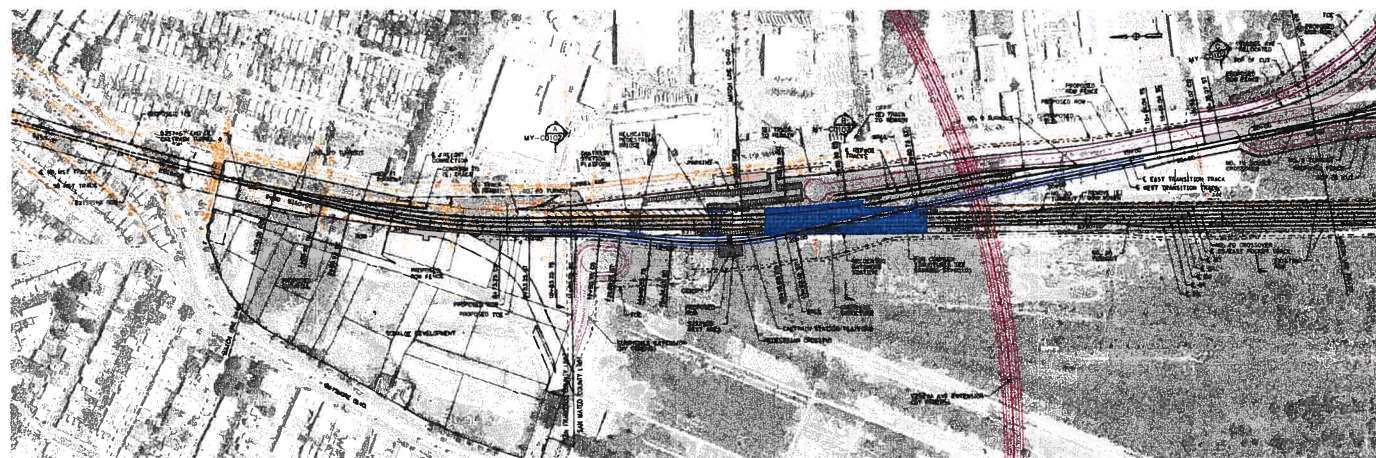
forward to maintaining the productive working relationship we have had with the City of Brisbane as we go through that process. To that end, please feel free to reach out to me with any questions.

Sincerely,



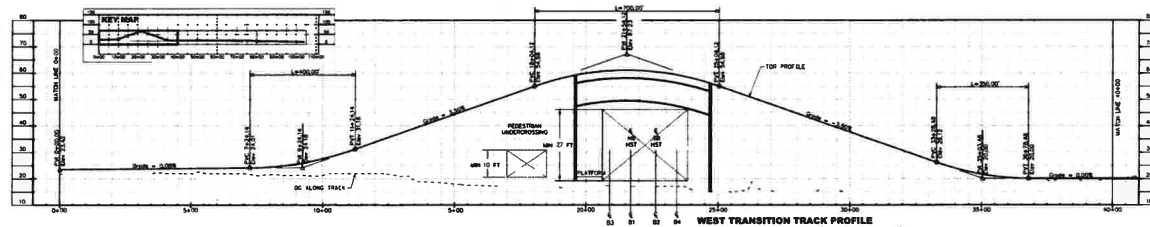
Boris Lipkin
Acting Northern California Regional Director
(408) 447-5631
boris.lipkin@hsr.ca.gov

cc: Clay Holstine, City Manager
Mark McLoughlin, Director of Environmental Services

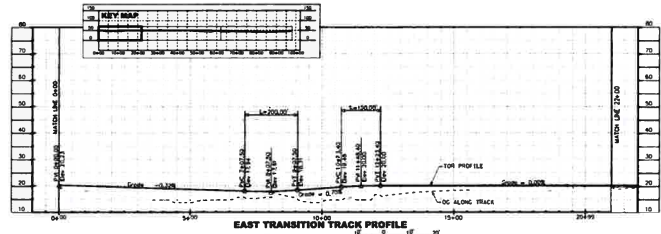


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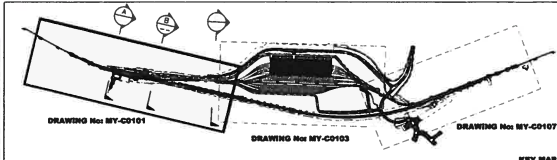
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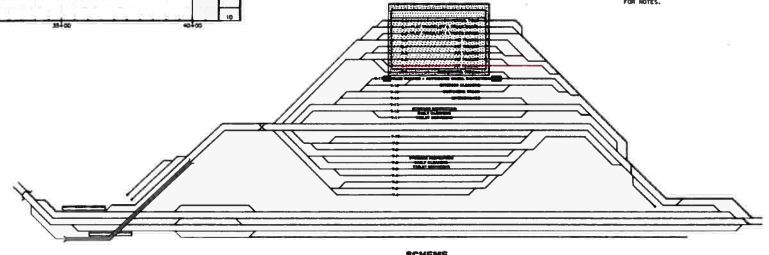
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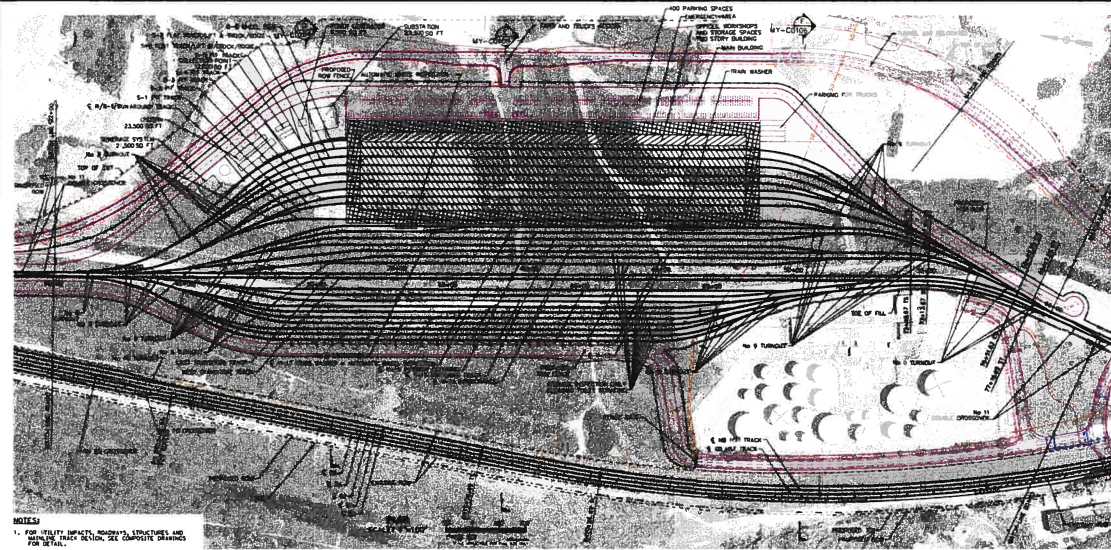
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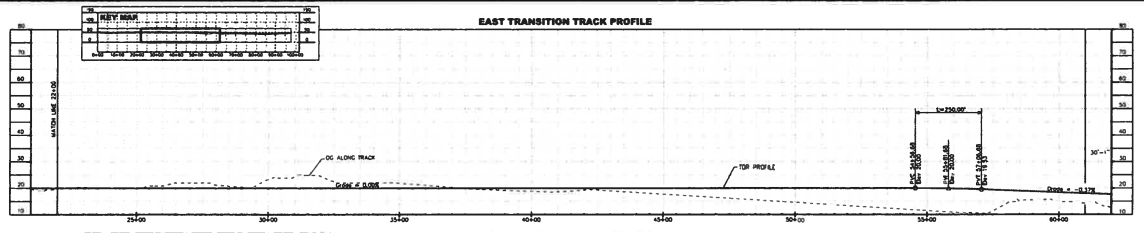
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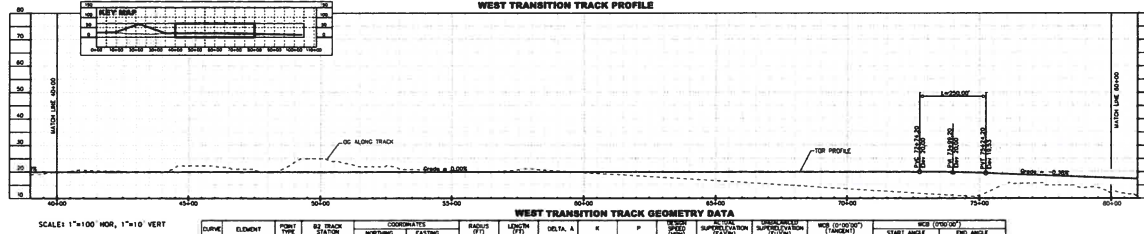
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE 4
BRISBANE LIGHT MAINTENANCE FACILITY EAST
COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS



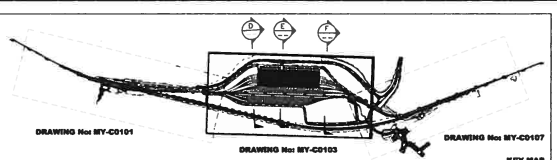
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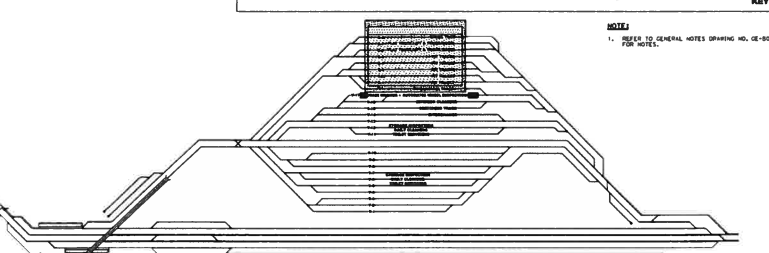
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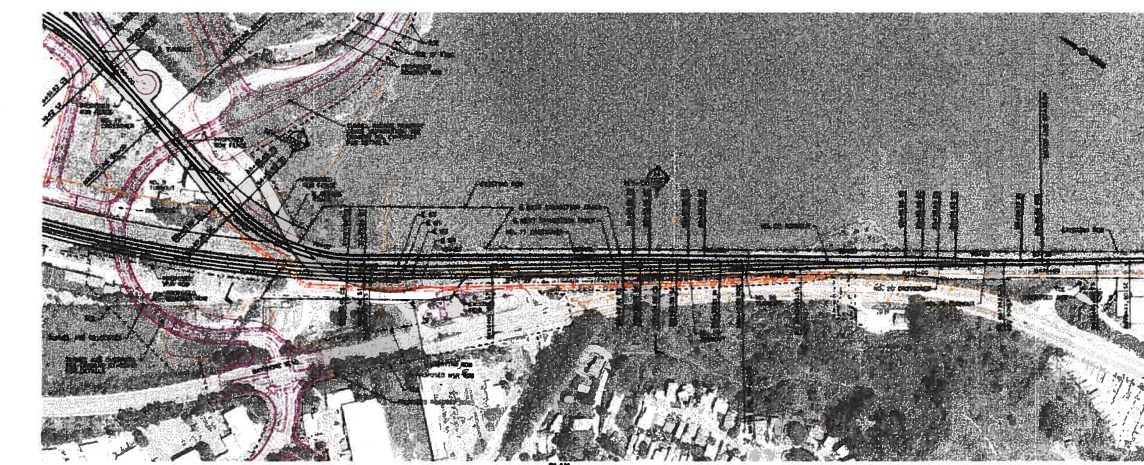
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WEST TRANSITION TRACK GEOMETRY DATA

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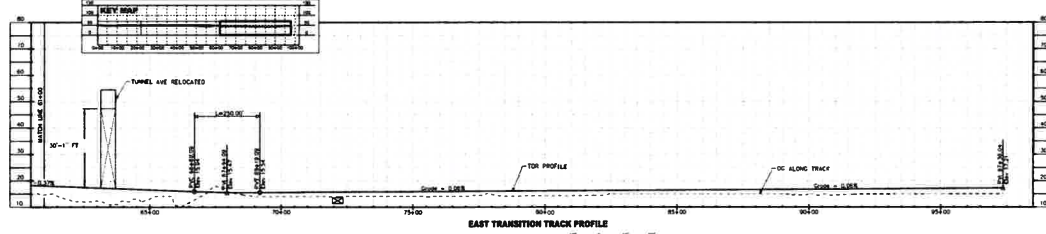
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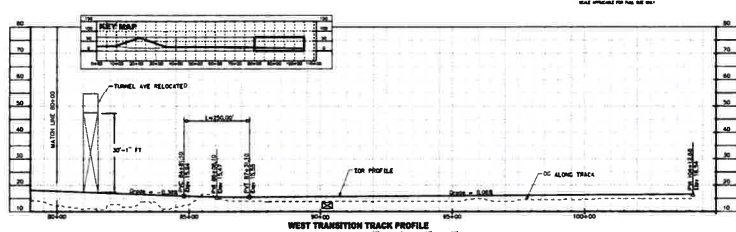


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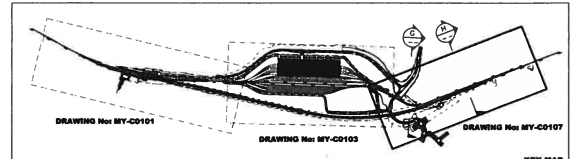
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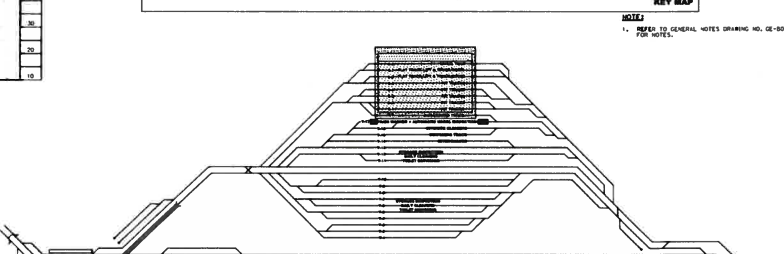
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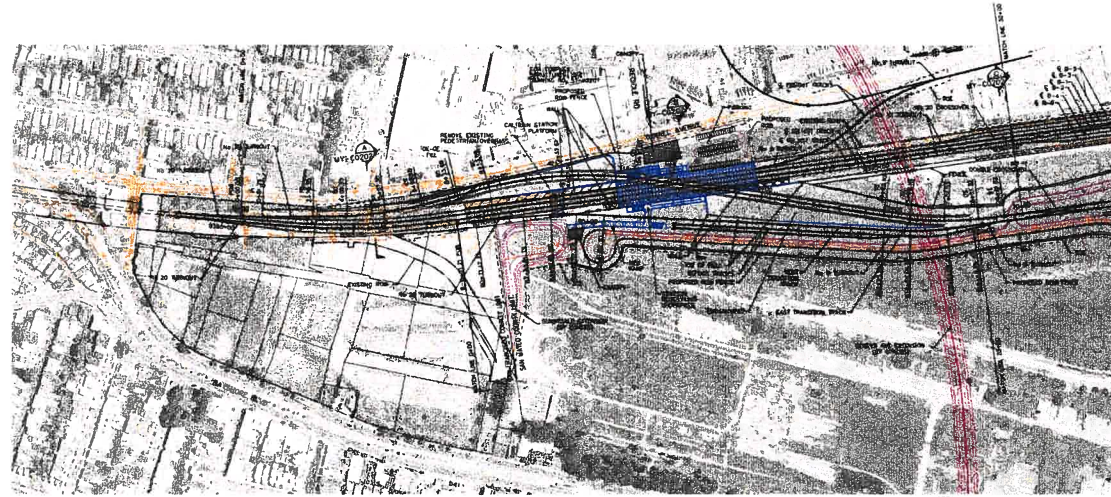
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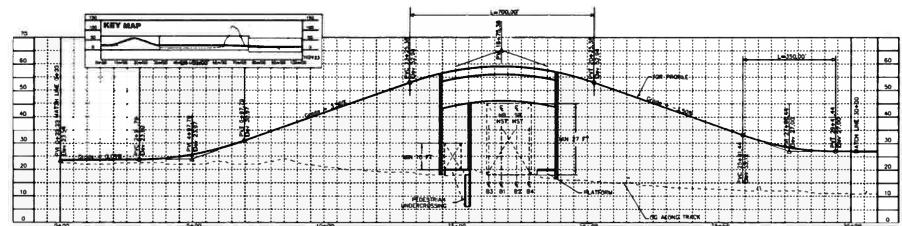
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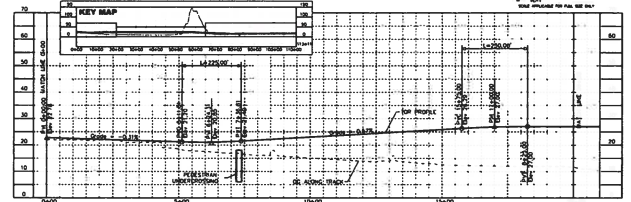


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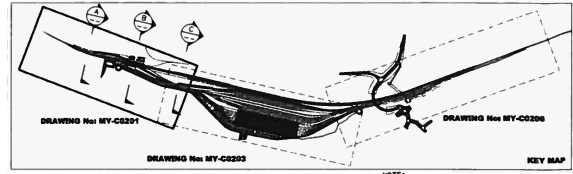
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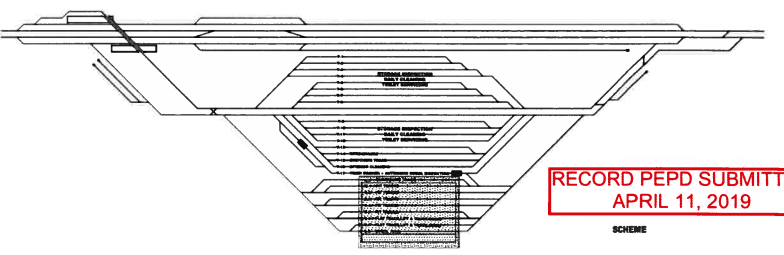
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KEY MAP

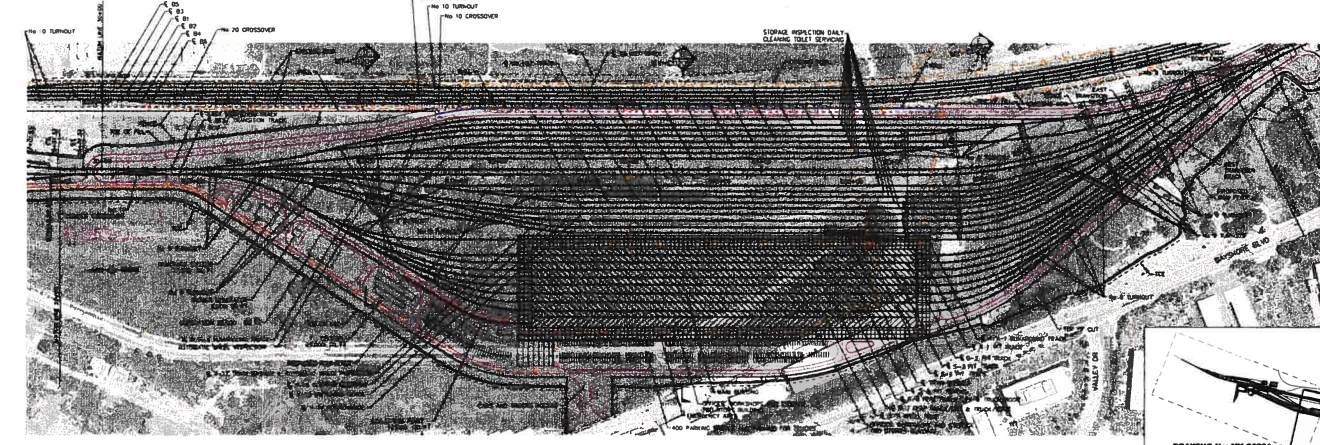


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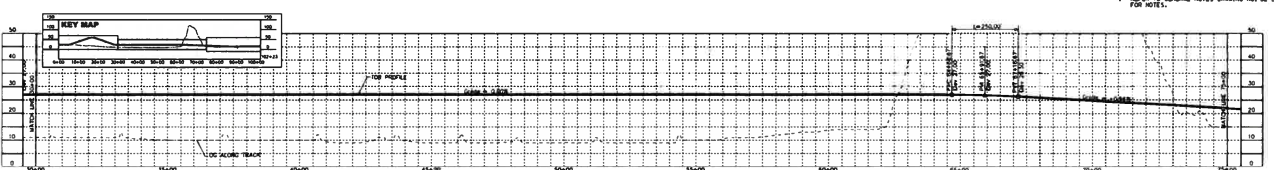
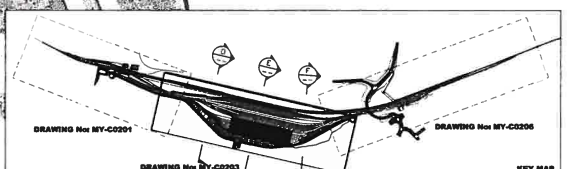
CALIFORNIA HIGH-SPEED TRAIN PROJECT
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BRISBANE LIGHT RAIL STATION FACILITY WEST
COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

DATE: 04/11/19
BY: [Name]
CHECKED: [Name]

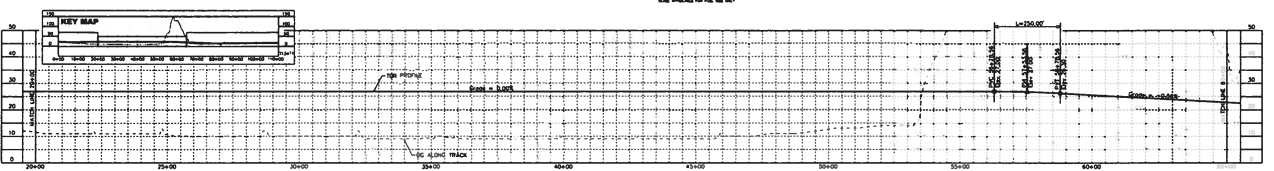


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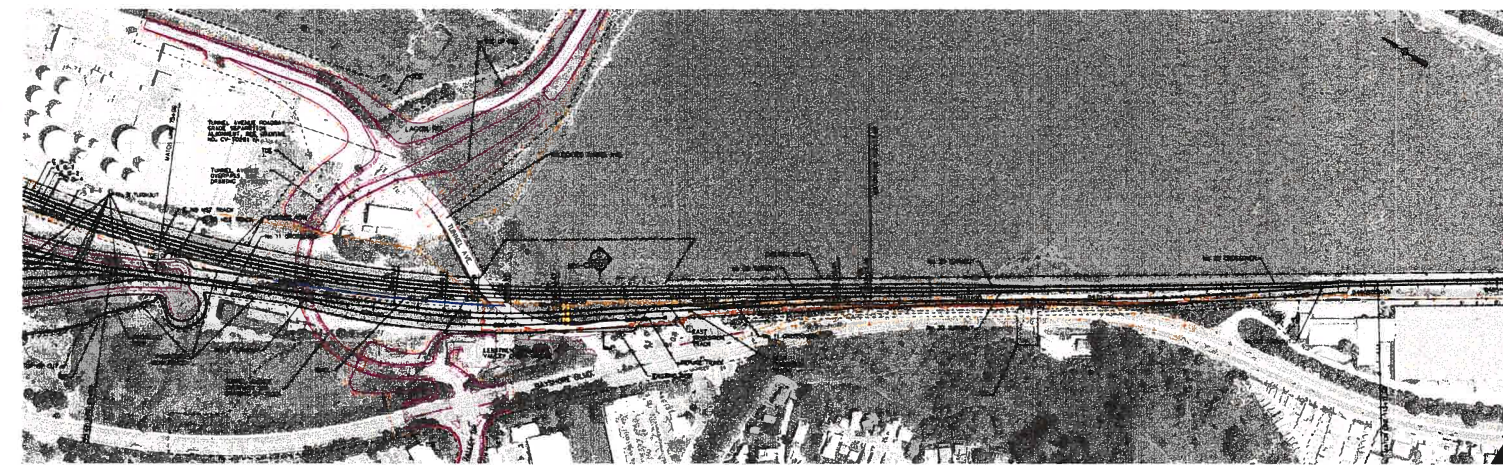
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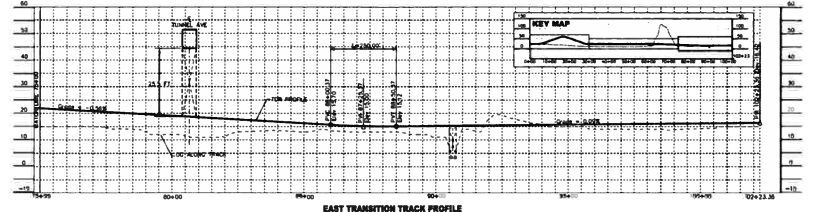
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COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

DATE: 04/11/19
BY: [Name]
CHECKED: [Name]

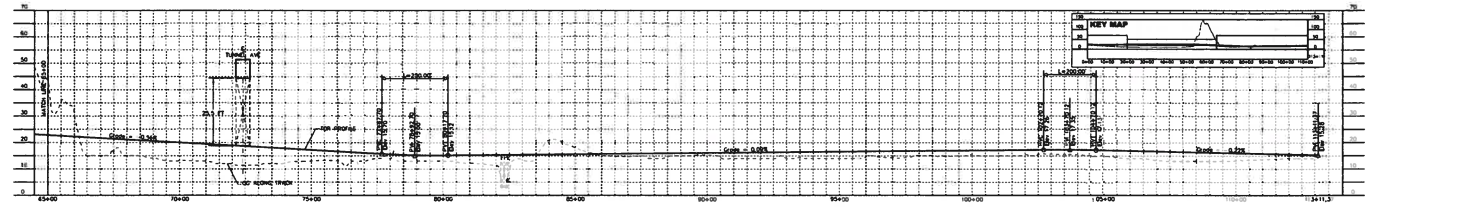


PLAN
SCALE: 1"=100'
1"=100' HORIZ.
1"=100' VERT.

NOTES:
1. FOR UTILITY IMPACTS, ROADWAY STRUCTURES AND
FOR ALL OTHER DETAILS, SEE COMPOSITE DRAWING
FOR DETAILS.



EAST TRANSITION TRACK PROFILE
SCALE: 1"=100' HOR, 1"=10' VERT



WEST TRANSITION TRACK PROFILE
SCALE: 1"=100' HOR, 1"=10' VERT

RECORD PEPP SUBMITTAL
APRIL 11, 2019

HNTB CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE B
BRISBANE LIGHT RAIL STATION FACILITY WEST
COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

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